



PENN CENTRAL

CENTRAL REGION

**ALLEGHENY DIVISION
PITTSBURGH DIVISION
NORTHERN DIVISION**

TIMETABLE NO. 1

IN EFFECT 4.01 A.M., SUNDAY, APRIL 28, 1968

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

G. M. SMITH
Vice President
and
General Manager

J. A. FOSHEE
General Superintendent

Superintendents:

**J. F. SPRENG
H. J. MARTIN
T. E. JORDAN**

Divisions:

**Allegheny
Pittsburgh
Northern**

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2024



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Pittsburgh

Northern (Wm SPT)
1st Ave & Nichols
Place

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NOTE—Applies on Pages 3 to 37 inclusive:

Rule 221-A in effect at all Train Order offices unless otherwise indicated.

B Indicates Rule 221-B in effect.

C Indicates Rule 221-C in effect.

K Indicates controlled by.

O Indicates automatic interlocking.

P Indicates in service part-time.

R Indicates remotely controlled from.

S Indicates control station at other than dispatcher's office.

X Indicates in service continuously.

★ Indicates radio channel 1.

◆ Indicates radio channel 2.

Holidays: New Years, Memorial, Independence, Labor, Thanksgiving, Christmas Days.

MAIN LINE PHILADELPHIA TO PITTSBURGH

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction. Car Capacity 50 ft. cars				
						West or North	East or South	Both		
				PHILADELPHIA (Eastern Region)						
				HARRISBURG.....	104.6					
X	X	X	★	ROCKVILLE.....	109.9					
				MARYSVILLE.....	112.0					
X	X	X	★	BANKS.....	113.2					
				DIV. POST (Allegheny Div.).....	113.4					
X	X	X	★	VIEW.....	118.9					
X	X	X	★	PORT.....	133.4					
X	X	X	★	MIFFLIN.....	153.6					
X				WALL..... R-Mifflin	157.0					
				LEWISTOWN.....	165.2					
X	X	X	★	LEWIS.....	166.4					
				MOUNT UNION.....	190.4					
X	X	X	★	JACKS.....	191.4					
				MAPLETON.....	193.7					
				BRIDGEPORT.....	196.0					
				HUNTINGDON.....	202.3					
X	X	X	★	HUNT.....	202.3					
X				DEER.....	204.7					
X				PETE.....	209.0					
X				TUNNEL..... R-Spruce	212.9					
X	X	X	★	SPRUCE.....	214.1					
X		X	★	FORGET.....	220.9					
				TYRONE.....	222.1					
X				WILSON..... R-Gray	222.2					
X	X	X	★	GRAY.....	223.1					
X				BELL.....	230.0					
X	X	X	★	ANTIS.....	232.1					
X	X	X	★	WORKS.....	235.5					
				ALTOONA.....	236.1					
X	X	X	★	ALTO.....	236.3					
X				SLOPE..... R-Alto	237.2					
X	X	P	★	MG.....	243.4					
X				BENNY.....	246.4					
X				SF.....	247.4					
				GALLITZIN..... R-AR	248.2					
X				UN.....	248.4					
X	X	X	★	AR*.....	248.4					
X	X	X	★	MO.....	250.5					
				CRESSON.....	251.0					
X				W..... R-SO	264.1					
X	X	X	★	SO.....	266.1					
X				AO..... R-C	271.2					
				CONEMAUGH.....	272.6					
X	X	X	★	C.....	273.2					
X				JW..... R-C	274.5					
				JOHNSTOWN.....	275.1					
X	X	X	★	SG.....	277.3					
X	X	X	★	JD.....	290.6					

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				DIV. POST (Pittsburgh Div.).....	298.0				
				TORRANCE.....	299.9				
X				MILLWOOD..... R-DR.....	306.0				
				DERRY.....	307.3				
X	X	X	★	DR.....	307.8				
				LATROBE.....	312.3				
X	X	X	★	KR.....	312.7				
				DONOHUE.....	317.6				
				GREENSBURG JCT.....	320.5				
				GREENSBURG.....	322.1				
				RADEBAUGH.....	323.9				
X	X	X	★	RG.....	325.0				
				JEANNETTE.....	326.3				
				SHAFTON.....	330.7				
X	X	X	★	CP.....	332.7				
				TRAFFORD.....	336.3				
X	X	X	★	SZ.....	336.5				
				PITCAIRN.....	337.9				
				SPRING HILL.....	338.1				
				WILMERDING.....	339.3				
X	X	X	★	WG.....	339.7				
X				PERRY..... R-WG.....	340.5				
				EAST PITTSBURGH.....	340.8				
X	X	X		R.....	341.6				
X				WK..... R-CM.....	345.5				
				WILKINSBURG.....	346.5				
X	X	X	★	CM.....	347.8				
				EAST LIBERTY.....	348.6				
X	X	X	★	PITT.....	352.7				
				PITTSBURGH.....	353.1				

The direction from Philadelphia is westward.

*Does not apply on No. 3 and No. 4 tracks.

†In service for No. 2 track only.

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

Station	Hours in Service
MG	7.01 A.M. to 3.01 P.M. daily except Monday, Tuesday and Holidays.

MAIN LINE PITTSBURGH TO CHICAGO

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				PITTSBURGH DIVISION				
				PITTSBURGH.....				
X	X	X	★	PITT.....	0.3			
X	X	X	★	FEDERAL STREET.....	0.9			
X	X	X	★	PENNSYLVANIA AVE.....	1.8			
				ISLAND AVENUE.....	2.7			
X	X	X	★	JACKS RUN.....	4.8			
				SEWICKLEY.....	12.5			
X	X	X	★	LEETSDALE.....	15.0			
				AMBRIDGE.....	16.5			
X	X	X	★	EAST CONWAY.....	20.8			
				CONWAY.....	22.6			
X	X	X	★	FREEDOM..... R-West Conway.....	23.9			
X	X	X	★	WEST CONWAY.....	24.5			
				ROCHESTER.....	25.9			
				NEW BRIGHTON.....	28.9			
				BEAVER FALLS.....	30.2			
				MORADO.....	32.8			
				DIV. POST (Valley Div.).....	34.0			
X	X	X	★	WOOD.....	34.8			
X	X	X	★	CRESTLINE (PC Crossing)†.....	188.7			
				CHICAGO.....				

The direction from Pittsburgh is westward.

MAIN LINE PITTSBURGH TO ST. LOUIS

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Pittsburgh	Siding Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				PITTSBURGH DIVISION				
				PITTSBURGH.....				
X	X	X	★	PITT.....				
X				MONON..... R-Esplen	1.1			
				POINT BRIDGE.....	2.2			
X				ELLIOTT..... R-Esplen	3.2			
X				CORLISS..... R-Esplen	4.5			
X				INGRAM..... R-Wagner	5.4			
				CRAFTON.....	6.0			
X	X	X	★	WAGNER.....	7.8			
				CARNEGIE.....	8.5			
				CAMP HILL.....	9.4			
				OAKDALE.....	14.8		60	
				LAUREL HILL.....	17.8			
				MCDONALD.....	18.3			
				MIDWAY.....	21.5			
				BURGETTS.....	26.8			
				BURGETTSTOWN.....	27.5			
				(Penna.-West Virginia state line).....	35.1			
				COLLIER.....	35.6			
X				CO..... R-Weirton Jct.	35.8			
X				NC..... R-Weirton Jct.	39.7			
X	X	X	★	WEIRTON JCT.....	41.0			
X				SB..... R-Weirton Jct.	41.7			
				(West Virginia-Ohio state line).....	42.3			
				STEUBENVILLE.....	43.2			
X				HD..... R-Mingo Jct.	44.1			
X	X	X	★	MINGO JCT.....	46.3	208		
X				GOULD..... R-Mingo Jct.	49.0			190
X				EAST ACRE.....	56.0			
X				MID ACRE..... R-Acre	56.4			
X	X	X	★	ACRE.....	57.4	126	188	
				WEST ACRE..... R-Acre	58.4			
				HOPEDALE.....	63.8			
				CADIZ JCT.....	66.0			
X				EAST CUSTER..... R-Custer	69.0			
X	X	X	★	CUSTER.....	71.0	204		
X				SCIO..... R-Custer	75.0			
				BOWERSTON.....	81.1			
				DYKE.....	88.7		126	
				JEWETT STREET.....	90.2			
				DENNISON.....	90.3			
X	X	X	★	UHRICH (B&O).....	91.9			
				DIVISION POST (Southern Reg.).....	92.3			
			X	NEILSTON.....	190.5			
				COLUMBUS (U. D. Co.).....	190.7			
				ST. LOUIS.....				

The direction from Pittsburgh is westward.

CORLISS CONNECTING TRACK

				PITTSBURGH DIVISION	*			
X				CORLISS (Main Line)..... R-Esplen				
X	X	X	★	ESPLEN (Scully Branch).....	1.3			
				*Distance from Corliiss.				
				The direction from Corliiss is eastward.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from JD	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				MAIN LINE— CONEMAUGH					
X	X	X ★		JD (Allegheny Division..... POST (1907 feet west of JD).....					
				PITTSBURGH DIVISION					
X				TOMS RUN..... R-BI	5.9				
X				BENNETT.....	6.4				148
X	X	X ★		ALUM BANK..... R-BI	7.5				
				BI	10.0				
				TUNNELTON.....	15.3				
				ATLAS.....	17.3				
				SALTSBURG.....	17.4				
				AVONMORE.....	26.1				
				SALINA.....	26.7				
X	X	X ★		TRUXALL.....	30.8				112
X				APOLLO..... R-Truxall ..	34.3				
				VANDERGRIFT.....	37.5				
				PINE RUN.....	39.2		86		
				HYDE PARK.....	41.6				
				LEECHBURG.....	42.9				
X	X	X ★		WEST LEECHBURG.....	43.6				
				AJ	47.8				
				KISKIMINETAS JCT.....	47.8				
				FREEPORT.....	49.1				
				BUTLER JUNCTION.....	49.8				
X				HARRIS..... R-AJ	49.8				137
X				BEALE..... R-AJ	51.4				
				BRACKENRIDGE.....	54.8				
				TARENTUM.....	55.8				
				WEST TARENTUM.....	56.5				
				HIGGINS.....	57.1				
				SPRINGDALE.....	60.7				
X				CHESWICK.....	62.8				
X				ACME..... R-UY	63.1				
				HARMAR..... R-UY	64.6				145
				BLAWNOX.....	68.2				
				ASPINWALL.....	70.2				
X	X	X ★		UY.....	70.4				
X				ETNA..... R-UY	72.4				
X	X	X ★		CQ.....	75.9				
				FEDERAL STREET.....	77.2				

NOTE—The distance from JD to Mile Post 0 is 3.6 miles.
The distance from Salina to Mile Post 29 is 0.2 miles.
The distance from JD to Federal Street is 78.6 miles.
The direction from JD is westward.

MAIN LINE HARRISBURG TO BUFFALO

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Baltimore	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X	★	HARRISBURG (East. Region).....	84.4			
				ROCKVILLE.....	90.6			127
X				HECKS.....	92.2			178
X				DIVISION POST (Northern Div.).....	92.2			
X				STONE.....	94.0			
X				EAST FERRY.....	99.4			264
X				WEST FERRY.....	102.3			
				L. V. JUNCTION.....	111.9			
X				MILLERSBURG.....	112.5			
X				EAST MILLER.....	113.3			265
X				WEST MILLER.....	116.1			
X				DALMATIA.....	122.3			
X				EAST BOYLES.....	127.1			300
X				WEST BOYLES.....	130.3			
X				SELINGSGROVE JCT.....	133.7			
X				CREEK.....	138.0			
X	X			SF (Reading RR Crossing).....	138.4			
				SUNBURY.....	138.7			
					#			
				SUNBURY.....	287.5			
X	X	X	★	HORN.....	287.3			
				KASE.....	286.4			135
X				NORTHUMBERLAND.....	285.6			329
X				MOLLY.....	282.4			
X	X			MONTANDON JCT.....	278.8			
X				MU (Reading RR Crossing).....	275.9			
X				MILTON.....	275.0			
X				EAST FAIR.....	274.4			278
X				WEST FAIR.....	271.7			
				WATSON TOWN JCT.....	270.7			
				WATSON.....	270.3			76
X				DEWART.....	268.5			
				MONTY.....	265.0			
				(Reading RR Crossing).....	264.0			
X				MONTGOMERY.....	263.7			39
X				CLINTON.....	261.3			
X				EAST MUNCY.....	260.1			232
X				MUNCY.....	259.0			
X				WEST MUNCY.....	250.2			
X				EAST ALLENS.....	248.3			
X				LYON.....	245.3			
X				WEST ALLENS.....	242.8			239
X				EAST LINDEN.....	242.5			249
X				LINDEN.....	239.9			
X				WEST BUD.....	236.1			20
X				JERSEY SHORE.....	230.8			
X				PINE.....	228.2			234
				RICH.....	228.1			
X				McELHATTAN.....	225.2			
X				SCALE.....	224.8	119		
X	X	X	★	LANE.....	223.2		115	
				LOCK HAVEN.....	217.6			
				FARRANDSVILLE.....	211.3			178
				BAKER.....	209.5			
				GRUGAN.....	205.0			
				RITCHIE.....	201.7			142
X				QUAIL.....	197.5		96	
	X	X	★	FARWELL.....	196.4			
				DROCTON.....	195.2			
				RENOVO.....	194.9			
				DRURY.....	189.3			
X	X	X	★	WESTPORT.....	183.2			108
X	X	X	★	CT.....	168.2	52	99	
X				DF.....	167.9			
X				DRIFTWOOD.....	163.5			
X				HY.....	159.0			
X				SC.....	158.5			
X	X	X	★	STERLING RUN.....	150.0	93	89	
				JN.....				
				# Distance from Erie.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Buffalo	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						South	North	Both
		X		EMPORIUM.....	121.2			
				LINORE ▲..... R-JN	120.4			
				SIZERVILLE.....	114.9			
				KEATING SUMMIT.....	107.6			
X	X	X ★		NR.....	103.1			9
				WRIGHTS.....	101.9			
				PORT ALLEGANY.....	96.9			143
				TURTLE POINT.....	91.7			
				LARABEE.....	87.7			
				CLERMONT JCT.....	87.5			
X	X	X ★		CR.....	85.6			
				ELDRED.....	84.5			
				(Penna.-N. Y. state line).....	79.3			
X				SN.....	78.1			
X				PORTVILLE.....	76.2			
				OW.....	73.0			
				SHAW.....	70.8			
				OLEAN.....	70.4			
				FIRST STREET.....	70.2			
				AD.....	69.5			
X	X			E-L RR CROSSING.....	69.4			
				FRANKLINVILLE.....	49.7			
				NAPIERS.....	46.9			
X	X	X ★		MACHIAS (B&O RR Crossing).....	44.5			
X				LAKE.....	43.8			93
				DELEVAN.....	38.9			
				ARCADE.....	35.8			
X				BUCK.....	34.3			
X				CHAFFEE.....	32.9			142
X				PERRY.....	27.9			
				HOLLAND.....	26.7			
X				WALES.....	21.5			
				EAST AURORA.....	17.2			171
X				HUBBARD.....	15.5			
				JAMISON ROAD.....	14.7			
				SPRINGBROOK.....	10.5			
				BUFFALO DIVISION.....	8.8			
X				SS 49A (NYC RR)..... R-Buffero				
				BUFFALO				
				Mileage in station list is based on the numbered Mile Posts from Buffalo, Erie and Baltimore.				
				The direction from Mile Post 8.8 to Emporium is southward.				
				The direction from JN to Rockville is eastward.				
				NOTE—*Newberry is located on Williamsport Branch.				
				▲Linore is a block station for northward movements on No. 1 track, only.				
Interlocking, Block and Block-Limit Stations in service part-time as follows:								
Station		Hours in Service						

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from State St. Erie	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				MAIN LINE—ERIE				
X	X	X ★		NORTHERN DIVISION				
				JN (Main Line).....	150.0	93	89	
				EMPORIUM.....	149.9			
				ST. MARYS.....	128.3			135
			X	CAP..... K-Ridgway (a)	124.4			
		P		RIDGWAY.....	117.9			
				RIDGWAY SIDING.....	117.1			110
			X	BURG..... K-Ridgway (a)	110.6			68
				JOHNSONBURG.....	110.2			
				WILCOX.....	103.7			
				SERGEANT.....	98.9			
				KANE.....	94.7			115
				SHEFFIELD.....	78.9			
			X	CLARE..... K-Ridgway (a)	71.7			
				OTTS.....	66.5			92
				WARREN.....	65.8			
				WILER.....	64.7			
				STARBRICK.....	63.4			
				IRV.....	60.0			
				YOUNGSVILLE.....	57.3			
			X	GARLAND.....	50.0			
				SPRING..... K-Ridgway (a)	44.5			
X	X	X		MS (E-L RR Crossing).....	37.1			42
				CORRY.....	37.0			
X	X	X ★		EYE.....	36.5			
X		X		LOVE..... R-Eye.....	33.7			
				UNION CITY.....	26.1			
				WATERFORD.....	18.4			
				JACKSON.....	13.5			
		P		ELM.....	2.9			
				DIVISION POST-LAKE DIVISION	2.0			
				ERIE	0.0			
				The direction from JN is westward.				
				(a)—Controlled by JN when Ridgway is not in service.				

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

Station	Hours in Service
Elm	7.01 A.M. to 11.01 P.M., Daily except Saturday and Sunday and Holidays
Ridgway	11.59 P.M. to 3.59 P.M., Daily except Sunday and Holidays In service Sunday Midnight to 7.59 A.M.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Tyrone	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				BALD EAGLE BRANCH					
X	X	X	★	LOCK HAVEN (Nor. Div.).....	54.2				
X				POST.....R-Lock Haven.....	52.5				164
				DIV. POST (Nor. Div.).....	52.0				
				ALLEGHENY DIVISION					
X				EAST BEECH.....	47.2				
X				BEECH CREEK.....	45.9				211
				WEST BEECH.....	45.1				
X				HOWARD.....	39.7				
X	X	X	★	SAND.....	35.9				
				MILES.....	30.8				
X				MILESBURG.....	30.8				123
				BAKER.....	29.4				
X				UNIONVILLE.....	25.9				
				EAST JULIAN.....R-Miles.....	21.5				
X				JULIAN.....	21.4				129
				WEST JULIAN.....	20.1				
				MARTHA.....	17.2				
X				PORT MATILDA.....	13.8				116
X				BEAVER.....	9.7				
X				EAGLE.....	6.1				
X				BALD EAGLE.....	5.0				
X				VAIL.....	3.0				
X				PARK.....	1.5				144
				17th STREET, TYRONE.....	0.9				
X				TYRONE.....					
				WILSON.....R-Gray.....					
				The direction from Lock Haven to Wilson is westward.					
				CLEARFIELD SECONDARY TRACK					
				ALLEGHENY DIVISION					
				GRAMPIAN.....	52.5				
			X	CURWENSVILLE.....	47.1				
				CUR.....K-Miles.....	46.8				
			X	CLEARFIELD.....	40.5				
				FIELD.....K-Miles.....	39.1				
				WOODLAND.....	34.3				
			X	WALLACETON.....	29.4				29
X				LACE.....K-Miles.....	29.4				
				RG. (N.Y.C. Crossing) (*).....	23.7				
			X	BURG.....K-Miles.....	23.5				
				PHILIPSBURG.....	23.2				
				MAPLE.....	20.8				
			P	MILLS.....K-Miles.....	19.2				
				OSCEOLA MILLS.....	18.8				
			X	SUMMIT.....K-Miles.....	13.5				67
X		X		VAIL.....	3.0				
				PARK.....R-Miles.....	1.5				
				(*) No operator on duty. Signals will be set normally for movement of P.R. R. trains. If a train is stopped by signal the conductor or engineman must immediately communicate with operator in control of the block.					

Block-Limit Station in service part-time as follows:

Station	Hours in Service
Mills	10:59 P.M. to 6:59 A.M. daily except Sun. & Hol.; continuously Sunday and Holidays.

When Block-Limit Station is not in service, light will not be extinguished.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Petersburg	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				HOLLIDAYSBURG & PETERSBURG BRANCH-A H. & P. SECONDARY TRACK-A NEW PORTAGE SECONDARY TRACK-A					
				ALLEGHENY DIVISION PETERSBURG (Main Line).....					
X		X		PETE (Main Line).....R-Hunt	0.5			103	
				ALEXANDRIA.....	5.0				
				ALFARATA.....	6.2			45	
			X	CLOVER CREEK JCT.....	16.1				
				SPRING.....K-Wye (e)	16.1				
				WILLIAMSBURG.....	18.3				
				GANISTER.....	20.3				
				FRANKSTOWN.....	29.5				
			X	FRANK.....K-Wye (e)	29.5				
				JONES ST. HOLLBG.....	31.5				
				JCT. MOR. COVE TRK.....	32.0				
			X	HOLLY.....K-Wye (e)	32.2				
				HOLLIDAYSBURG.....	32.3				
X	P	P ★		WYE.....	33.4				
X	P	P ★		WYE.....	33.4				
X				ELDORADO.....	36.6				
X	X	X ★		ELDO.....R-Wye	36.6				
				ALTO.....	39.6				
				ALTOONA.....	39.9				
X	X	P ★		WYE.....	33.4				
				DU.....	37.1				
				MS.....	40.6				
				AH.....	44.7				
				PS.....	46.9				
X		X		SF.....R-AR (M. L.)	48.7		180		
				NOTE—The direction from Petersburg to Altoona is westward. NOTE (e)—Controlled by Alto when Wye is not in service.					

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

Station	Hours in Service
WYE	7.00 A.M. Monday to 3.00 P.M. Sunday, except closed Holidays 7.00 A.M. until 7.00 A.M. of the following day.
	IRVONA BRANCH
	ALLEGHENY DIVISION
	CRESSON.....
	YARD LIMIT.....
	PENNA. NO. 16.....
	CONDON.....
	SANDY RUN.....
	VAN ORMER.....
	IRVONA JUNCTION.....
	COALPORT (R. R. St.).....
	BLANDBURG (Stroud Jct.).....
	The direction from Cresson to Blandburg is Northward. *Distance from Cresson.
	PAINT CREEK AND SHADE CREEK BRANCH-A
	ALLEGHENY DIVISION
	HC (South Fork Secondary Track).....
	PAINT CREEK BR. JCT.....
	SHADE CREEK BR. JCT.....
	REITZ 5.....
	HUSKIN SIDING.....
	CAIRNBROOK.....
	CENTRAL CITY.....
	The direction from Paint Creek Br. Jct. to Central City is Southward. *Distance from HC.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block Limit Station	STATIONS	Distance from So. Fork	Siding Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				SOUTH FORK BRANCH SOUTH FORK SECONDARY TRACK ALLEGHENY DIVISION					
X				W.....R-SO.....	1.5				
				SOUTH FORK.....	1.0				
			X	JK.....K-SO.....	1.0				
				ST. MICHAEL.....	2.7				
				LOVETT.....	4.2				
			X	LV.....K-SO.....	4.3				45
				} South Fork Br.					
			X	LV.....K-SO.....	4.3				
				SUMMIT.....	8.5				
			X	HC▲.....K-SO.....	12.3				58
				PAINT CREEK BR. JCT.....	13.4				
				SCALP LEVEL.....	14.0				
				WINDBER JCT.....	15.2				
				END OF TRACK.....	18.9				
				} So. Fork Sec. Tr.					
				The direction from W to End of Track is Southward.					
				▲ Indicates in service for Northward trains only.					
				ANTIS-ALTO SECONDARY TRACKS ALLEGHENY DIVISION	*				
X	X	X ★		ANTIS.....					
				FARM.....	1.0				
X	X			ROSE.....	1.9				
				BRUSH.....	2.5				
X	X			WORKS.....	3.4				
X	X			SOUTH.....	3.4				
X	X	X ★		ALTO.....	4.2				
				*Distance from Antis.					
				BEDFORD SECONDARY TRACK ALLEGHENY DIVISION	*				
			X	BROOK.....K-Wye (e)	14.2				
				EAST FREEDOM.....	15.7				
				CESSNA.....	36.8				46
			X	CREEK.....K-Wye (e)	44.7				
				BEDFORD.....	45.8				
			X	FORD.....K-Wye (e)	45.8				
				BUFFALO MILLS.....	58.9				46
				HYNDMAN.....	68.8				
			X	STATE.....K-Wye (e)	75.0				
				PA.-MD. STATE LINE.....	76.7				
				CUMBERLAND (W. M. Ry.).....	82.8				
				*Distance from Altoona.					

NOTE (e)—Controlled by Alto when Wye is not in service.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from B&O Jct.	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				W. B. V. BRANCH				
				ALLEGHENY DIVISION				
		P		B&O JCT.....	0.0			
				WB.....	1.4			
				GRAY.....				130
				SHAWSVILLE.....	7.7			
				SURVEYOR.....	9.8			
				BALD HILL.....	12.3			
		PC		WALTON.....	13.0			158
				FRENCHVILLE.....	18.1			
				MOWRY.....	24.8			126
				KARTHUS.....	31.4			146
				CATARAET.....	36.8			77
				LOOP RUN.....	39.2			
				SPRUCE.....	40.7			
X	X	X ★		GW.....	51.1			216
				CT.....	53.6			

Direction—B&O Jct. to CT is Eastward

**Interlocking and Tram Order Offices
in service part-time as follows:**

Station	Hours in Service
Walton	6.30 A.M. to 10.30 P.M. Daily except Saturday and Sunday
B&O Jct.	Continuously except 11.00 P.M. Sunday to 7.00 A.M. Monday

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from SR	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				SNOW SHOE BRANCH					
				ALLEGHENY DIVISION					
				SNOW SHOE.....	46.0				
				GILLINTOWN.....	49.2				
				GORTON.....	55.2				
				VIADUCT.....	59.8				
		PB		WINBURNE.....	65.4				
				MUNSON.....	67.2				
				MORRISDALE.....	70.9				
				VAN.....	73.9				
				BIGLER.....	77.3				
				WOODLAND.....	80.1				
		P		CLEARFIELD JCT.....	84.2				
				B&O JCT.....	86.8				
				CLEARFIELD.....	87.4				

Direction—Snow Shoe to Clearfield is Westward.

**Interlocking and Train Order Offices
in service part-time as follows**

Station	Hours in Service
Windburne	7.00 A.M. to 3.00 P.M. Daily except Saturday and Sunday
B&O Jct.	Continuously except 11.00 P.M. Sunday to 7.00 A.M. Monday

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				CHERRY TREE BRANCH					
				ALLEGHENY DIVISION	*				
		P		C.B. JCT.....	14.5				
				J.G.....	0.6				
				U.S.....	13.6				160
				LUMBER.....	6.1				
				GOOD 22.....	12.6				
				BELL RUN.....	13.3				
				BOWER.....	15.6				
				W.J.....	0.0				90
				DOWLER JCT.....	7.3				
				BURNSIDE.....	1.5				
		P		SCALES.....	8.2				
				CHERRY TREE.....	9.1				
				*Distance from					
Direction CB Jct. to Cherry Tree is westward.									
Interlocking and Train Order Offices in service part-time as follows:									
Station		Hours in Service							
CB Jct.		7.00 A.M. to 11.00 P.M. Daily except Sunday							
Cherry Tree		5.00 A.M. to 2.00 P.M. Daily except Saturday and Sunday							
				BOARDMAN BRANCH					
				ALLEGHENY DIVISION	*				
				POTTS RUN JCT.....	0.0				
				BOARDMAN.....	1.3				
				End of Track.....	2.2				
				*Distance from Potts Run Jct.					
Direction Potts Run Jct. to End of Track is westward.									
				MADERA BRANCH					
				ALLEGHENY DIVISION	*				
				CLEARFIELD JCT.....	84.2				
				DIMELING.....	0.0				
				CHASE.....	3.4				
				FAUNCE.....	7.0				
				POTTS RUN.....	10.5				
				POTTS RUN JCT.....	11.3				
				MADERA JCT.....	16.8				
				MADERA.....	17.3				
				GLEN HOPE.....	21.3				
				IRVONA.....	26.3				
				*Distance from Dimeling					
Direction Clearfield Jct. to Irvona is southward.									

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West or North	East or South	Both
				GRASSFLAT BRANCH				
				ALLEGHENY DIVISION	*			
				VIADUCT.....	0.0			
				GRASSFLAT.....	2.9			
				*Distance from Viaduct.				

Direction Viaduct to Grassflat is northward.

				MAHAFFEY BRANCH				
				ALLEGHENY DIVISION	*			
				WJ.....	112.2			
				MAHAFFEY.....	112.7			
				MAHAFFEY JCT.....	113.0			
				*Distance from SR.				

Direction W.J. to Mahaffey Jct. is southward.

				PHILLIPSBURG BRANCH				
				ALLEGHENY DIVISION	*			
				MUNSON.....	0.0			
				OPHIR.....	3.6			
				LOCH LOMOND.....	5.0			
				DECATUR.....	5.1			
				R.G.....	6.3			
				PHILLIPSBURG.....	7.1			
				*Distance from Munson.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				HOOVERHURST BRANCH				
				ALLEGHENY DIVISION	*			
				DOWLER JCT.....	7.3			
				HOOVERHURST.....	11.0			
				End of Branch.....	11.8			

Direction Dowler Jet. to End of Branch is northward.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Altoona	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				MORRISON COVE SECONDARY TRACK					
			X	ALLEGHENY DIVISION HOLLY..... K-Wye (e) (Jct. H. & P. Secondary Track)	7.8				
			X	BROOK..... K-Wye (e)	14.2				
				McKEE.....	15.2				
				ROARING SPRING.....	17.4				
				MARTINSBURG JCT.....	21.5				
				MARTINSBURG.....	22.2				
				CURRY.....	24.0				
				MT. DALLAS SECONDARY TRACK	*				
			X	CREEK..... K-Wye (e)					
			X	DALLAS..... K-Wye (e)	6.9				
				*Distance from Creek.					
				MILROY SECONDARY TRACK	*				
				ALLEGHENY DIVISION CHESTNUT ST., LEWISTOWN (Jct. Lewistown Secondary Track)					
				BURNHAM.....	2.6				
				YEAGERTOWN.....	3.6				
				REEDSVILLE.....	5.4				
				NAGINEY.....	9.6				
				MILROY.....	11.1				
				*Distance from Chestnut St., Lewistown.					
				MOSHANNON SECONDARY TRACK	*				
			P	ALLEGHENY DIVISION MILLS..... K-Miles (Jct. Clearfield Secondary Track)					
				JCT. M.&C. SECONDARY TRACK	2.0				
				JCT. COAL RUN SECONDARY TRK.	2.1				
			X	COAL..... K-Miles	2.1				
				HOUTZDALE.....	5.7				
			X	RAM..... K-Miles	6.9				
				SMOKE RUN.....	11.6				
				MADERA.....	14.1				
				BETZ JCT. (N.Y.C. Crossing).....	14.6				
				McCARTNEY.....	21.0				
				*Distance from Mills.					

NOTE (e)—Controlled by Alto when Wye is not in service.

Block-Limit Stations in service part-time as follows:

Station	Hours in Service
Mills*	10.59 P.M. to 6.59 A.M. daily, except continuously Sunday and Holidays.

*NOTE—When Block-Limit Station is not in service, light will not be extinguished.

				BELLEFONTE SECONDARY TRACK	*				
X	X	X	★	ALLEGHENY DIVISION MILES..... } Bald Eagle MILESBERG..... } Branch	30.8 30.8				
			X	BELLEFONTE.....	33.5				
				FONT..... K-Miles	33.6				
			X	PLEASANT GAP.....	37.0				
				WHITE..... K-Miles	41.0				
				DIV. POST (Nor. Div.).....	41.0				
				*Distance from Tyrone.					

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Cresson	Siding Assigned Direction. Car Capacity 50 ft. cars		
						West or North	East or South	Both
				CRESSON SECONDARY TRACK				
				ALLEGHENY DIVISION				
				CRESSON.....				
			X ★	EP.....	1.8			
				MUNSTER.....	3.6			128
				EBENSBURG JCT.....	6.4			50
			X	KY..... K-EP.....	6.4			
				BRADLEY JUNCTION.....	11.8			61
			X	DF..... K-EP.....	11.9			
				PATTON.....	18.5			37
			X	PU..... K-EP.....	18.6			
				HASTINGS JCT.....	26.1			47
			X	RE..... K-EP.....	25.9			
				WELSHDALE.....	30.8			54
			X	LJ..... K-EP.....	35.2			
				MAHAFFEY JCT.....	39.0			
			X	HM..... K-EP.....	40.9			
				McGEES JUNCTION.....	41.0			
			X	BEAR RUN JCT.....	43.7			
				K..... K-EP.....	47.8			
				CLOE.....	54.2			
				PUNXSUTAWNEY.....	56.5			
			X	RU..... K-EP.....	56.6			
				END OF TRACK.....	63.3			
				BLACK LICK SECONDARY TRACK				
				ALLEGHENY DIVISION				
				CRESSON.....				
			X ★	EP.....				
			X	KY..... K-EP.....	5.4			
				EBENSBURG JCT.....	6.4			
			X	BETH..... K-EP.....	10.5			
				EBENSBURG.....	11.0			55
			X	STEEL..... K-EP.....	12.7			
				BEULAH.....	14.1			72
			X	SR..... K-EP.....	17.7			
				NANTYGLO.....	18.5			74
				TWIN ROCKS.....	20.5			40
				VINTONDALE.....	24.0			28
			X	VF..... K-EP.....	24.4			
				RITTER.....	25.0			46
			X	CH..... K-EP.....	35.8			50
			X	NI..... K-EP.....	42.1			
			X	ZD..... K-EP.....	43.3			
				SUSQUEHANNA SECONDARY TRACK				
				ALLEGHENY DIVISION				
				CRESSON.....				
			X ★	EP.....				
				BRADLEY JUNCTION.....	11.8			
			X	DF..... K-EP.....	11.9			
				TOD.....	13.2			
			X	IR..... K-EP.....	14.9			
				DISHART.....	15.0			43
				LUTHER JCT.....	18.8			
				STERLING JCT.....	20.4			
			X	BN..... K-EP.....	21.6			65
				SPANGLER.....	22.3			
			X	WC..... K-EP.....	23.6			
				BARNESBORO.....	23.7			
			X	JA..... K-EP.....	25.6			
				EMIGH RUN JCT. N.Y.C.....	27.9			
			X	CJ (CHERRY TREE JCT).....	28.9			
			X	DC (CHERRY TREE).....	29.3			

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				NO. 101 AND NO. 102 SECONDARY TRACKS ALLEGHENY BRANCH PITTSBURGH DIVISION	*				
				PITTSBURGH 11TH ST.....					
				29TH STREET.....		1.3			
				SOUTH END.....	No. 101 and 102 (Secondary Tracks				
				COLEMAN YARD.....		6.1			
				NORTH END.....					
				COLEMAN YARD.....		6.7			
				NADINE.....		7.8			
X	X	X	★	UY.....	Allegheny Branch				
		P		NADINE.....		7.8			
				DN.....		10.1			
				VERONA.....		10.3			
				EDGEWATER.....		10.8			
				OAKMONT.....		11.1			
				NEW KENSINGTON.....		18.1			
				ARNOLD.....		18.9			
				BRAEBURN.....		22.3			
X	X	X	★	AJ.....		28.7	115	230	
				KISKIMINETAS JCT.....		28.7			
				SCHENLEY.....		29.1			
				ALADDIN.....		29.8			
X	P	P	★	FD.....		40.0	266	82	
				FORD CITY.....		40.9			
				KITTANNING.....		44.5			
				TEMPLETON.....		53.6			
				RIMERTON.....		59.4			
				BRADY SIDING.....		61.0			264
				DIV. POST (Nor. Div.).....		63.4			
				RED BANK (Nor. Div.).....		63.5			
X	X	X	★	BRADY (Nor. Div.).....		64.6			
				The distance from UY to Nadine is 2.0 miles; Nadine to Div. Post (Nor. Div.) is 55.6 miles.					
				*Distance from 11th St. Pittsburgh. The direction from UY is Northward.					

Interlocking, Block and Block-Limit Stations in service part-time as follows:	
Station	Hours in Service
DN	7.00 A.M. to 11.00 P.M., daily except Saturday, Sunday and Holidays.
FD	7.01 A.M. to 11.01 P.M., Monday to Friday. 7.01 A.M. to 3.01 P.M., Saturday. Holidays, closed day of Holiday to 7.01 A.M. day following a Holiday.

				TURTLE CREEK BRANCH PITTSBURGH DIVISION	*				
X	X	X	★	SZ.....					
				TRAFFORD.....		0.1			
				NORTH TRAFFORD.....		0.5			
		X		BY ▲.....	K-SZ.....	0.9			
				NOTE—▲Indicates Block-Limit Station for Westward trains only. The direction from SZ to BY is Eastward. *Distance from SZ.					
				PORT PERRY BRANCH PITTSBURGH DIVISION	*				
X				PERRY (Main Line).....	R-WG.....				
X				U JCT.....	R-PG.....	1.1			
X	X	X	★	PG.....		2.1			
				The direction from Perry is westward. *Distance from Perry.					

Interlocking	Interlocking Station	Block Station and Train Order Office	Block Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				BRILLIANT BRANCH PITTSBURGH DIVISION	*				
X	X	X	★	UY.....					
X	X	X	★	CM.....	1.8				
				The direction from UY to CM is Eastward. *Distance from UY.					
				MONONGAHELA BRANCH MONONGAHELA SECONDARY TRACKS PITTSBURGH DIVISION	*				
X	X	X	★	MONON..... R-Esplen.....					
X	X	X	★	OB.....	2.7		177		
				HOMESTEAD.....	6.4				
X	X	X	★	KENNY R-PG.....	9.3				
				PG.....	10.1				
				DUQUESNE.....	10.8				
				SOUTH DUQUESNE.....	11.6				
				DRAVOSBURG.....	14.4				
				WILSON.....	17.4				
				PETERS CREEK JCT.....	17.7				
				CLAIRTON.....	19.0				
				WEST ELIZABETH.....	20.8				
				FLOREFFE.....	22.4				
				ELRAMA.....	22.8				
				SHIRE OAKS.....	23.7				
X				H..... R-MC.....	25.0				
X	P	P	★	MONONGAHELA.....	29.8				
				MC.....	29.9				
X	P	P	★	MC.....	29.9				
				DONORA.....	34.2				
				WEST MONESSEN.....	38.4				
				CHARLEROI.....	39.5				
				BELLE VERNON.....	40.9				
				ALLENPORT.....	43.5				
				ROSCOE.....	45.6				
				CALIFORNIA.....	48.9				
				WEST BROWNSVILLE JCT.....	51.8				
X	P	P	★	BF.....	52.4				
				The direction from OB to BF is Southward. *Distance from Monon.					

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

Station	Hours in Service
MC BF	7.01 A.M., Monday to 3.01 P.M., Sunday.

				SCULLY BRANCH PITTSBURGH DIVISION	*				
				MONON.....	.0				
X	X	X	★	ELLIOTT..... R-Esplen.....	1.3				
				ESPLEN.....	.0		99		
				DUFF.....	3.0				
				SCULLY.....	4.3				
X	X	X	★	RG—R-Wagner.....	6.0				
X	X	X	★	WAGNER.....	7.0				
				The direction from Wagner to Monon is Eastward. *Distance from Esplen.					
				OHIO CONNECTING BRIDGE PITTSBURGH DIVISION	*				
X	X	X	★	ESPLEN.....					
				ISLAND AVENUE JCT.—R-Esplen.....	0.5				
X				ISLAND AVENUE JCT.—R-Esplen.....	0.5				
				ISLAND AVENUE.....	1.1				
X	X	X	★	PENNSYLVANIA AVENUE.....	2.0				
X	X	X	★	ISLAND AVENUE JCT.—R-Esplen.....	0.5				
X	X	X	★	JACKS RUN.....	2.4				
				The direction from Esplen to Island Ave. Jct. is Westward; from Island Ave. Jct. to Penna. Ave. is Eastward; from Island Ave. Jct. to Jacks Run is Westward. *Distance from Esplen.					

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Rochester	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				BAYARD BRANCH PITTSBURGH DIVISION					
X	X	X ★		ROCHESTER.....					
				BEAVER.....	0.9				
				VANPORT.....	3.0				
				MERRILL.....	4.4				
				INDUSTRY.....	7.9				
				MIDLAND.....	10.5				
		P		MIDSTEEL.....	11.9				
				EAST DRY RUN.....	14.5				
				PA.-OHIO STATE LINE.....	14.6				
				LAUGHLIN.....	16.5				
				EAST LIVERPOOL.....	18.3				
				JETHRO.....	18.6				
				WELLSVILLE THIRD ST.....	22.3				
				WELLSVILLE.....	23.4				142
X	X	X ★		YELLOW CREEK.....	25.3				
X				RIVER—R-Yellow Creek.....	26.5				
				DIV. POST (Valley Div.).....	26.6				
				The direction from Rochester to Div. Post (Lake Div.) is Westward. Interlocking, Block and Block Limit Stations in service part time. MIDSTEEL—7.00 A.M. to 3.00 P.M. Daily except Saturday, Sunday and Holidays.					
				LOW GRADE BRANCH PITTSBURGH DIVISION					
X	X	X ★		ROCHESTER.....					
				DIV. POST (Valley Div.).....	3.4				
				FETTERMAN.....	4.6				
X	X	X ★		CASTLE.....	20.7				
				The direction from Rochester to Div. Post (Valley Div.) is Westward.					
				NEW CUMBERLAND BRANCH NEW CUMBERLAND SECONDARY TRACK PITTSBURGH DIVISION					
				KOBUTA (Industrial Track).....	34.4				
			X	CHESTER.....	21.7				29
				HS ▲ K-Weirton Jct.....	21.7				
				FIRST STREET.....	20.7				
			X	NEWELL.....	19.2				23
				N. K-Weirton Jct.....	19.2				
				KENILWORTH.....	17.2				
			X	CONGO.....	16.6				
				NG. K-Weirton Jct.....	16.6				
				ARROYO.....	13.6				
				BROWNSDALE.....	12.2				
			X	MOSCOW.....	11.2				
				KI. K-Weirton Jct.....	11.1				
				GLOBE.....	10.4				
				NEW CUMBERLAND.....	7.6				
			X	TENBURY.....	7.1				
				CU. K-Weirton Jct.....	7.1				
				EAST TORONTO.....	5.0				
				KINGS CREEK.....	4.1				
			X	EAST WEIRTON.....	2.0				
				WN. K-Weirton Jct.....	1.8				
			X	WN—K-Weirton Jct.....	1.8				
			X	WEIRTON.....	1.3				
X	X	X ★		CY ♦—K-Weirton Jct.....	0.3				
				WEIRTON JCT.....					
				NOTE—▲Indicates Block-Limit Station for Westward trains only. ♦Indicates Block-Limit Station for Eastward trains on Weirton Secondary track only. The direction from WN to Weirton Jct. is Westward.					

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Mile Post 0	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				TERMINAL BRANCH					
				PITTSBURGH DIVISION	*				
			X	OHIO JCT.					
				WT ▲—K-Rockville	0.1				
				MARTINS FERRY	1.6				
				PENINSULA	2.7				
			X	CHAPLINE	4.4				
				NY ♦—K-Rockville	4.5				
A				NY ZANE } (Running Track)	4.5				
					5.5				
				NOTE—▲ Indicates Block-Limit Station for westward trains only.					
				♦ Indicates Block-Limit Station for eastward trains only.					
				The direction from Ohio Jct. to Zane is Westward.					
				*Distance from Ohio Jct.					
				No. 105 SECONDARY TRACK					
				PITTSBURGH DIVISION	*				
X				RG (P.C.&Y. R.R.)	R-Wagner				
				CARNEGIE		2.0			
				GLENN (P.C.&Y. R.R.)	R-Wagner	2.5			
				*Distance from RG.					
				INDIANA SECONDARY TRACK					
				PITTSBURGH DIVISION	*				
				END OF TRACK } Blairsville	2.3				
				BLAIRSVILLE..... Running Track	2.9				
			X	D ●	K-BI	3.6			
				BLACK LICK		7.6			
			X	ZD	K-BI	7.7			
				GRACETON		10.4			
			X	MR.	K-BI	12.9			
				HOMER CITY		13.2			
				END OF BLOCK		18.1			
				NOTE—● Indicates Block-Limit Station for Northward trains only.					
				*Distance from Mile Post 0.					
				BUTLER SECONDARY TRACK					
				PITTSBURGH DIVISION	*				
X			X	HARRIS	R-AJ				
				JB	K-VO				
				LANE		0.6			
				WINFIELD JUNCTION		3.8			
			X	WA	K-VO	3.8			
				SARVER		7.6			
				SUMMIT		10.2			37
				CABOT		10.5			
				MARWOOD		11.5			
				DILKS		13.1			65
			X	KD	K-VO	13.1			
				HERMAN		15.8			
				WEST END BUTLER WYE		19.5			
X	X	X	★	VO		20.8			
				BUTLER		21.1			
				*Distance from JB.					

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				NO. 0 SECONDARY TRACK PITTSBURGH DIVISION	*				
X	X	X	★	CP (Main Line).....	0.9				
				YOUGHIOGHENY JCT.....	1.8				
				SHAFTON.....					
				*Distance from CP.					
				NO. 103 SECONDARY TRACK PITTSBURGH DIVISION					
X	X	X	★	UY (Brilliant Branch).....	1.2				
				SOUTH END COLEMAN YARD.....					
				*Distance from UY.					
				WAYNESBURG SECONDARY TRACK PITTSBURGH DIVISION	*				
				WH (Washington Secondary Track).....	0.1				
				WASHINGTON.....	4.3				
				SUMMIT SIDING.....	9.8				
				BAKER.....	17.9				
				WEST UNION.....	28.1				
				WAYNESBURG.....					
				*Distance from WH.					
				NO. 101 SECONDARY TRACK PITTSBURGH DIVISION	*				
X	X	X	★	FEDERAL STREET.....	0.6				
				EAST END BRIDGE 0.33.....					
				*Distance from Federal St.					
				YELLOW CREEK SECONDARY TRACK PITTSBURGH DIVISION	*				
X	X			RIVER (Bayard Br.)..R-Yellow Creek	0.9				
				BRANCH (River Br.) R-Yellow Creek					
				*Distance from River.					
				WHEELING SECONDARY TRACK PITTSBURGH DIVISION	*				
X	X	X	★	WEIRTON JCT.....	1.6				
				EAST STEUBENVILLE.....	2.4				
				LOWER FERRY.....	4.1				
				FOLLANSBEE.....	4.2			22	
			X	FA.....K-Weirton Jct.....	4.2				
				LAZEARVILLE.....	6.7			56	
				WELLSBURG.....	7.6				
				BROOK.....	8.6				
				BEECH BOTTOM.....	12.2			93	
			X	KR.....K-Weirton Jct.....	14.6				
				SHORT CREEK.....	15.1			54	
				EAST WARWOOD.....	19.4				
				WARWOOD.....	20.0				
				WHEELING.....	24.0				
			X	UN◆.....K-Weirton Jct.....	24.1				
				WHEEL (Running track)	24.1				
A				UN ZANE BENWOOD }	25.2				
					26.5				
				NOTE—◆Indicates Block-Limit Station for eastward trains only. The distance from Weirton Jct. to Mile Post 0 is 0.7 Mile.					
				*Distance from Weirton Jct.					

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				WASHINGTON SECONDARY TRACK PITTSBURGH DIVISION	*				
		X		GLENN ▲..... R-Wagner	0.6				
				WOODVILLE.....	1.8				
				BOWER HILL.....	2.8				
				KIRWIN.....	3.3				
			X	BD..... K-Wagner	3.8				
				BRIDGEVILLE.....	3.9				130
				MAYVIEW.....	6.3				
				BOYCE.....	7.5				130
				HILLS.....	8.5				
			X	MO..... K-Wagner	9.5				
				VAN EMMAN.....	11.5				
				MORGANZA.....	12.5				
				RICHFOL.....	13.1				
				CANONSBURG.....	14.1				
				HOUSTON.....	15.3				
			X	MY..... K-Wagner	16.5				
				MEADOW LANDS.....	17.9				
			X	WS..... K-Wagner	19.7				
				ARDEN.....	19.9				
				TYLERDALE.....	21.8				
				CHESTNUT ST.....	22.8				
			X	WH ♦..... K-Wagner	23.3				
				WASHINGTON (Waynesburg Sec.).....	23.6				
				NOTE— ▲ Indicates Block Station for Westward trains only. ♦ Indicates Block-Limit Station for Eastward trains only. The direction from WH is Eastward. *Distance from Carnegie.					

				CADIZ SECONDARY TRACK PITTSBURGH DIVISION	*				
				Cadiz Jct. (Main Line).....					
				Folks.....	2.1				
				Narva.....	3.7				
				Georgetown Jct.....	5.5				
				*Distance from Cadiz Jct.					
				HANNA SECONDARY TRACK PITTSBURGH DIVISION	*				
				Georgetown Jct.....					
				Cadiz Mine.....	1.0				
				Hanna.....	5.0				
				Georgetown { Industrial Track.....	6.0				
				{ Joint PRR and N&W RR.....					
				*Distance from Georgetown Jct.					
				CADIZ INDUSTRIAL TRACK PITTSBURGH DIVISION	*				
				Cadiz Mine (Hanna Secondary Track)					
				Sandy Ridge.....	0.6				
				Cadiz (end of track).....	1.4				
				*Distance from Cadiz Mine.					

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS		Distance from Yellow Creek	Sidings Assigned Direction. Car Capacity 50 ft. cars			
							West or North	East or South	Both	
				RIVER BRANCH POWHATAN SECONDARY TRACK OMAL SECONDARY TRACK PITTSBURGH DIVISION						
X	X	X	★	YELLOW CREEK.....	River Branch	1.0				
X				BRANCH—R—Yellow Creek		2.4				
				PORT HOMER.....		4.3		50		
				CLAYPORT.....		5.5				
				EMPIRE.....		7.5				
				CROXTON.....		8.7				
				TORONTO.....		13.5				
				KINGS.....		17.4				
				STEUBENVILLE.....		18.1				
X	X	X	★	LA BELLE.....		19.6				
				ROCKVILLE (N&W Crossing)	(Running Tracks)	19.6				
X	X	X	★	MINGO JCT.....		20.2				
			X	GR +—C—Rockville		23.6				
			X	GR +..... K—Rockville.....	Powhatan Secondary Track	23.6				
				BRILLIANT.....		23.8				
				JEFFERSON.....		24.1				
				RUSH RUN.....		28.7				
				W. & L. E. JCT.....		29.4				
			X	SHANNON.....		29.6		110		
				RU..... K—Rockville.....		28.6				
				RAYLAND.....		31.0				
				TILTONVILLE (N&W Conn.)		32.3				
				YORKVILLE.....		33.2				
				OHIO JCT.....		36.1				
			X	OJ..... K—Rockville.....		36.2				
				MARTINS FERRY.....		37.7				
				AETNAVILLE.....		38.4				
				BRIDGEPORT (B&O Crossing)		39.7				
			X	BELLAIRE (B&O Crossing).....		43.1		145		
				BR..... K—Rockville.....		43.8				
			X	SHADYSIDE.....		46.8				
				AM..... K—Rockville.....		47.1				
				WEGEE.....		48.6				
				DILLE.....		51.3				
				JOHNSON.....		53.6				
				CAPTINA JCT.....		58.4				
				POWHATAN.....		58.6				
			X	PN ♦..... K—Rockville.....		58.7				
				PN.....	Omal Secondary Track	58.7				
				WEST POWHATAN.....		59.3				
				FERRO.....		63.0				
				CLARINGTON.....		65.9				
				OMAL.....		71.1				
				END OF TRACK.....		72.7				

NOTE— + Indicates Block-Limit Station for Westward trains on Powhatan Secondary Track only.
♦ Indicates Block-Limit Station for Eastward trains only.
The direction from Yellow Creek to GR is Westward.

				SOUTHWEST SECONDARY TRACK PITTSBURGH DIVISION		*			
X	X	X	★	RG.....					
				RADEBAUGH SIDING.....	1.1				124
				HEMPFIELD JCT.....	2.2				
				HAYDEN JCT.....	3.2				
				COUNTY JCT.....	3.9				
				YOUNGWOOD.....	5.3				
			X	YU.....	K-RG	5.5			
				YUKON JCT.....		8.8			
			X	HN.....	K-RG	8.9			
				TARR.....		12.1			
				SCOTTTDALE JCT.....		16.7			
				SCOTTTDALE.....		17.3			68
				BROADFORD JCT.....		17.5			
			X	SY (B&O Crossing).....	K-RG	17.6			
				CONNELLSVILLE.....		24.5			
				OPOSSUM RUN JCT.....		24.9			
			X	NJ.....	K-RG	25.0			
				DUNBAR.....		28.2			
				GIST SIDING.....		30.9			66
				REDSTONE JCT.....		36.3			
			P	RS.....	K-RG	36.3			
			X	VA.....	K-RG	37.1			
				*Distance from RG.					

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West or North	East or South	Both
				ELLSWORTH SECONDARY TRACK MARIANNA SECONDARY TRACK PITTSBURGH DIVISION	*			
X	P	★		MC.....				
				FRYE SIDING.....	Ellsworth Secondary Track	0.8		
				JONES SIDING.....		7.2		46
				BENTLEYVILLE.....		9.7		
				ELLSWORTH SIDING.....		11.0		67
				COKEBURG JCT.....		11.9		
				COKEBURG JCT.....	Marianna Secondary Track	11.9		
				SCENERY HILL.....		14.0		48
				MARIANNA.....		19.0		
				END OF TRACK.....		19.2		
				*Distance from MC.				
				WEST BROWNSVILLE SECONDARY TRACK PITTSBURGH DIVISION	*			
X	P	★		BF.....				
				WEST BROWNSVILLE.....		1.2		
				DENBO.....		3.6		
				VESTA SIDING.....		5.8		36
				TEN MILE RUN JCT.....		10.1		
				*Distance from West Brownsville Jct.				
				YUKON SECONDARY TRACK PITTSBURGH DIVISION	*			
				YUKON JCT.....				
				WHYEL JCT.....		4.0		
				HUNTER RUN JCT.....		6.4		
				COWANSBURG.....		11.7		
				*Distance from Yukon Jct.				
				REDSTONE SECONDARY TRACK PITTSBURGH DIVISION	*			
X	P	P	★	BF.....		52.4		
				LINN.....		53.7		
				GRINDSTONE JCT.....		55.9		
		X		FH.....	K-BF	59.5		82
				WALTERSBURG.....		61.8		
				VANCE MILL JCT.....		65.0		55
				REDSTONE JCT.....		68.4		
		P		RS.....	K-BF	68.4		
				*Distance from Monon.				

Block-Limit Station in service part-time, as follows:

Station	Hours in Service
RS*	10.00 P. M. to 2.00 P. M. Daily, except continuously Sunday and Holidays.

*NOTE—When Block-Limit Station is not in service, light will not be extinguished.

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

Station	Hours in service
BF-MC	7.01 A. M., Monday to 3.01 P. M., Sunday.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
				ELMIRA BRANCH				
				NORTHERN DIVISION	*			
	X	X		KENDALL +.....	74.0			
				SYRACUSE DIVISION				
				Northwestern Region.....	74.0			
				Penna.-N.Y. state line.....	69.0			
				SNED.....	60.5			112
				COLUMBIA X ROADS.....	56.3			
				TROY.....	51.7			50
		P		COWLEY.....	45.4			112
				CANTON.....	38.5			
				LEOLYN.....	32.5			119
			X	MAX.....K-Cowley (c)	24.2			104
				RAILSTON.....	23.2			
				BODINE.....	18.5			
				TROUT RUN.....	12.7			
X	X	X	X	COGAN.....K-Cowley(c)	7.8			106
				NEWBERRY (Williamsport Br.)				
				*Distance from Newberry.				
				The direction from Kendall to Newberry is southward.				
				(c) Max and Cogan controlled by Kendall when Cowley is not in service.				

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

Station	Hours in Service
Cowley	7.00 A.M. to 3.00 P.M. Daily, except Saturday, Sunday and Holidays

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Dorsett Jct.	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				RENO BRANCH					
				NORTHERN DIVISION					
		P		STONEBORO.....	55.9				
				DIVISION POST (Northern Div.).....	56.0				
				SANDY LAKE.....	57.2				
				RAYMILTON.....	63.4				
				POLK JCT.....	67.0				
				POLK.....	67.5				
				PENNA. STATE ASYLUM.....	68.3				
				FRANKLIN.....	76.4				
X				ECLIPSE.....	78.1				
				RENO (Note 3 below).....	81.2				
				END OF BRANCH.....	81.9				

Direction from Stoneboro to Reno is eastward.

Note 3. After train or engine has passed approach signal permitting it to proceed and is delayed it must proceed at restricting speed expecting to find home signal in stop position.

Interlocking and Train Order Offices in service part-time as follows:

Station	Hours in Service
Stoneboro	9.00 A.M. to 1.00 A.M. Daily except Sunday. Open Sunday 5.00 P.M. to 1.00 A.M.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Dunkirk	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
				VALLEY BRANCH				
				NORTHERN DIVISION				
X		P		DUNKIRK.....	0.0			
				DUNKIRK (P.C. and N.W. crossing)...	0.9			
				FREDONIA.....	3.1			
				NORTONS.....	7.1			
				CASSADGA.....	14.1			16
				SINCLAIRVILLE.....	21.8			
				GERRY.....	26.5			
X	P	P		FALCONER.....	32.3			
				FALCONER JCT (El crossing).....	32.7			9
				FREWSBURG.....	38.3			
				STATE LINE (N.Y.-PA.).....	42.3			
				AKELEY.....	44.7			
			P	RUSSEL.....	46.7			
				NORTH WARREN.....	51.9			20
				WARREN.....	54.4			
				IRVINETON.....	60.7			23
				END OF BRANCH.....	61.3			

Direction from Dunkirk to Irvineton is southward.

**Interlocking and Train Order Offices
in service part-time as follows:**

Station	Hours in Service
Dunkirk	9.00 A.M. to 11.00 A.M. and 5.00 P.M. to 6.00 P.M. Daily
Falconer Jct.	9.00 A.M. to 1.00 A.M. Daily
Warren	8.00 A.M. to 3.00 P.M. Daily except Sunday

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Polk Jct.	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				J. F. & C. BRANCH				
				NORTHERN DIVISION				
				POLK JCT.....	67.0			68
				BELMAR.....	77.4			
				EMLENTON.....	80.5			
				VAN.....	86.1			37
				ELMO.....	92.9			67
				SHIPPENVILLE.....	97.6			67
				KNOX.....	98.9			
				PINEY.....	104.9			
				R.N.....	107.1			61
				REIDSBURG.....	108.1			
				LIMESTONE.....	113.3			80
				SUTTON.....	119.4			
			P	L.F. & C. JCT.....	119.7			
				ROSE.....	128.1			

Direction from Polk Jet to Rose is eastward.

**Interlocking and Train Order Offices
in service part-time as follows:**

Station	Hours in Service
Rose	7.00 A.M. to 3.00 P.M. Daily except Saturday Sunday and Holidays

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				RICH BRANCH				
				NORTHERN DIVISION	*			
X				CP BN.....S-SR.....	0.0			
X				RICH (Main line).....R-Newberry..	1.2			
				*Distance from CP BN.				
Direction CP BN to Rich is westward.								
				MILL HALL BRANCH				
				NORTHERN DIVISION	*			
				SR.....	0.0			
				AVIS.....	2.5			
X	X	X	◆	CP BN.....S-SR.....	4.9			
X				LOCK HAVEN.....	10.8			
				MILL HALL.....	13.9			
				BALD EAGLE JCT.....	15.2			
				*Distance from SR.				
Direction from SR to BE Jct is westward.								
				JERSEY SHORE BRANCH				
				NORTHERN DIVISION	*			
				NORTHERN DIVISION—POST.....	166.8			
X	X	X	◆	SR.....	168.2			202
				JERSEY SHORE.....	168.5			
X				CP LC.....S-SR.....	170.2			
X				CP AD.....S-SR.....	177.2			
				NORTH END.....	179.4			
			◆	NB.....	180.1			
				NEWBERRY JUNCTION.....	180.9			
				*Distance from Lyons.				
Direction from SR to Newberry Jct. is westward.								
				WILLIAMSPORT BRANCH				
				"O" TRACK				
				NORTHERN DIVISION	*			
A				WILLS (Reading RR Crossing)..R-MU	249.5			
				WALNUT.....	248.0			
				WILLIAMSPORT.....} Station Track	247.8			
X	X	X	★	NEWBERRY.....	246.1			169
X				RIVER.....R-Newberry	242.7			
X				LINDEN (Main Line).....R-Newberry..	242.5			
				RIVER.....R-Newberry} "O"	242.7			
X				EAST LINDEN (Main Line).....} Trk.	242.8			
				The direction from Linden to Newberry is eastward.				
				*Distance from Erie.				
				WILKES-BARRE BRANCH				
				NORTHERN DIVISION	*			
				WILKES-BARRE.....	62.8			
				HART.....	61.6			
				DIVISION STREET.....	60.9			
	X	★		BUTTONWOOD.....	59.7			
				LOG.....R-Buttonwood	59.2			
X		X		LOMIS.....R-Hunlock	56.4			
				NANTICOKE.....	55.9			
				EAGLE.....	54.8			
				HONEY POT.....	53.5			
X	X	X		HUNLOCK.....	52.4			
				WAPWALLOPEN.....	41.2			
				NESCOPECK.....	35.7			270
				EAST BLOOMSBURG.....	23.3			
X	X	X		NORCA (Reading RR Crossing).....	21.2			108
				CA JUNCTION.....	19.7			
				SOUTH DANVILLE.....	10.9			
X	X	X		KIPS.....	9.5	59	159	
				BANKS.....	1.8			
X	X	X	★	KASE (Main Line).....				
				The direction from Kase to Wilkes-Barre is eastward.				
				*Distance from Kase.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
				CHAUTAUQUA BRANCH				
				NORTHERN DIVISION	*			
X	X	X		GB	7.4			
				BLASDELL.....	7.5			
				LAKEVIEW.....	15.6			
				ANGOLA.....	22.8			
				SILVER CREEK.....	32.7			
				DUNKIRK.....	42.3			
		X		BM	50.2			
				BROCTON.....	50.8			
				PROSS.....	60.1			
X				NORTH NEFF.....	61.8			163
X				SOUTH NEFF.....	63.8			
				MAYVILLE.....	65.1			23
				SUMMERDALE.....	70.9			
				SHERMAN.....	74.6			51
X				NORTH PAN.....	80.0			
				PANAMA.....	81.5			268
X				SOUTH PAN.....	82.7			
				CLYMER.....	86.7			
				(Penna.-N.Y. (state line).....	87.7			
				CORRY.....	93.9			
X	X	X	★	EYE.....	93.9			
				LOVELL.....	94.3			
X				LOVE.....	95.2			
				SPARTANSBURG.....	102.2			
				CENTERVILLE.....	109.6			
X				NORTH TRY.....	110.2			
				TRYONVILLE.....	111.8			266
X				SOUTH TRY.....	113.5			
				HYDETOWN.....	117.1			
				TITUSVILLE.....	120.5			40
X				PETRO.....	130.6			
				ROUSEVILLE.....	134.5			
X	X	X	★	OIL CITY.....	137.5			
				BRIDGE.....	138.4			
				The distance between Mile Post 93 and Mile Post 94 is 2.6 miles.				
				The direction from BM to Bridge is southward.				
				*Distance from Buffalo.				
				ALLEGHENY BRANCH				
				NORTHERN DIVISION	*			
X	X	X	★	BRIDGE.....	132.3			
X	X			OIL.....	129.5			
X				FRANK.....	123.8			
				FRANKLIN.....	123.7			
				VENANGO.....	122.8			350
X				DRAKE.....	120.5			
X				SANDY.....	104.9			275
X				WOODS.....	102.0			
				ROCKLAND.....	99.1			
				EMLENTON.....	89.2			
X				BIRCH.....	88.6			220
X				FOX.....	86.4			
				FOXBURG.....	85.5			
				PARKERS LANDING.....	82.8			
				WEST MONTEREY.....	78.3			
				MADISON.....	73.1			139
				SARAH FURNACE.....	72.0			
X	X	X	★	BRADY.....	64.6			
				RED BANK.....	63.5			
				DIV POST (Pittsburgh Div.).....	63.4			
				BRADY SIDING.....	61.0			264
				PITTSBURGH.....	0			
				The distance between Brady and Sarah Furnace is 2.0 miles; Birch and Rockland is 7.1 miles and Sandy and Drake is 12.1 miles.				
				The distance from Pittsburgh to Bridge is 121.0 miles.				
				The direction from Div. Post to Bridge is northward.				
				*Distance from Pittsburgh.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
				OIL CITY SECONDARY TRACK NORTHERN DIVISION	*			
X	X	X	★	BRIDGE.....	0.9			
			X	ROCK.....K-Bridge	3.8			
			X	ACE.....K-Bridge	12.7			
				TIONESTA.....	20.5			
				WEST HICKORY.....	26.8			
			X	TRUNK.....K-Bridge	30.1			3
				TIDIOUTE.....	35.4			
				END OF BLOCK.....	36.0			
				SALAMANCA SECONDARY TRACK	*			
				END OF BLOCK.....	113.3			
			X	ALLEGANY.....	113.5			
				BILL.....K-Machias	115.6			
				AD.....	116.3			
				The direction from Bridge to AD is northward. *Distance from Oil City.				
				RIDGWAY SECONDARY TRACK NORTHERN DIVISION	*			
		P		RIDGWAY (Main Line-Erie).....				
				END OF BLOCK SIGN.....	1.5			
				BROCKWAY (E-L RR Crossing).....	19.4			
				LANES MILLS.....	21.4			
				McMINNS.....	23.2			
X	X	X		FALLS CREEK (Low Grade Sec. Track) (B&O RR Crossing).....	27.2			
				The direction from Ridgway is southward. *Distance from Ridgway.				

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

Station	Hours in Service
Ridgway	11.59 P.M. to 3.59 P.M. Daily except Sundays and Holidays

In service Sunday—12 midnight to 7.59 A.M.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				L. V. JUNCTION SECONDARY TRACK NORTHERN DIVISION	*			
				L. V. JUNCTION (Main Line).....				
				ELIZABETHVILLE.....	8.5			
				LYKENS.....	14.7			
				The direction from L. V. Junction is westward. *Distance from L. V. Jct.				
				SELINGSGROVE SECONDARY TRACK NORTHERN DIVISION	*			
				END OF BLOCK.....	29.9			
				MIDDLEBURG.....	33.0			
			X	SAL..... K-Kase	42.8			
				SELINGSGROVE.....	43.3			
				SELINGSGROVE JCT. (Main Line).....	44.6			
				The direction from Selingsgrove Junction is westward. *Distance from Lewistown.				
				SHAMOKIN SECONDARY TRACK NORTHERN DIVISION	*			
X	X	X ★		KASE (Main Line).....				
				EAST SUNBURY.....	0.8			
			X	CROWL..... K-Kase	11.6			
				PAXINOS.....	13.4			
				WEIGH SCALES.....	16.0			
				SHAMOKIN.....	18.8			
			X	LUKE..... K-Kase	19.7			57
				SCOTT.....	20.9			
				LOCUST.....	24.1			
			X	STATE†..... K-Kase	24.9			
				SAGON.....	25.8			
				MT. CARMEL.....	27.1			
				The direction from Kase is eastward. †For westward trains only. *Distance from Kase.				
				MONTANDON SECONDARY TRACK NORTHERN DIVISION	*			
				MONTANDON (Main Line).....				
				LEWISBURG.....	1.6			
X				UR (Reading RR Crossing)..... R-MU	1.8			
				MIFFLINBURG.....	10.8			
			X	IRON..... K-Kase	19.5			
				CENTRE HALL.....	49.1			
				LEMONT.....	58.2			
				NORTHERN DIV. POST..... MP-60	60.0			
			X	WHITE (Allegheny Division).... MP-60	60.0			
				The direction from Montandon is westward. *Distance from Montandon.				
				WATSONTOWN SECONDARY TRACK NORTHERN DIVISION	*			
				WATSONTOWN (Main Line).....				
				STRAWBERRY RIDGE.....	12.6			
				EYERSGROVE JCT.....	20.2			
				LIGHT STREET.....	28.0			
				LASALLE STREET.....	38.5			
				BERWICK.....	39.1			
				The direction from Watsonstown is eastward. *Distance from Watsonstown.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North or West	South or East	Both
				LOW GRADE SECONDARY TRACK NORTHERN DIVISION	*			
X	X	X ★		BRADY (Allegheny Br.).....				76
				RED BANK (Allegheny Br.).....	0.0			
			X	AW.....K-Brady	5.8			
				ST. CHARLES.....	14.8			
			X	HF.....K-GH (e)	17.3			59
				BOSTONIA.....	19.2			
				NEW BETHLEHEM.....	20.4			
			X	OD.....K-GH (e)	23.0			52
				HAWTHORN.....	23.9			
				MY.....K-GH (e)	25.5			51
		P	X	SU.....K-GH (e)	34.1			73
				SUMMERVILLE.....	34.1			
		P		GH.....	40.9			27
				BROOKVILLE.....	41.5			
			X	BE.....K-GH (e)	44.7			93
			X	RS.....K-GH (e)	56.0			40
				REYNOLDSVILLE.....	56.1			
X	X	X		FALLS CREEK (B&O RR).....	62.7			75
				DUBOIS.....	65.1			
			X	DB.....K-Falls Creek	65.7			76
			X	SA.....K-DF	70.6			
				SUMMIT.....	71.0			
				PENFIELD.....	77.6			
				TYLER.....	81.7			
			X	VI.....K-DF	84.9			
				MEDIX RUN.....	90.5			
			X	BA.....K-DF	93.6			74
			X	DR.....K-DF	108.0			
				DRIFTWOOD (Main Line).....	110.0			
X	X	X ★		DF.....	110.1			
				The direction from Brady is eastward. NOTES—(e) SU when GH is not in service; Brady when SU and GH are not in service. *Distance from Red Bank.				

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

Station	Hours in Service
SU (Block Station)	4.00 P.M. to 12.01 A.M., daily except Sunday and Holidays
SU (Block-Limit Station)	12.01 A.M. to 4.00 P.M., daily except Sunday 12.01 A.M. Sunday to 12.01 A.M., Monday
GH	7.00 A.M. to 3.00 P.M., Daily except Saturday, Sunday and Holidays

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North or West	South or East	Both
				Nos. 1, 2, 4, 5 and 6 RUNNING TRACKS				
				NORTHERN DIVISION	*			
				CROSS-OVER TO MAIN TRACK WEST OF ELM ST. } No. 6				
				SWITCH 792 FEET EAST OF MILE POST 2.....	0.6			
				SWITCH 792 FEET EAST OF MILE POST 2.....	0.6			
X				XC R-Cleveland..... } No. 4	0.8			
				SEVENTH STREET.....	1.5			
				The direction from cross-over to main track west of Elm St., to Dock Jct. is westward.				
				*Distance from Crossover West of Elm St.				

HARRISBURG TO PITTSBURGH

STATIONS	FIRST CLASS				
	◇55	●9 Mail & Express	●11 Mail & Express	◇25	◇33
	A.M.	A.M.	A.M.	A.M.	P.M.
Leave					
HARRISBURG (East. Reg.)	\$ 1.45	E 3.45	E 4.45	\$ 11.35	\$ 4.05
BANKS.....	2.00	4.00	5.00	11.50	4.20
VIEW (Allegheny Div.).....	2.08	4.08	5.08	11.58	4.28
PORT.....	2.22	4.23	5.23	12.12	4.42
MIFFLIN.....	2.41	4.46	5.46	12.31	5.01
LEWISTOWN.....				\$ 12.46	\$ 5.15
LEWIS.....	2.56	5.01	6.01	12.49	5.18
MOUNT UNION.....					
JACKS.....	3.18	5.28	6.28	1.11	5.40
HUNTINGDON.....	3.28	5.40	6.40	\$ 1.21	5.50
SPRUCE.....	3.38	5.53	6.53	1.34	6.00
FORGE.....	3.50	6.06	7.06	1.47	6.12
TYRONE.....				\$ 1.51	
GRAY.....	3.53	6.09	7.09	1.53	6.15
ANTIS.....	4.01	6.19	7.19	2.05	6.23
ALTOONA.....	\$ 4.07	E 6.30	E 7.30	\$ 2.13	\$ 6.30
	% 4.17	% 6.45	% 7.45	% 2.23	% 6.38
ALTO.....	4.19	6.48	7.48	2.25	6.40
MC.....	4.33	7.02	8.02	2.39	6.54
GALLITZIN (UN).....	4.45	7.14	8.14	2.51	7.06
CRESSON (MO).....	4.48	7.18	8.18	2.54	7.09
SO.....	5.02	7.35	8.35	3.08	7.23
C.....	5.13	7.46	8.46	3.19	7.34
JOHNSTOWN.....	\$ 5.16			\$ 3.22	\$ 7.37
SG.....	5.25	7.53	8.53	3.31	7.46
JD.....	5.39	8.10	9.10	3.45	8.00
TORRANCE (Pgh. Div.).....	5.50	8.20	9.20	3.53	8.11
DERRY (DR).....	5.59	8.31	9.31	4.05	8.20
LATROBE (KR).....	\$ 6.06	8.38	9.38	\$ 4.12	8.25
GREENSBURG.....	\$ 6.19			\$ 4.25	
RG.....	6.25	8.51	9.51	4.39	8.37
CP.....	6.32	9.00	10.00	4.46	8.45
SZ.....	6.35	9.07	10.07	4.49	8.48
WG.....	6.38	9.13	10.13	4.52	8.52
R.....	6.41	9.17	10.17	4.55	8.55
WILKINSBURG.....	\$ 6.51			D 5.05	D 9.02
CM.....	6.54	9.27	10.27	5.08	9.05
PITTSBURGH.....	\$ 7.05	E 9.40	E 10.40	\$ 5.20	\$ 9.15
Arrive	A.M.	A.M.	A.M.	P.M.	P.M.
	DAILY	DAILY	DAILY	DAILY	DAILY

FIRST CLASS							
23	◇81	◇49	◇3				
P.M.	P.M.	P.M.	P.M.				
\$ 5.20	\$ 7.37	\$ 8.31	\$ 10.35				
5.35	7.52	8.46	10.50				
5.43	8.00	8.54	10.58				
5.57	8.14	9.08	11.12				
6.17	8.33	9.28	11.32				
\$ 6.31	\$ 8.47						
6.34	8.50	9.43	11.47				
\$ 6.54							
6.58	9.12	10.06	12.09				
\$ 7.10	9.22	10.16	12.19				
7.24	9.32	10.26	12.29				
7.36	9.44	10.39	12.41				
\$ 7.40							
7.45	9.47	10.42	12.44				
7.54	9.55	10.50	12.53				
\$ 8.02	\$ 10.01	\$ 10.56	\$ 1.00				
% 8.10	% 10.07	% 11.04	% 1.08				
8.12	10.09	11.06	1.10				
8.26	10.23	11.20	1.24				
8.38	10.35	11.32	1.36				
8.41	10.38	11.35	1.39				
8.55	10.52	11.49	1.53				
\$ 9.06	11.03	12.00	2.05				
\$ 9.10		\$ 12.03					
9.19	11.09	12.10	2.11				
9.33	11.22	12.24	2.25				
9.44	11.32	12.34	2.35				
\$ 9.54	11.39	12.43	2.44				
\$ 10.03	11.44	12.48	2.49				
\$ 10.16							
10.24	11.56	1.00	3.01				
10.32	12.03	1.08	3.08				
10.35	12.06	1.12	3.11				
10.39	12.10	1.16	3.15				
10.42	12.13	1.19	3.18				
\$ 10.49							
10.52	12.21	1.27	3.26				
\$ 11.05	\$ 12.31	\$ 1.37	\$ 3.37				
P.M.	A.M.	A.M.	A.M.				
DAILY	DAILY	DAILY	DAILY				

PITTSBURGH TO HARRISBURG

STATIONS	FIRST CLASS				
	◇30	◇48	◇50	●10 Mail & Express	◇54
	A.M.	A.M.	A.M.	A.M.	A.M.
Leave					
PITTSBURGH (Pgh. Div.)	* 1.10	* 1.22	\$ 5.10	* 5.15	\$ 8.50
CM	1.20	1.32	5.20	5.28	9.00
WILKINSBURG					\$ 9.03
R	1.28	1.40	5.28	5.38	9.10
WG	1.31	1.43	5.31	5.42	9.13
SZ	1.35	1.47	5.35	5.48	9.17
CP	1.38	1.50	5.38	5.54	9.20
RG	1.46	1.58	5.46	6.03	9.28
GREENSBURG			\$ 5.50		\$ 9.34
LATROBE (KR)	1.57	2.09	6.02	6.17	\$ 9.47
DERRY (DR)	2.02	2.14	6.07	6.24	9.58
TORRANCE (Ally. Div.)	2.10	2.22	6.15	6.34	10.06
JD	2.21	2.33	6.28	6.45	10.17
SG	2.34	2.46	6.39	7.02	10.31
JOHNSTOWN			\$ 6.43		\$ 10.40
C	2.40	2.52	6.48	7.09	10.44
SO	2.50	3.02	6.58	7.20	10.55
CRESSON (MO)	3.06	3.19	7.15	7.37	11.13
GALLITZIN (UN)(AR)	3.09	3.22	7.18	7.41	11.16
MG	3.19	3.32	7.28	7.53	11.27
ALTO	3.31	3.45	7.42	8.07	11.39
ALTOONA	\$ 3.33	\$ 3.47	\$ 7.45	E 8.10	\$ 11.42
ANTIS	* 3.37	* 3.51	* 7.51	* 8.20	* 11.48
	3.43	3.57	7.57	8.28	11.54
GRAY	3.50	4.04	8.04	8.37	12.01
TYRONE			\$ 8.08		
FORGE	3.53	4.07	8.12	8.40	12.04
SPRUCE	4.05	4.18	8.24	8.53	12.16
HUNTINGDON	4.15	4.28	\$ 8.36	9.06	12.28
JACKS	4.25	4.38	8.46	9.18	12.38
MOUNT UNION					
LEWIS	4.48	5.00	9.10	9.45	1.00
LEWISTOWN			\$ 9.12		\$ 1.04
MIFFLIN	5.02	5.14	9.27	10.00	1.19
PORT	5.21	5.33	9.47	10.21	1.38
VIEW	5.34	5.46	10.01	10.36	1.53
BANKS (East. Reg.)	5.42	5.54	10.09	10.45	2.01
HARRISBURG	\$ 5.57	\$ 6.09	\$ 10.24	E 11.00	\$ 2.16
Arrive	A.M.	A.M.	A.M.	A.M.	P.M.
	DAILY	DAILY	DAILY	DAILY	DAILY

FIRST CLASS							
●8 Mail & Express	◇18	24	◇22	◇4			
A.M.	P.M.	P.M.	P.M.	P.M.			
# 9.30	\$ 12.45	\$ 4.00	\$ 9.50	\$ 11.42			
9.43	12.55	4.10	10.00	11.52			
	\$ 12.58	\$ 4.13	\$ 10.03				
9.53	1.05	4.20	10.10	12.01			
9.57	1.08	4.23	10.13	12.04			
10.03	1.12	4.27	10.17	12.08			
10.09	1.15	4.30	10.20	12.11			
10.18	1.23	4.38	10.28	12.19			
	\$ 1.27	\$ 4.44	\$ 10.35				
10.32	\$ 1.40	\$ 4.57	\$ 10.48	12.30			
10.39	1.47	5.06	10.55	12.35			
10.49	1.57	5.16	11.04	12.43			
11.00	2.08	5.27	11.15	12.54			
11.17	2.22	5.41	11.28	1.07			
	\$ 2.27	\$ 5.45	\$ 11.31				
11.24	2.31	5.50	11.37	1.14			
11.35	2.41	6.00	11.49	1.24			
11.52	2.58	6.17	12.08	1.41			
11.56	3.01	6.20	12.11	1.44			
12.08	3.11	6.30	12.23	1.54			
12.22	3.23	6.43	12.37	2.08			
E 12.25	\$ 3.25	\$ 6.45	\$ 12.40	\$ 2.09			
# 12.35	\$ 3.29	\$ 6.55	# 12.47	# 2.15			
12.43	3.35	7.01	12.55	2.21			
12.52	3.42	7.08	1.02	2.28			
	\$ 3.45	\$ 7.11					
12.55	3.48	7.14	1.05	2.31			
1.08	4.00	7.26	1.18	2.43			
1.21	\$ 4.13	\$ 7.38	1.30	2.53			
1.34	4.23	7.50	1.40	3.03			
		F 7.52					
1.52	\$ 4.45	\$ 8.14	2.03	3.25			
	\$ 4.49	\$ 8.18	\$ 2.07				
2.08	5.03	8.34	2.21	3.39			
2.30	5.23	8.53	2.40	3.58			
2.46	5.37	9.08	2.53	4.11			
3.05	\$ 5.45	\$ 9.16	3.00	4.19			
E 3.20	\$ 6.00	\$ 9.31	\$ 3.15	\$ 4.34			
P.M.	P.M.	P.M.	A.M.	A.M.			
DAILY	DAILY	DAILY EX. SAT.	DAILY	DAILY			

Central Region—G.O. No. 119—Effective Sunday October 27, 1968

PITTSBURGH—UHRICH—WOOD

STATIONS	FIRST CLASS				
	◇31	◇49	◇3	◇55	◇13
	A.M.	A.M.	A.M.	A.M.	A.M.
Leave					
PITTSBURGH (Pgh. Div.)	\$ 12.53	* 1.47	\$ 3.57	\$ 7.35	\$10.00
FEDERAL STREET	12.57	1.53	4.01	7.39	10.04
PENNA. AVE.	1.01		4.05		10.08
ISLAND AVE. JCT.	1.07		4.11	7.45	10.14
JACKS RUN	Via.	1.59	Via.		Via.
SEWICKLEY	OC		OC		OC
	Bridge		Bridge		Bridge
LEETSDALE		2.08		7.54	
BADEN		2.13		7.59	
WEST CONWAY		2.17		8.03	
ROCHESTER		2.19		8.05	
BEAVER FALLS				\$ 8.11	
WOOD (Valley Div.)		2.27		8.18	
CRESTLINE (West. Reg.)	\$ 5.08			\$ 11.28	
	* 5.15			* 11.35	
ESPLEN	1.11		4.15		10.18
CORLISS	1.16		4.20		10.23
WAGNER	1.22		4.26		10.30
LAUREL HILL	1.37		4.40		10.46
BURGETTSTOWN	1.47		4.50		10.57
CO	2.01		5.07		11.08
WEIRTON JCT.	2.09		5.15		11.16
STEUBENVILLE	\$ 2.15		\$ 5.19		11.24
MINGO JCT.	2.19		5.23		11.33
ACRE	2.35		5.36		11.46
CUSTER	2.50		\$ 5.51		12.00
DENNISON	3.10		\$ 6.15		
UHRICH	3.14		6.18		12.22
COLUMBUS (South. Reg.)	\$ 5.00		\$ 8.00		\$ 2.10
Arrive	A.M.	A.M.	A.M.	A.M.	P.M.
	DAILY	DAILY	DAILY	DAILY	DAILY EX. MON.

FIRST CLASS							
●9 Mail & Express	●11 Mail & Express	53	◇23				
A.M.	A.M.	A.M.	P.M.				
# 10.10	# 11.20	\$ 11.45	\$ 11.30				
10.14	11.24	11.49	11.34				
10.18	11.28						
10.24	11.34						
Via.	Via.	11.55	11.40				
OC	OC		\$ 11.48				
Bridge	Bridge						
		12.08	11.53				
		12.13	11.58				
		12.17	12.02				
		\$ 12.21	\$ 12.05				
		\$ 12.27	\$ 12.13				
		12.36	12.23				
		\$ 3.58	\$ 3.30				
		# 4.08	# 3.40				
10.28	11.38						
10.33	11.43						
10.41	11.51						
10.57	12.07						
11.09	12.19						
11.20	12.30						
11.29	12.39						
11.37	12.47						
11.50	1.00						
12.05	1.15						
12.30	1.40						
12.35	1.45						
E 2.35	E 3.45						
P.M.	P.M.	P.M.	A.M.				
DAILY	DAILY	DAILY	DAILY				

Central Region—G.O. No. 119—Effective Sunday October 27, 1968

STATIONS	FIRST CLASS				
	●10 Mail & Express	50	◇32	◇54	●8 Mail & Express
	P.M.	A.M.	A.M.	A.M.	A.M.
Leave					
COLUMBUS (South. Reg.)	\$ 11.65		\$ 4.05		\$ 3.40
UHRICH (Pittsburgh Div.)	2.10		5.57		6.15
DENNISON	2.13		6.59		6.18
CUSTER	2.36		6.19		6.41
ACRE	2.51		6.33		6.56
MINGO JCT.	3.04		6.45		7.09
STEUBENVILLE			\$ 6.49		
WEIRTON JCT.	3.13		6.58		7.18
CO	3.22		7.07		7.27
BURGETTSTOWN	3.32		7.17		7.37
LAUREL HILL	3.45		7.32		7.50
WAGNER	4.01		7.48		8.06
CORLISS	4.07		7.52		8.12
ESPLEN	4.14		7.57		8.19
CRESTLINE (West. Reg.)	\$ 12.50		\$ 4.25		
	\$ 1.00		\$ 4.35		
WOOD (Valley Div.)		4.00		7.32	
BEAVER FALLS				\$ 7.37	
ROCHESTER		4.10		7.45	
WEST CONWAY		4.12		7.47	
BADEN	Via.	4.16	Via.	7.52	Via.
LEETSDALE	OC	4.21	OC	7.57	OC
SEWICKLEY	Bridge		Bridge	\$ 7.59	Bridge
JACKS RUN		4.30		8.10	
ISLAND AVE. JCT.	4.19		8.01		8.24
PENNA. AVE.	4.25		8.07		8.30
FEDERAL STREET	4.31	4.36	8.11	8.16	8.36
PITTSBURGH	E 4.35	\$ 4.40	\$ 8.15	\$ 8.20	E 8.40
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.
	DAILY	DAILY	DAILY	DAILY	DAILY

Central Region—G.O. No. 119—Effective Sunday October 27, 1968

FIRST CLASS							
22	◇4	◇30	◇48				
P.M.	P.M.	P.M.	P.M.				
	\$ 7.10	\$ 8.55					
	8.58	10.43					
	\$ 9.00	10.45					
	9.23	11.05					
	9.38	11.18					
	9.51	11.30					
	\$ 9.55						
	10.02	11.37					
	10.09	11.46					
	10.19	11.56					
	10.32	12.10					
	10.48	12.26					
	10.54	12.32					
	11.01	12.37					
\$ 5.03			\$ 9.50				
% 5.13			% 9.55				
8.28			12.35				
\$ 8.34							
\$ 8.44			12.45				
8.48			12.48				
8.50	Via.	Via.	12.52				
8.55	OC	OC	12.57				
\$ 9.00	Bridge	Bridge					
9.09			1.06				
	11.06	12.41					
	11.12	12.47					
9.15	11.18	12.51	1.12				
\$ 9.20	\$ 11.22	\$ 12.55	\$ 1.15				
P.M.	P.M.	A.M.	A.M.				
DAILY	DAILY	DAILY	DAILY				

Central Region—G.O. No. 119—Effective Sunday October 27, 1968

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Central Region—G.O. No. 119—Effective Sunday October 27 1968

NORTHWARD		AKRON BRANCH	SOUTHWARD	
B. & O. 10	B. & O. 6		B. & O. 5	B. & O. 7
P.M.	P.M.		A.M.	A.M.
\$ 7.04	\$ 11.20		\$ 2.48	\$ 9.30
\$ 7.00	\$ 11.16		\$ 3.00	\$ 10.00
\$ 6.29	\$ 11.03	STATIONS	\$ 3.07	\$ 10.07
\$ 6.19	\$ 10.56	ARLINGTON.....	\$ 8.15	\$ 10.15
		AKRON.....		
		BARBERTON.....		
		WARWICK.....		
P.M.	P.M.		A.M.	A.M.
DAILY	DAILY		DAILY	DAILY

SOUTHWARD - EASTWARD FIRST CLASS			WESTWARD - NORTHWARD FIRST CLASS	
	574		575	
	A.M.		P.M.	
	\$ 5.40	HARRISBURG (East. Reg.)	\$ 11.35	
	5.29	ROCKVILLE.....	11.46	
		MILLERSBURG.....	F 12.13	
	# 4.20	SUNBURY.....	{ \$ 12.48	
	\$ 4.10	KASE.....	{ # 12.58	
	4.07	MONTANDON.....	F 1.00	
	F 3.57		F 1.10	
		MILTON.....	F 1.17	
	F 3.47	WATSONTOWN.....	F 1.24	
		MONTGOMERY.....	F 1.33	
		MUNCY.....		
	3.20	EAST ALLENS.....	1.52	
	3.12	WEST ALLENS.....	2.00	
		WILLIAMSPORT	{ \$ 2.20	
	# 2.55	(Williamsport Br.).....	{ # 2.35	
	\$ 2.40	LINDEN.....	2.46	
	2.27	JERSEY SHORE.....		
	2.10	RICH.....	3.03	
	# 2.03	LOCK HAVEN.....	{ \$ 3.10	
	\$ 1.58		{ # 3.15	
		DROCTON.....	3.48	
	# 1.25	RENOVO.....	{ \$ 3.51	
	\$ 1.22	DRURY.....	{ # 4.01	
	1.12	CT.....	4.02	
	1.11		4.18	
	12.56	DF.....	4.38	
	12.38	HY.....	4.44	
	12.32	SG.....	4.50	
	12.26	JN.....	5.02	
	\$ 12.14	EMPORIUM.....	\$ 5.04	
	\$ 12.12	NR.....	\$ 5.36	
	11.40	PORT ALLEGANY.....	\$ 5.44	
	\$ 11.32	CR.....	5.59	
	11.17	SN.....	6.08	
	11.09	OW.....	6.14	
	11.03	OLEAN.....	{ \$ 6.18	
	# 11.00	FRANKLINVILLE.....	{ # 6.28	
	\$ 10.50	MACHIAS.....	6.55	
	10.17	LAKE.....	7.01	
	10.16	ARCADE.....	7.02	
		BUCK.....	7.14	
	10.04	CHAFFEE.....	7.16	
	10.02	PERRY.....	7.23	
	9.55	WALES.....	7.31	
	9.47	EAST AURORA.....	\$ 7.37	
	\$ 9.40	HUBBARD.....	7.41	
	9.36	SS 49A.....	\$ 8.04	
	\$ 9.12	BUFFALO.....	\$ 8.15	
	\$ 9.00			
	P.M.		A.M.	
	DAILY		575	
	574			

WILLIAMSPORT BRANCH

WILLIAMSPORT TO LINDEN—WESTWARD

STATIONS	FIRST CLASS			
	5741	575		
	DAILY	DAILY		
	A.M.	A.M.		
LINDEN.....		2.46		
EAST LINDEN.....	3.07			
RIVER.....	3.05	2.45		
NEWBERRY.....	3.00	2.40		
WILLIAMSPORT.....	# 2.55	# 2.35		
	A.M.	A.M.		

LINDEN TO WILLIAMSPORT—EASTWARD

STATIONS	FIRST CLASS			
	5750	574		
	DAILY	DAILY		
	A.M.	A.M.		
LINDEN.....		2.27		
EAST LINDEN.....	2.05			
RIVER.....	2.07	2.28		
NEWBERRY.....	2.14	2.35		
WILLIAMSPORT.....	\$ 2.20	\$ 2.40		
	A.M.	A.M.		

FREIGHT SERVICE BETWEEN WAYNESBURG AND WASHINGTON

Freight service on Waynesburg Secondary track between WH and Waynesburg represented by motor car the movement of which is authorized as Track Car Extra as follows:

The time shown conveys no time-table authority.

STATIONS	WESTWARD Thursday Only		EASTWARD Thursday Only	
	A. M.		P. M.	
WASHINGTON.....	Lv	6.55	Ar.	2.15
SUMMIT SIDING.....		7.25		1.05
BAKER.....		8.10		12.25
WEST UNION.....		9.10		11.25
WAYNESBURG.....	Ar.	10.15	Lv.	10.35
	A. M.		A. M.	

On the day this car is authorized to operate no movements between WH and Waynesburg will be made before first arranging with driver of freight motor car for proper protection.

Motor car driver will report departing and arriving time at Washington and Waynesburg by telephone to operator at Wagner for block record.

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
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ALLEGHENY DIVISION

Lewistown*	8.00 AM to 9.00 PM	Closed	Closed
Huntingdon*	7.00 AM to 4.00 PM 8.00 5.00	Closed	Closed
Tyrone*	7.00 AM to 4.00 PM 8.00	Closed	Closed
Altoona	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM CLOSED	7.00 AM to 11.00 AM CLOSED
Johnstown	8.15 AM to 12.15 AM 8.00 5.00 PM	Closed	Closed

PITTSBURGH DIVISION

Latrobe*	6.00 AM to 12.01 AM 8.00 - 12.01 PM 12.01 PM - 9.00 PM	6.00 AM to 12.01 AM	6.00 AM to 12.01 AM
Greensburg*	8.00 AM to 5.00 PM	Closed	Closed
Wilkesburg*	8.00 AM to 5.00 PM	Closed	Closed
Pittsburgh	7.00 AM to 1.00 AM 6.45	7.00 AM to 1.00 AM CLOSED	7.00 AM to 1.00 AM CLOSED
Rochester*	10.00 AM to 12.01 PM 1.01 PM to 3.00 PM	Closed	Closed
Beaver Falls*	7.00 AM to 12.01 PM 9.00 12.00 NOON 1.00 PM to 4.00 PM	Closed	Closed
Steubenville*	7.00 AM to 4.00 PM	Closed	Closed

LAKE DIVISION

East Palestine*	8.00 AM to 12.00 Noon 1.01 PM to 5.00 PM	Closed	Closed
Salem*	7.30 AM to 12.00 Noon 1.01 PM to 5.30 PM	Closed	Closed
Alliance*	8.00 AM to 11.00 PM	Closed	Closed
Canton*	8.30 AM to 7.30 PM	Closed	Closed
Massillon*	8.00 AM to 7.30 PM	Closed	Closed
Orrville*	8.00 AM to 12.00 Noon 1.01 PM to 5.00 PM	Closed	Closed
Wooster*	9.00 AM to 7.00 PM	Closed	Closed

Station	Monday to Friday	Saturday	Sunday
NORTHERN DIVISION			
East Aurora*	8.00 AM to 5.00 PM	Closed	Closed
Arcade*	8.00 AM to 5.00 PM	Closed	Closed
Machias*	1.00 PM to 4.30 PM	Closed	Closed
Franklinville*	8.00 AM to 11.30 AM	Closed	Closed
Olean	5.30 AM to 10.30 PM	5.30 AM to 10.30 PM Closed	5.30 AM to 10.30 PM Closed
Port Allegany*	8.00 AM to 5.00 PM	Closed	Closed
Emporium*	9.00 AM to 6.00 PM	Closed	Closed
Renovo*	8.00 AM to 11.45 AM 12.45 PM to 5.00 PM	Closed	Closed
Lock Haven*	1.00 PM to 4.00 PM	Closed	Closed
Williamsport*	8.00 AM to 5.00 PM	Closed	Closed
Watsonstown*	8.00 AM to 5.00 PM	Closed	Closed
Milton*	8.00 AM to 5.00 PM	Closed	Closed
Sunbury*	10.00 AM to 1.00 PM 2.00 PM to 5.00 PM	Closed	Closed
Millersburg*	8.00 AM to 11.59 AM	Closed	Closed

NOTES—

*Closed New Year's, Washington's Birthday, Memorial Day, Fourth of July
Labor Day, Thanksgiving and Christmas.

U. S. MAIL WORK

STATIONS	WESTWARD				EASTWARD			
						54		
Wilmerding								
Rochester						D		

U. S. MAIL WORK

NOTES—U. S. MAIL WORK

- C—Mail caught from crane only.
 - D—Mail delivered only
 - CD—Mail caught and delivered.
 - E—Train stops. Mail received or delivered or both.
 - J—Train stops, on request of Mail Clerk, to receive or deliver or both.
 - K—Reduce speed to 15 miles per hour.
 - M—Reduce speed to 50 miles per hour.
 - N—Reduce speed to 25 miles per hour.
 - P—Reduce speed to 30 miles per hour.
 - 1—Daily, except Sunday.
 - 2—Daily, except Monday.
- NOTE—Letters and characters as used in this page have no reference to their application as provided for in special instruction 1004-A or 1004-B1.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD—NORTHWARD

The time shown conveys no timetable authority.

STATIONS	VC-1 (4)	PR-1 (1)	SWC-1 (1)	PR-3 (3-6)	PR-9 (3-6)	TT-3 (3-6)	PR-5 (1)	PR-11 (1)	PR-7 (3-6)	CSB-7 (4)	TT-1 (3-6)	DJ-3 (1)	ED-3 (3-6)	PWC-1 (2)	PG-5 (1)	TT-9 (3)		
Leave	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.		
Banks.....		11.59	2.45	3.00	3.45	5.15			5.00		7.40		1.30		1.00			
Antia.....		3.45	6.15	5.30	6.15	7.35			7.30	7.50	10.05		5.15		4.00			
Alto.....		4.00	6.30	5.45	6.30	7.50			7.45	9.45	10.20		5.30		5.00			
JD.....		7.10	9.45	7.25		9.10			9.25	11.10			8.05		7.00			
Kiski.....															9.30			
Derry.....		7.30	10.05	7.45	8.30	9.50			9.45	1.00	12.35							
SZ.....						10.30												
WG.....	9.00					11.15				2.00				8.45		4.30		
Thompson.....										2.15								
Pitt.....		9.00	12.15	9.10	9.55				11.35		2.05							
CM.....																4.50		
East Conway.....		9.45	1.20	9.55	10.40				11.55	3.45	3.30		11.30		11.59	6.35		
West Conway.....	12.15	5.00	10.15	6.00	4.10		7.00	4.30	9.00		4.00	8.00	12.45			7.30		
Rochester.....													1.00					
Wood.....	12.40	5.20		6.20			7.20		9.20		4.20					7.50		
Arrive	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.		

- (1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Holidays. (6) Daily except day after Holidays.
- (7) Daily except Saturday. (8) Saturday only. *To operate as required.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD—NORTHWARD

The time shown conveys no timetable authority.

STATIONS	CE-5 (1)	ED-1 (3)					STATIONS	EB-3 (1)	EB-5 (1)	CBF-1 (1)	CSB-7 (1)	CSB-8 (1)
Leave	A.M.	P.M.						P.M.	A.M.	P.M.	P.M.	A.M.
Banks.....		8.00					Buttonwood.....				10.00	5.45
Antis.....		11.45					Buffalo.....	6.00	5.00	10.00		
Alto.....		12.01					Northumberland.....				1.30	
JD.....							Newberry.....					
Kiski.....							Corry.....					
Derry.....		3.00					Renovo.....	12.01	11.00			
SZ.....		3.45					Rockville.....	5.30	4.15			
WG.....		4.30					Oil City.....			4.30		
Pitt.....							Brady.....			11.30		
CM.....							Lock Haven.....				5.00	1.00
East Conway.....							Tyrone.....		8.00		7.20	
West Conway.....	6.30						Altoona.....				7.50	10.45
Wood.....	6.55	7.20					Conway.....					
Arrive	A.M.	A.M.						A.M.	P.M.	A.M.	A.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Holidays. (6) Daily except day after Holidays.
 (7) Daily except Sat. (8) Daily except Wed.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD—SOUTHWARD

The time shown conveys no timetable authority.

STATIONS Arrive	CE-4 (3) P.M.	AST-2 (1) A.M.	CG-2 (1) A.M.	SW-6 (1-9) A.M.	ED-4 (3) P.M.	CSB-8 (1) P.M.	CS-8 (1) A.M.	TT-8 (3-6) P.M.	TT-2 (3-6) P.M.	SW-8 (1) P.M.	TT-4 (3-6) P.M.	CG-8 (1) A.M.	CNY-4 (1) A.M.	WPB-4 (1) A.M.	PR-4 (1) A.M.				
Banks.....	9.00	11.15	11.40	10.00			6.15	6.45	7.55	6.30	9.40	1.00	12.01	2.40	11.00				
Antis.....	5.45	8.00	7.30	5.30		10.45	3.15	4.25	5.30	1.55	7.15	10.50	8.00	10.30	8.00				
Alto.....	5.30	7.30	7.15	5.15		11.45	2.45	4.10	5.15	12.55		10.35	7.45	10.15	7.45				
JD.....				2.50		8.45	11.59						4.35	6.30					
Kiski.....							10.00							3.50					
Derry.....	1.10	5.00	4.00	2.30		8.25		2.05	2.00	10.10	4.55	5.00	4.10		4.45				
SZ.....		4.20		1.45				1.20			4.45								
WG.....	8.50	3.50		1.05	9.00			12.10		9.25									
Pitt.....		2.30				6.00			12.35				2.45		1.50				
CM.....																			
East Conway.....		1.30			10.30	5.00	8.00		11.25			1.20	1.45	2.30	1.00				
West Conway.....	6.20	12.30			6.45		2.50		10.50			12.20			3.45				
Wood.....	6.00	12.10			6.25		2.10	9.45	10.30			12.01			3.15				
Leave	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.				

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Holidays. (6) Daily except day after Holidays.
 (7) Daily except Sat. (8) Daily except Wed.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD—SOUTHWARD

The time shown conveys no timetable authority.

STATIONS	ED-2 (4)	TT-10 (3)	CH-2 (1)	STATIONS	BF-4 (1)	BNY- 16 (1)	CBF-2 (1)
Arrive	A.M.	P.M.	A.M.		A.M.	A.M.	P.M.
Banks.....		5.00	11.15	Buttwood.....			
Lock Haven.....				Buffalo.....	12.30	5.00	10.00
Antis.....		2.35	7.00	Northumberland.....			
Alto.....		2.20	4.30	Newberry.....			
JD.....			12.30	Corry.....			2.30
Kiski.....			10.30	Renovo.....	10.00	1.30	
Derry.....		12.15		Rockville.....	3.00	6.25	
SZ.....		11.25		Oil City.....			6.00
WG.....		10.45		Brady.....			10.00
Pitt.....		10.00		Lock Haven.....			
CM.....				Tyrone.....			
East Conway.....			7.30	Altoona.....			
West Conway.....	4.45			Conway.....			2.00
Rochester.....	4.30						
Wood.....		9.15					
Leave	P.M.	A.M.	P.M.		P.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Holidays. (6) Daily except day after Holidays.
 (7) Daily except Sat. (8) Daily except Wed.

SPECIAL INSTRUCTIONS

GENERAL RULES

Uniforms

100J-1A. Designated uniformed employes must wear the standard uniform October 1st to April 30th, both inclusive.

The uniform designated for summer use only may be worn May 1st to September 30, both inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

A black four-in-hand or black clip-on bow tie of dacron-wool material with square ends, 4½ inches long and 1¾ inches wide may be worn.

Paraphernalia must be carried in such manner as to assure a neat appearance at all times.

100M-1A. (All Divisions). Train, Engine and Other Transportation Employes (Except Station Employes) are required to know the Safety Rule of the day, which is printed on page 284. They are also required to know the meaning, intent and application of the Rule.

Conductors and enginemen will assure themselves that members of their crew also know and fully understand the Rule.

Employes Permitted to Ride on Engines, etc. All Divs.

100O-1A. Referring to Rule O, the following designated employes will be permitted to ride on freight trains and engines.

Staff Officers and their Assistants

Train Dispatchers.

Movement Directors.

Train Masters and Asst. Train Masters in the discharge of their duties.

Yardmasters in their districts.

Supervisors of C. and S., Assistants, C. and S. Inspectors, Foremen and Maintainers in their district.

Supervisors of Track, Assistants and Foremen in their districts.

Maintenance of Equipment Mechanics in discharge of their duties.

Rules Examiners.

Supervisor of Structures and Assistants.

Railroad Police Officers in discharge of their duties.

Transportation Supervisors.

Other persons must hold proper transportation issued by the Superintendent.

It is desired that not more than three men ride in the cab of an engine hauling a passenger train.

Under no circumstances are more than four men to be allowed to ride in the operating cab of an engine hauling a passenger train, two men in addition to the crew.

Personal Injuries.

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

100R-1B. Equipment involved in personal injury must be reported to inspectors immediately for their inspection and report.

100R-2A. Medical Officers and Surgeons. All examinations in the Medical Department are performed by appointment only, except in case of emergency.

Location	Name and Address	Telephone Number
Altoona	P. P. Denning, M.D. (Part-time Medical Officer) 9th Ave. & 12th St. Daily except Saturday, Sunday and Holidays 8:30 A.M. to 5:00 P.M.	P.R.R. 531
Bellefonte	LeRoy D. Locke, M.D. (Part-time Medical Officer) 126 North Allegheny St. Bellefonte, Pa.	355-2436
Blairsville	Samuel Cohen (Surgeon and Part-time Medical Officer) Office, 50 W. Market St. Res., Wm. Penn Highway	459-9191 459-6107
Brownsville	Ralph F. Garofalo, M.D. (Part-time Medical Officer) Snowden Square Brownsville, Pa.—By Appointment	STate 5-5471
Buffalo, N. Y.	James A. Werick Part-Time Medical Officer Office, Seneca and Louisiana Sts. Hours: 9 A.M. to 12:00 Noon Mon. 9 A.M. to 12:00 Noon Wed. 8 A.M. to 12:00 Noon Thurs. 2:30 P.M. to 4:30 P.M. Friday	TL 2-5820 Ext. 220
	Donald M. Wilson Part-time Medical Officer Office, Seneca & Louisiana Sts. Hours: 9:00 A.M. to 11:30 A.M. Tuesdays, 1:30 P.M. to 3:30 P.M. Fridays	
	Dr. Philip B. Wels (Surgeon) Office, 1275 Delaware Ave. Res., 126 Meadow Road	TT 2-6788 TR 5-4434
	Jack W. Herrmann (Surgeon) Office, 73 High St. Res., 162 Brantwood Road	TT 4-3333 TF 5-1111
	Carrol J. Shaver (Surgeon) Offices, 5489 Broadway Lancaster, N. Y. 154 Cazenovia St. Res., 112 Greenaway Road	NT 3-6683 TA 2-0339 TF 4-1857
	Robert A. Smallman (Surgeon) 675 Delaware Avenue Westbrook Hotel, Buffalo, N. Y.	883-9907
	Samuel Militello (Surgeon) 1003 Genesee Street	893-2826
Butler	Edward C. Lutton (Surgeon) Office, 127 East Cunningham Street Res., R. D. No. 5, Butler	7-4990 2-4000
Canandaigua, N. Y.	P. N. Standish (Surgeon) Part-Time Medical Officer 134 N. Main Street Res., W. Lake Road	1650 405
Carnegie	W. J. Connelly (Surgeon) Office, 111 E. Main St. Res., 826 Washington Ave.	BRowning 6-1775
Cherrytree	S. L. Early, M.D.	743-6615 (off.) 765-4521 (Res.)
Conemaugh	F. P. Dostal (Surgeon) Office and Res., 300 Greeve St.	Johnstown 535-4146
Connellsville	D. S. Newill (Surgeon) Office, 210 National Bank & Trust Bldg. Res., Breakneck Road	Market 8-4750

Location	Name and Address	Telephone Number
Conway	H. W. Brabson (Surgeon) 549 State Street Baden	Union 9-9161
	H.F. Grazier (Medical Officer) 8:30 A.M. to 5:00 P.M.	329 SPruce 5-0922
Corry, Pa.	Edison H. Harmon, M.D. Part-time Medical Officer Office, 8 East Park Place By appointment	663-7245
Dennison	Dr. R. E. Wolf (Surgeon) Office, 212 N. Main St., Uhrichsville, O. Res., 120 North 9th St., Uhrichsville, O.	Walnut 2-0851 Walnut 2-2975
	Dr. Robert Hines (Med. Off.) Office, 538 West Third Street Uhrichsville, O. Office Hours: By appointment only	Walnut 2-4051 Walnut 2-5221
	Dr. A. A. Greenlee (Med. Off.) Office, 108 North 2nd Street	Walnut 2-2871
Derry	John F. Blair (Surgeon and Part-time Medical Officer) Office and Res., 200 S. Chestnut St.	OXbow 4-2765
	O. P. Oliver (Part-time Medical Officer) 113 East 2nd Ave.—By Appointment	OXbow 4-2781
Dunkirk, N. Y.	John F. Foss, M.D. 77 East Fourth St.	366-2700
E. Liverpool	William J. Horger (Part-time Medical Officer) 1100 Pennsylvania Ave. By Appointment	Fulton 5-7394
Ebensburg	Robt. C. Magley (Surgeon) Office and Res., 214 W. Sample St.	Greenlee 2-7320
Elmira, N. Y.	E. T. Bush, Jr., M.D. (Medical Officer) 408 W. Church St.	RE 3-7377
Emporium, Pa.	J. E. Blackburn Part-time Medical Officer 312 West Fourth St.	2-6123
	J. L. Hackett (Surgeon) Office and Res., 8 W. 4th Street	383
Erie, Pa.	L. A. Lasher (Surgeon) Part-Time Medical Officer Office, 255 Professional Bldg. Res., 1611 Peach Street	455-9038 456-4937
	R. L. Lasher (Ass't. Surgeon) Part-Time Medical Officer Office, 255 Professional Bldg. Res., 1611 Peach Street	455-9038 452-3114
	Dr. J. Elmer O'Brien (Surgeon) 302 East 10th Street, Erie, Pa.	GL 2-3912
	J. Donald Lasher (Ass't. Surgeon) Part-Time Medical Officer Office, 255 Professional Bldg. Res., 1611 Peach Street	455-9038 833-0816
Franklin, Pa.	Donovan C. Blanchard, M.D. 1122 Liberty St.	432-5660
	Chester A. Nordstrom, (Oculist) 308 Exchange Bank Building	432-5817

Location	Name and Address	Telephone Number
Greensburg	H. Albert McMurray (Surgeon) Office, First National Bank Bldg. Res., 138 Underwood Ave., Gbg.	TEmples 7-4990 TEmples 7-2200
	Richard S. Cole, M.D. (Surgeon) Eastwood Professional Center Pellis Road	834-1680
Houston	David N. Ingram (Surgeon) Office, First National Bank Bldg. Res., Mill Seat Pl.	Canonsburg SHerwood 5-5010 SHerwood 5-5012
Huntingdon	Philip F. Dunn (Surgeon) 601 Penn Street Huntingdon, Pa.	643-0540 643-2290 Res. 643-4750
Indiana	T. W. Kredel (Surgeon) 39 South Ninth Street	Office 465-5012 Res. 465-6730
Jersey Shore	N. F. Dunkle, M.D. 201 N. Broad St.	398-0501
Johnstown	R. P. Zimmerman (Surgeon) 1111 Franklin St. Res., 105 Helen St., Southmont	255-3100
	B. E. Longwell (Surgeon) Office, 340 Locust St. Res., 334 Gardner St., Southmont	536-4186 255-5623
	Richard G. Oakley (Part-Time Medical Officer) 311 Market St.	539-5754
Kittanning	Sidney G. Sedwick (Surgeon) Office and Residence, 114 South McKean St.	1481
Latrobe	Homer R. Mather (Surgeon) Office, Mellon National Bank Bldg. Res., Main & Sylvan St.	KEystone 7-4771 BEverly 8-8128
	J. H. Hamill (Surgeon) Office, Mellon National Bank Bldg. Res., Stader Apartments	KEystone 7-4751 KEystone 7-5639
Lewistown	C. B. McClain (Surgeon) 18 North Main St.	248-5623 248-4733
	S. J. Marthouse, M.D. (Part-time Medical Officer) 12 East Third Street By appointment	248-3844
Linesville, Pa.	H. H. Walker, M.D. (Surgeon) Office, 302 West Erie St. Res., 411 West Erie St.	Linesville, Pa. 2-2551
Lock Haven, Pa.	K. S. Brickley (Surgeon) 35 W. Main St.	4014
	John H. Moore Part-time Medical Officer 111 Woodward Ave.	748-7758 748-6787
	David W. Thomas, Jr. (Surgeon) 112 W. Main St.	2834
McKeesport	Ralph N. Dougherty 806 Peoples Bank Building 298 Mohawk Drive, Mt. Vernon, McKeesport	664-4222 751-7028

Location	Name and Address	Telephone Number
Mifflin	Robert P. Banks (Surgeon) 117 North Main St. Mifflintown, Pa.	436-2717 Res. 436-2615
Monongahela	Dr. F. N. Parent, Jr. (Surgeon and Medical Officer) Office, 940 Fallowfield Ave., Charleroi, Pa. and 426 Main St., Monongahela, Pa.	483-6567 and 483-6568 258-7700
Montgomery, Pa.	W. E. Turner (Surgeon) 41 N. Main St.	K17-2441 K17-2501
Nanticoke, Pa.	A. J. Abbott (Surgeon) 203 E. Green Street	RE 5-1140
Natrona Heights	R. W. Heineman (Part-time Medical Officer) Box 347, R. D. 1, Burtner Road Natrona Heights, Pa.	ACademy4-322
Newark, N. Y.	Walter L. Pelham, M.D. Newark Medical Center Medical Officer 201 Church Street	Deerfield 1-331
N. Charleroi (W. Monessen)	A. S. Sickman (Surgeon) Office, 502 Lincoln Ave. Res., 516 Lincoln Ave.	Hudson 3-6519
Northumber- land, Pa.	P. N. Friedline (Surgeon) 205 King St.	GR 3-3342
Oakmont	Charles E. Piper (Surgeon) 440 Henke Bldg. Delaware and Allegheny Aves.	VAndyke 8-515
	F. W. Nicklas (Surgeon) 347 Delaware Ave.	VAndyke 8-505
Oil City, Pa.	Clinton A. Hays (Surgeon & Part-Time Medical Officer) Office, 403 Wolf's Head Bldg. Res., Maple Ave., Hasson Hghts, M.R. 4	645-4921 646-5471
Olean, N. Y.	John M. Godfrey Part-Time Medical Officer 201 S. Union St.	FR 2-0141 FR 2-2822
	N. P. Johnson (Surgeon) Office, So. Union & E. Henley St. Res., Windfall Rd.	FR 2-0141 FR 2-4969
Osceola Mills	Peter Guillard, (Part-time Surgeon) Curtin St.	ED 9-6592
Patton	John A. Murray (Surgeon) Office and Res., 456 Magee Ave.	674-8977
Penn Yan, N. Y.	Glenn C. Hatch (Surgeon) 165 Main Street	75
Phillipston, Pa.	W. J. Hoffman (Surgeon) Part-Time Medical Officer Office, Broad Street Res., 808 Robinson Street	Lakewood 63441 Lakewood 64331
Pitcairn	Milton D. Bosse, (Part-time Medical Officer) for emergency service, peri- odic and return to duty ex- aminations. 502 Broadway	DRexel 2-4400

Location	Name and Address	Telephone Number
Pittsburgh	Leslie J. Boone, M.D. (Regional Medical Officer)	Co. phone—730
	H. G. Ferri, M.D. (Medical Officer) Office, 228 Pennsylvania Station 8:30 A.M. to 5:00 P.M. Daily except Saturday, Sunday and Holidays NOTE—When Medical Officer's office is closed, surgical attention, if necessary, may be arranged through the Train Dispatcher's office at Pittsburgh.	(Co. phones) 720 729 846 (Co. phone)
	John L. Hamilton (Surgeon) Office, Allegheny General Hospital Res., Glenshaw	FA 2-0100 HU 6-5755
	Dr. William D. Palmer (Surgeon) Office, 8114 Jenkins Arcade and Allegheny General Hospital	261-5129 322-0100
	James A. Cowan, Jr. (Surgeon) Office, Clark Bldg., 717 Liberty Ave. Office, Allegheny General Hospital 391 Maple Dr., Greensburg	ATlantic 1-4882 FAirfax 2-0100 TEmples 7-1135
	Murray F. McCaslin (Oculist) Office, Carlton House, 550 Grant St.	ATlantic 1-4198
	Dr. R. W. Saul (for treatment of eyes) Medical Arts Building 3700 Fifth Avenue	621-5822
Port Allegany, Pa.	R. A. Niles (Surgeon) Office, Willow Street Res., Mill Street	642-2830 642-2420
Punxsutawney	C. J. Seitz (Surgeon) Office, 402 W. Mahoning St. Res., Punxsutawney R. D. 2	938-6510
Renovo, Pa.	John M. Dwyer (Surgeon) Part-Time Medical Officer 844 Huron Ave.	923-0400
	Frank P. Dwyer (Surgeon) 165 Sixth St.	923-0753
Reynoldsville, Pa.	M. B. Brandon (Surgeon) Office, 6 No. 3rd St. Res., 702 Grant St.	Oldfield 5921 Oldfield 5521
	A. A. DeVittorio Part-Time Medical Officer 6 No. 3rd St.	Oldfield 5921
Ridgway, Pa.	W. W. Thompson (Surgeon) Part-Time Medical Officer Office, 107 Center St. Res., 110 South Street	PRospect 2-3841
Rochester	G. M. Durschinger (Surgeon) Res. and Office, 101 Hinds St. (If no answer, call)	SP 5-0716 SP 4-2540
Rochester, N. Y.	A. A. Fisher (Surgeon) Part-Time Medical Officer Office, 415 Park Ave. Res., 53 Pickford Drive	GI 2-1410 GI 2-1213
Shamokin, Pa.	J. R. Vastine (Surgeon) Part-Time Medical Officer 302 E. Sunbury St.	648-4663

Location	Name and Address	Telephone Number
Steubenville	Sanford Press (Part-time Medical Officer) 8:00 A. M. to 4:00 P. M. By Appointment 525 North Fourth St.	Atlantic 2-4898
	Paul Mesaros and Laura Mesaros (Surgeons) 2017 Sunset Blvd.	Atlantic 2-3535
	Lester Stein (Surgeon) For the handling of eye injuries. 224 North Fourth Street	Atlantic 2-7671
Sunbury, Pa.	J. H. C. Wentzel Part-Time Medical Officer 36 N. Fourth St.	Atlantic 6-2401
	G. A. Deitrich, Jr. (Surgeon) 28 N. 3rd St.	AT 6-6201
	J. H. Landau (Surgeon) 70 Fairmount Ave.	AT 6-2503
	R. M. Johnston (Oculist) 12 North Front St.	AT 6-5934
Tionesta, Pa.	F. J. Bovard (Surgeon) Office, Elm St. Res., Vine St.	23 107
Titusville, Pa.	H. S. Anderson (Surgeon) Office, 110 N. Franklin St. Res., 225 West Elm St.	825-0161 823-5461
Tyrone	Norman B. Ream, (Surgeon) 218 East 10th St.	684-1052 684-1255 Res. 684-1855
Uniontown	J. E. Shelby (Surgeon) Office, 54 West Fayette St. Res., 18 Barton Mill Road	GE-76931 GE-86637
Vandergrift	W. J. Lace (Surgeon) 175 Washington Ave.	Office 600 Residence 156
Warren, Pa.	Quay McCune Part-Time Medical Officer 514 West Third Avenue	Randolph 3-4510
	W. M. Cashman (Surgeon) Office, 514 3rd Ave., West Res., 108 3rd Ave., West	Randolph 3-4830 Randolph 3-4831
Watsonstown, Pa.	F. R. Adams (Surgeon) Brimmer Ave.	538-3771
Weirton	J. L. Thompson (Surgeon) Office, Weirton Steel Co., Emergency Hospital Res., 3841 Palisades Drive	680 1283
Wheeling	Francis J. Gaydosh (Part-time Medical Officer) Office, 302 McLain Bldg. Twelfth and Market Sts. Office Hours: By appointment, except for Return-to-work Examinations. Res., 24 Maple Ave.	CE 2-6306 or CE 3-1000 CE 3-4363
Wilkes-Barre, Pa.	C. A. Miller (Surgeon) Part-Time Medical Officer Res., 17 West Union St. Office, 17 West Union St.	Valley 3-1027 Valley 3-8767

Location	Name and Address	Telephone Number
Wilkinsburg	Wm. M. McNaugher (Surgeon) Office, Clark Bldg., 717 Liberty Ave., Pittsburgh. Res., 6850 Reynolds St.	ATLantic 1-4882 MONTrose 1-0237
Williamsport, Pa.	W. G. Hamm Part-Time Medical Officer 610 W. Fourth St.	323-3963
	Robert S. Yasui (Surgeon) Bidelspacher Building	326-5878
	W. D. Todhunter (Surgeon) 711 Rural Avenue	322-9766
	W. H. Hayes, M.D. 2116 West Fourth St.	322-0400
	J. C. Baier, Oculist 412 West Fourth St.	326-5009 No Ans. 323-3611
Youngwood	A. D. Barnhart (Surgeon) Res., Fourth and Chestnut Sts.	WALKer 5-7101
	Theodore A. Schultz (Part-time Medical Officer) Res. and Office, 7 North Fourth St. By Appointment	WALKer 5-7101

100R-2B. Medical Officers will make pre-employment, periodic, special and return to duty from furlough examinations. Each employe notified to report for Medical examination will contact conveniently located Medical Officer direct for appointment, unless otherwise instructed.

100R-3A. Locations of Hospitals

Location	Name and Address	Telephone Number
Altoona	The Altoona Hospital Howard Ave. & 7th St.	WI 4-0811
Bedford, Ohio	Bedford Municipal 44 Blaine Ave.	232-1000
Bellaire	The City 47th St.	OR 6-6772
Bellefonte	Centre County Hospital Willowbank St.	EL 5-4801
Berwick, Pa.	Berwick Mulberry Street	PL 2-4551
Bloomsburg, Pa.	Bloomsburg East First Street	ST 4-3880
Brookville, Pa.	Brookville South Main Street	425
Brownsville	General Church St.	State 5-7200

Location	Name and Address	Telephone Number
Buffalo, N.Y.	Emergency Hospital of the Diocese of Buffalo 108 Pine Street, Buffalo, N.Y. 14204	TL 4-4850
	Buffalo General 100 High St.	TT 6-5600
	So. Buffalo Mercy Hosp. 565 Abbott Rd.	TA 2-5000
	Millard Fillmore Hosp. 3 Gates Circle	TT 2-8000
	Kenmore Mercy Hosp. 2950 Elmwood Ave.	TR 7-5000
Butler	Butler County Memorial East Brady St.	2731
Canandaigua, N. Y.	Thompson Memorial 120 N. Main Street	798
Clearfield	Clearfield Hospital Turnpike Ave.	PO 5-6581
Connellsville	State East Murphy Ave.	2400
Corry, Pa.	Corry Memorial 612 W. Smith St.	3-5201
Cumberland	Sacred Heart Hospital 215 Decatur St.	Parkview 2-7200
Danville, Pa.	Geisinger Memorial Popular Street	BR 5-1000
DuBois, Pa.	Maple Avenue Maple Avenue	700
	DuBois South Main Street	788
Dunkirk, N. Y.	Brooks Memorial 10 West 6th St.	366-1111
East Liverpool	City West 5th St.	FU 5-7200
Elmira, N. Y.	Arnot-Odgen Memorial Roe Avenue	RE 4-5221
Erie, Pa.	St. Vincent's 24th and Sassafras St.	455-6711
	Hamot 2nd and State Sts.	GL 2-6991
Franklin, Pa.	Franklin City 1 Spruce Street	432-2151
Greensburg	Westmoreland Pittsburgh St.	TEmples 7-0100
Huntingdon	J. C. Blair Memorial Hospital	Mi 3-2290
Indiana	Indiana	HOppkins 3-0261
Jersey Shore	Jersey Shore Hospital Thompson and Howard St.	398-0100
Johnstown	Conemaugh Valley Memorial 1086 Franklin St.	536-6671
Kane, Pa.	Community Kane, Pa.	837-8585
	Kane Summit Thompson Park	837-6767

Location	Name and Address	Telephone Number
Kittanning	Armstrong County South McKean St.	43-1411
Latrobe	Latrobe Second Ave.	KEystone 7-7771
Lewistown	Lewistown Hospital Highland Ave.	248-5411
Lock Haven, Pa.	Lock Haven Hospital 4th and Nelson Sts.	748-7721
Martins Ferry	Martins Ferry 83 North Third St.	ME 3-1100
McKeesport	McKeesport 1500 5th Ave.	HObart 6-4000
Monongahela	Memorial West Chess St.	Blackburn 8-4800
Montour Falls, N. Y.	Schuyler Rel. Ass'n Schuyler Street	3131
Mt. Pleasant	Frick Memorial Main St.	2337
Nanticoke, Pa.	State West Washington Street	RE 5-5000
New Brighton, Pa.	Beaver Valley General Penn Avenue	Tilden 32400
New Kensington	Citizen's General 651 Fourth Ave.	Edison 7-3541
Oil City, Pa.	Oil City East Bissell Avenue	644-1211
Olean, N. Y.	Olean General North Main St.	FR 2-0181
	St. Francis West State Street	FR 2-5300
Pen Yan, N. Y.	Sail. and Sold. Memorial 418 Main Street	307
Philipsburg	Philipsburg State Hospital	DI 2-3320
Pittsburgh	Allegheny General 320 East North Ave., N. S.	Fairfax 2-0100
	St. Joseph's 2117 East Carson St.	Hubbard 1-0500
	Eye and Ear Hospital 230 Lothrop Street	683-3500
Port Allegany Pa.	Port Allegany Community Pine Street	642-2541
Punxsutawney	The Adrian	938-4500
Renovo, Pa.	Renovo 9th and Huron Ave.	PR 6-6111
Ridgway, Pa.	Elk County General Cor. Euclid and Hospital Sts.	923-1000
Roaring Spring	The Nason Hospital Park Ave.	Bell 80
Rochester	General 500 Pinney St.	SP 4-6060

Location	Name and Address	Telephone Number
Rochester, N. Y.	Genesee 224 Alexander St.	Monroe 1870
Salamanca, N. Y.	City 32 Academy St.	480
Sewickley	Valley Blackburn Road	741-6600
Shamokin, Pa.	State Uniontown	648-4621
Sodus, N. Y.	Myers Community	4251
Spangler	Miner's	948-7171
St. Marys, Pa.	Andrew Kaul Memorial Johnsonburg Road	834-7871
Steubenville	Gill Memorial 726 N. Sixth St.	AT 2-3671
	Ohio Valley Ross Park	283-4141
Sunbury, Pa.	Sunbury Community N. 11th Street	AT 6-5811
Tarentum	Allegheny Valley Freeport Road	ACadamey 4-5100
Titusville, Pa.	Titusville City 406 West Oak Street	822-2291
Tyrone	Tyrone Hospital Clay Ave. Extension	MU 4-1255
Uniontown	Uniontown West Berkley St.	83531
Warren, Pa.	Warren General Crescent Park	Randolph 3-3300
Washington	Washington Leonard Ave.	BA 5-7000
Weirton	Weirton General Weircrest	Weirton 680
Wheeling	Wheeling 109 North Main St.	CE 3-4455
	Ohio Valley General 20th and Eoff Sts.	CE 2-1122
Wilkes-Barre, Pa.	Wyoming Valley 149 Dana Street	Valley 4-4621
Wilkinsburg	Columbia 312 Penn Ave.	FRemont 1-8600
Williamsport, Pa.	Williamsport City 777 Rural Ave.	322-7861
	Divine Providence 1100 Grampian Blvd.	326 4191
Windber	Windber Hospital Association Somerset Ave.	867

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

First-Aid Boxes:

In baggage, combined, and cabin cars, at each passenger and freight station, at yard master's and car inspector's offices, power plants, block and interlocking stations, tools houses, pump houses, M. W. cabins, wreck trains, shops, engine houses, camp cars, and on each track car.

Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

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

OPERATING RULES

STANDARD TIME

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

TIME-TABLES

1004-A. All First Class trains on pages 34 to 46 are passenger trains unless otherwise indicated.

Letters and Characters

1004-A. All Divns. The following letter and characters in schedules indicate:

- S—Regular Stop.**
- F—Stop on signal to receive or discharge passengers.**
- A—Stop on signal to receive passengers.**
- B—Stop on signal to discharge passengers.**
- C—Regular stop to receive passengers.**
- D—Regular stop to discharge passengers.**
- E—Regular stop for express, mail or newspapers.**
- G—Regular stop, Saturday only.**
- H—Regular stop, Saturday only, to receive passengers.**
- J—Regular stop, Saturday only, to discharge passengers.**
- K—Regular stop, Sunday only.**
- L—Stop on signal, Sunday only, to receive or discharge passengers.**
- M—Regular stop daily except Saturday and Sunday.**
- N—Regular stop daily except Sunday.**
- No baggage service.**
- ⊕—No baggage service Sunday.**
- ✚—Passenger train—rail motor car.**
- *—Passenger train—with passenger and freight equipment.**
- ◇—Passenger train—No train baggageman.**
- ±—Will not run on specified dates shown on schedule pages.**
- #—Train may leave at scheduled arriving time when station work is completed.**

1004-B1.

- U—Regular stop to receive passengers for west of Pittsburgh.**
- †—Will run on specified dates shown on scheduled pages.**
- No baggage service between Harrisburg and Altoona.**

EMERGENCY SIGNALS AT INTERLOCKING AND OTHER DESIGNATED POINTS.

1013-A1. Emergency Signals—whistle, horn on oscillating white light in service as follows:

Allegheny Division

All attended interlocking stations.

Pittsburgh Division

All attended interlocking stations except—Truxall, Corliss, and Mingo Jct.

Northern Division

Machias, Molly, Northumberland, Kase, Lock Haven, Eye, Bridge.

ENGINE WHISTLE SIGNALS

1014-A1. Rule 14 (— — — — o) will apply:

Track	Between	And
No. 1 Bayard Branch	Vanport	Rochester
No. 101 Secondary	Reed	McKinley
Hall Secondary	Kenny	OB

1014-A1. Rule 14 (— — — — — o) will apply:

No. 2 Bayard Branch	Rochester	Vanport
Hall Secondary	OB	Kenny

1014-A1. Rule 14 (— — — — o o) will apply:

No. 0	Perry	WG
No. 0 Secondary track	WG	Spring Hill
A—Secondary	Deer	Hunt
A Track	Slope	Alto
No. 2 South Fork Branch	JK	South Fork
No. 1 Brilliant Branch	UY	CM
Scully No. 1	Wagner	Esplen
Scully Single	Esplen	OB
O. C. Bridge No. 1	Jacks Run	Esplen
O. C. Bridge No. 4	Island Ave. Jct.	Pennsylvania Ave.
Yellow Creek Secondary	River	Branch
New Portage Secondary	SF	Wye
No. 1 Low Grade Branch	Divn. Post (Valley Div.)	Rochester

1014-A1. Rule 14 (— — — — — o o) will apply:

C—Secondary	Hunt	Deer
No. 1 South Fork Branch	South Fork	JK
No. 2 Brilliant Branch	CM	UY
Scully Single	OB	Esplen
Scully No. 2 Track	Esplen	Wagner
O. C. Bridge No. 2	Esplen	Jacks Run
O. C. Bridge No. 3	Pennsylvania Ave.	Island Ave.
Yellow Creek Secondary	Branch	River
New Portage Secondary	Wye	SF
No. 2 Low Grade Branch	Rochester	Divn. Post (Valley Div.)

— — — — — o — Flagman may return from west for trains on Black Lick Secondary track at KY.

— — — — — o — Flagman may return from north for trains on Susquehanna Secondary track at DF.

1014(1)-A2. (All Divs.) Rule 14(1) will apply as follows:

Enginemen of Diesel engines will sound engine whistle approaching track gangs and other points where men may be at work on or about the track.

1014(1)-A3. (All Divs.) Enginemen will sound engine whistle signal approaching tunnels and prolong or repeat it until tunnel is reached.

1014(1)-A4. (Pgh. Div.)

For the crossing just east of Pitcairn station only between the hours of 7:00 A. M. and 6:40 P. M.

Eastward trains on No. 1, track, approaching east end of Relay Yard, Conway.

1014(1)-A6. (Nor. Div.) Rule 14(1) will not apply at the following locations:

SUNBURY—Within city limits between Bridge 137.26 east of Creek and Bridge 285.86 east of Northumberland. Grade crossings between Adam, and SF.

WATSONTOWN—Within borough limits between 616 feet east of Mile Post 271 and 535 feet west of Mile Post 270.

LOCK HAVEN—Within city limits between 1519 feet east Mile Post 223 and 233 feet west of Mile Post 221; or 439 feet west of Mile Post 54 on Bald Eagle Branch.

WILKES-BARRE—Grade crossing east of Carey Avenue.

1014(1)-A7. Rule 14(1) (— — o —), will not be prolonged or repeated, except in an emergency approaching following crossings at grade:

ALLEGHENY DIVISION

Track	Crossing	Location
Main Line	Cassville Road Jacobs	3798 ft. west of Mill Creek. Between M.P. 199 and M.P. 200, three miles east of Huntingdon.
	Tyrone	498 ft. west of Tyrone Station.
Hollidaysburg and Petersburg Branch	31st. Street 58th. Street	Altoona Eldorado
H. & P. Secondary track	High Street	99 ft. West of Williamsburg Station.
	Newry Street	75 ft. east of Hollidaysburg Station.
	Jackson Street	West of Hollidaysburg Station.
Bedford Secondary track	Richard St.	622 ft. north of Bedford Station.
Bellefonte Secondary	All Crossings	Milesburg
Morrison Cove Secondary track	Main Street	437 ft. south of Roaring Springs Station.
Clearfield Secondary track	All Crossings	Within borough limits of Phillipsburg.
	All Crossings	Within borough limits of Curwensville.
Moshannon Secondary	All Crossings	Houtsdale

PITTSBURGH DIVISION

Track	Crossing	Location
Monongahela Branch	All Crossings All Crossings All Crossings All Crossings	Mesta 0.6 miles south of Hays. West Elizabeth New Eagle, 1.4 miles north of MC Monongahela
Monongahela Secondary track	All Crossings	Roscoe
Coal Lick Industrial	All Crossings	Uniontown
Main Line Conemaugh	All Crossings All Crossings All Crossings All Crossings All Crossings All Crossings All Crossings	Hyde Park Natrona Brackenridge Tarentum Springdale Cheswick Blawnox
Allegheny Branch	All Crossings All Crossings All Crossings All Crossings All Crossings All Crossings All Crossings	Verona Oakmont Hulton 0.6 miles north of Parnassus New Kensington Arnold Kittanning

NORTHERN DIVISION

	All Crossings All Crossings	Foxburg Emlenton
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1014(1)-A9. Allegheny Div. Referring to Rule 14, Engine whistle will not be used to sound crossing alarm within the limits of following Boroughs:

Borough	Alarm to be sounded by
Huntingdon	Engine bell
Tyrone (Bald Eagle Branch)	Engine bell
Clearfield	Engine bell
19th Street - Altoona	Engine bell
Margaret Ave. - Altoona	Engine bell
Jones Street - Hollidaysburg	Engine bell

1014(1)-A10. Allegheny Div. Portable whistle sign (yellow disc on which is shown the letter W in black) will be placed approximately 1250 feet in advance of locations where trackmen are working on main and secondary tracks, as follows; and Rule 14(1) will apply.

Main Tracks	Secondary Tracks	
Hollidaysburg & Petersburg Branch Bald Eagle Branch	Lewistown Milroy H. & P. Morrison Cove Bedford Mt. Dallas Springfield	Bellefonte Clearfield Moshannon Moshannon & Clearfield Coal Run

TRAIN SIGNALS

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

1019-A1. Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads when on this Region.

1019-A2. All Divs. In the application of Rule 19, authorized flashing type lamp may be used as marker. Marker will be extinguished by day when weather conditions permit.

1026-A1. Pittsburgh Div. Red lights, marked to indicate the unloading locations of tank cars at the Acid Unloading Station on west end of No. 7 track in 54 inch Strip Mill, Weirton Steel Company, Weirton, are mounted on a vertical post adjacent to the platform.

A red light displayed indicates that tank car is connected for unloading and this tank car must not be coupled to or moved.

USE OF SIGNALS

Fusees and Torpedoes

1035-B1. (All Divns.) On account of fire hazard lighted fusees must not be displayed on open deck bridges or trestles, except in an emergency.

1035-B2. (Allegheny Div.) Lighted fusees must not be displayed on No. 3 and No. 4 tracks between east end of Gallitzin tunnels and UN, except in an emergency.

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

	Fusees	Torpedoes
Passenger Mail & Express Service	10	10
Freight Service	12	12
Engines	3	6
Engine Helper Service	6	6
Track Cars	4	8
Crossing Watchmen	3	None
Detector Cars and Burro Cranes	6	12

NOTE—In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replaced at convenient points.

SUPERIORITY OF TRAINS

1072-A2. Eastward and southward trains are superior by direction to trains of the same class in the opposite direction, unless provided by train order, except on the Elmira Branch and Allegheny Branch, northward trains are superior by direction to trains of the same class in the opposite direction.

GENERAL ORDERS—BULLETIN ORDERS

Bulletin Board — Employees Register — Train Register — Standard Clocks.

1075-A1. Location of Bulletin boards where applicable General Orders and Bulletin Orders are posted and General Orders are delivered. Location of Employee's Register, Train Registers and Standard Clocks of this region.

NOTE—X indicates in service.

ALLEGHENY DIVISION

Bull. Board & Books	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	.....	Lewistown, Yard Office	Eastern
X	X	.....	Mount Union, Agent's Office, Freight Station	
X	X	.....	Huntingdon, Oil House Office	
X	X	.....	Osceola Mills, Engine House	Eastern
X	X	.....	Osceola Mills, Yard Office	Eastern
X	X	.....	Bellefonte, Yard Office	
X	X	.....	Tyrone, Yard Office, East End	Eastern
X	X	.....	Hollidaysburg, Yard Master's Office	
X	X	X	Altoona, Brush Eastbound	Eastern
X	X	X	Altoona, Crew Dispatcher's Office	Eastern WM RR
X	X	.....	Altoona, Asst. Yard Master's Office, Scales	
X	X	X	Altoona, Passenger Station	Eastern
X		X	Altoona, Train Dispatchers Office	
X		X	Cresson, Train Dispatchers Office	
X	X	X	Cresson, Crew Dispatcher's Office	CT&D RR Eastern B&O
X	X		Barnsboro, Yard Office	
X	.....	X	Cherry Tree, WS	CT&D RR Eastern
X	X	X	South Fork, Crew Reporting Room	Eastern
X	X	X	Yard Master's Office, Woodvale	Eastern

PITTSBURGH DIVISION

X	X	X	Derry, Yard Master's Office	
X	X	X	Jeannette, Yard Master's Office	
X	X	X	Pitcairn, Crew Dispatcher's Office	Eastern Western
X	X	X	Yard Master's Office, Westward Class, Yard	C&N Div (B&O RR)
X	X	X	Wilkinsburg, Yard Master's Office	
X	X	X	Pittsburgh, Crew Dispatcher's Office, 115 Pennsylvania Station	Western C&N (B&O) RR) Akron (B&O RR) Monongahela Ry.
X	.....	X	Train Dispatcher's Office Pittsburgh	
X	X	X	Crew Office, Box 4, Penna. Sta. Pgh.	
X	X	X	Thirtieth Street, Yard Master's Office	Monongahela Ry.
X	X	X	Thomson, Yard Master's Office	
X	X	X	Wilson, Yard Master's Office	
X	X	X	Shire Oaks, Crew Dispatcher's Office	Monongahela Ry.

Bull. Board & Books	Employee's Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	West Brownsville Junction, Yard Master's Office	Monongahela Ry.
X	X	X	Youngwood, Yard Master's Office	
X	X	X	Uniontown, Freight Station	
X			South Brownsville (Monongahela Ry.), Yard Master's Office	
X	X	X	Kiskiminetas Jct., Yard Master's Office	Bessemer & L. Erie
X			W RR, West Winfield	
X	X	X	Sharpsburg, Freight Station	
X	X	X	Stock Yards, Yard Master's Office	
X	X	X	Pittsburgh, Yard Master's Office, 16th St.	
X	X	X	Pittsburgh, Yard Master's Office, 43rd St.	
X	X	X	Verona, Yard Office	
X	X	X	New Kensington, Yard Office	Unity Railways Co.
X	X	X	Island Avenue, Yard Office	Western
X	X		Economy, Yard Office	
X	X	X	Engine & Train Crew Room East Conway	Eastern Western C&N Div. B&O RR Akron Div. B&O RR
X	X	X	Conway, Main Yard Office	
X	X	X	Conway, No. 4 Yard Office	
X	X		No. 6 Yard Office	
	X	X	Conway, Engine House	
X	X	X	Conway, No. 5 Yard Office	
X	X		Midland, Freight Station	
X	X	X	Wellsville, Engine House	
X			PC&Y RR, McKees Rocks	
X	X	X	Scully, Yard Master's Office	Western, C&N Div. B&O RR
X	X		Canonsburg, Freight Station	
X	X		Washington, Old Chestnut Street Passenger Station	
X	X	X	Weirton Jct., Yard Master's Office	Western, C&N Div. B&O RR
X	X	X	Weirton, Freight Station	
X	X	X	Chester, Freight Station	
X	X	X	Mingo Jct., Engine House	Western, C&N Div. B&O RR
X	X		Mingo Jct., Scale Office	
X	X		Mingo Jct., Yard Office (300 yard)	
X	X		Mingo Jct., Yard Office (400 yard)	
X	X	X	Benwood, Yard Office	
X	X	X	Martins Ferry, Freight Station	
X	X		Georgetown—Fueling Station	Western

NORTHERN DIVISION

Bull. Board & Books	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Olean, Crew Dispatcher's Office	
X	X	X	Emporium, Yard Office	
X	X	.....	Corry, Freight Station	N&W RR
X	X	....	Warren, Yard Office	
X	X	X	Ridgway, Passenger Station	
X	X	X	Oil City, Crew Dispatcher's Office, Yard Master's Office	N&W RR
X	X	.....	Titusville, Freight Station	
X	X	.....	Reynoldsville, Train Master's Office	B&O RR
X	X	X	Renovo, Yard Master's Office, West Yard	Eastern
X	X	X	Renovo, Yard Master's Office, East Yard	Eastern B&O RR
X	X	X	Lock Haven, Yard Office	Eastern
X	X	X	Newberry Junction, Diesel Fuel Station	
X	X	X	Newberry Junction, Yard Office	
X	X	X	Newberry, Yard Master's Office	Eastern E-L RR
X	X	X	Williamsport, Engine House	Eastern
X	X	X	Northumberland, Yard Master's Office	Eastern LV RR
X	X	X	Sunbury, Baggage Room	Eastern
X	X	X	Southport, Yard Master's Office	E-L RR NYC RR
X	X	X	Weigh Scales, Yard Office	LV RR
X	X	X	Buttonwood, Yard Master's Office	Eastern LV RR D&H RR
X	X	X	Avis	
X	X	X	Dennison, Engine House	Central Reg. C&N Div. B&O RR

General Orders

1075-A5. (All Divns.) At Josephine, B. & O. crews will re-report to operator EP for General Order information.

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

At Steel, Cambria and Indiana crews will report to Operator EP for General Order information.

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

1075-A7. All Divisions. In the application of Rules C, 75 and 400C-1, all train and engine service employees will be required to indicate their name and occupation upon page designated "Qualified for Service."

Conductors and Enginemen will continue to list qualifications.

In addition, all above employees must insert or have inserted at time of examination by Examiner, date promoted, date qualified, date of last physical examination, date last instructed on Brake and Train Air Signals (99-D-1), date last examined on Book of Rules, Timetable, and Safety Rules.

MOVEMENT OF TRAINS

1083-A1. (All Divns.) Except on portions of the railroad where Rule 251 or 261 are in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the operator at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Except: At the following locations a Proceed signal displayed will indicate that all trains due which are superior have arrived or left.

CR for southward trains.

NR for northward trains.

1083-A2. (Northern Division). Trains will not leave the following stations without clearance Form A:

SR . . . for Northward trains.

CT . . . for Westward trains.

B&O Junction . . . Eastward River Line trains.

CB Junction . . . Westward trains.

Cherrytree . . . Eastward trains.

Stoneboro . . . Eastward trains.

STARTING TRAINS

1084-A1. Pittsburgh Division. At Pittsburgh Station, after the Conductor has been notified by the Baggage Department Foreman that all U.S. Mail and Baggage are loaded, Mechanical Department has OK'd train and he knows that all passengers on the platform are aboard, he will operate foot push button located on riser of platform adjoining track train is ready to leave from. This will activate Green starting signal and indicate to Pitt Tower train is ready. Then, he or designated trainman will operate communicating signal on train. If Green starting signal fails, Conductor will contact Pitt Tower for permission to depart.

Movement of Trains by Timetable and Train Order only.

1091-A1. Movement of passenger trains will be made under Manual Block Signal System rules. Open Train Order Offices which will be considered as Manual Block Stations for Offices which will be considered as Manual Block Stations for movement of such trains.

Where Automatic Block Signal is used it will indicate condition of track between that signal and the next signal in advance or sign reading: "End Automatic Block" and Rules 505-515 except Rule 504 inclusive will be in effect.

Track	Between	Assigned Direction	X indicates Method of Operation	
			Time-table	Train Order
Single	CP BN and Bald Eagle Jct.	None	X	X
Single	Dunkirk and Irvineton	None	X	X
Single	Stoneboro and Reno	None	X	X
Single	Polk Jct. and Rose	None	X	X

Yard Limits

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

ALLEGHENY DIVISION

Track	Between	And
H & P Secondary Track	2500 feet East of Frank	Holly
Morrison Cove and Bedford Secondary Tracks	2328 feet North of Brook	East Freedom
Bedford Secondary Track	3843 feet North of Creek	3077 feet South of Ford
Bedford Secondary Track	2500 feet North of State	Jct. of P. R. R. and W. M. Ry. Tracks South of State Line
Mt. Dallas Secondary Track	Creek	1176 feet North of Dallas
Bellefonte Secondary Track	Miles	Mile Post 41
Moshannon Secondary Track	Mills	Coal
Clearfield Secondary Track	6500 feet North of Clearfield	Field
	1455 feet North of Burg	1814 feet South of Burg
	1300 feet North of Maple	4721 feet South of Mills
Cresson Secondary Track	EP	0.5 mile north of EP
	Mile Post 10	Mile Post 12
	Mile Post 30	Mile Post 33
	Mile Post 56	RU
Black Lick Secondary Track	KY	Mile Post 7
	Mile Post 17	Mile Post 19
	Mile Post 23	Mile Post 26
	Mile Post 36	Mile Post 39
	Mile Post 42	ZD
Susquehanna Secondary Track	DF	Mile Post 12
	Mile Post 20	Mile Post 24
	CJ	DC
Irvona Branch	Cresson	Mile Post 2
	1.3 miles south of Irvona Jct.	0.6 mile north of Irvona Jct.
South Fork Branch	South Fork	W
Paint Creek and Shade Creek Branches	Paint Creek Branch Jct.	0.1 mile south of Reitz No. 5 switch on Shade Creek Br.
Snow Shoe Branch	Clearfield Jct. Mile Post 84.2	Clearfield Mile Post 87.4
Cherry Tree Branch	CB Jct. Mile Post 14.5	JS Mile Post 13.6
Boardman Branch	Potts Run Jct. Mile Post 0.0	End of track Mile Post 2.2
Madera Branch	Clearfield Jct. Mile Post 84.2	Irvona Mile Post 26.3
Grassflat Branch	Viaduct Mile Post 0.0	Grassflat Mile Post 29
Mahaffey Branch	WJ Mile Post 112.2	Mahaffey Jct. Mile Post 113.0
Phillipsburgh Branch	Munson Mile Post 0.0	Phillipsburgh Mile Post 7.1
Hooverhurst Branch	Dowler Jct. Mile Post 7.3	End of Branch Mile Post 11.8

PITTSBURGH DIVISION

Track	Between	And
Turtle Creek Branch	Trafford	BY
Redstone Secondary Track	RS	0.2 mile north of RS
	0.2 mile south of Linn	BF
Southwest Secondary Track	0.4 mile north of County Jct.	0.7 mile south of Youngwood
	1.2 miles north of Scottdale (Mile Post 16)	1.8 miles south of Scottdale (Mile Post 19)
	0.4 mile north of RS (Mile Post 36)	VA
Allegheny Branch	UY	500 feet north of Mile Post 12
	Mile Post 16	Mile Post 20
	Mile Post 25	Mile Post 32
	3500 feet south of FD	1866 feet south of Mile Post 47
	Mile Post 61	Brady
Butler Secondary Track	JB	WA
	Mile Post 20	VO
Terminal Branch	WT	NY
Washington Secondary Track	Glenn	2640 feet west of Mile Post 4
	Mile Post 7	Mile Post 9
	2500 feet west of Mile Post 12	Mile Post 17
	WS	WH
Weirton Secondary Track	CY	WN
Wheeling Secondary Track	Weirton Jct.	Mile Post 5
	Mile Post 18	UN
New Cumberland Branch	Weirton Jct.	WN
New Cumberland Secondary Track	WN	Mile Post 3
Powhatan Secondary Track	One fourth mile east of Ohio Jct.	One half mile west of Mile Post 40
	One half mile west of Mile Post 46	One fourth mile west of Wegee
	Mile Post 57	PN

NORTHERN DIVISION

Main Line	Port Allegany Mile Post 91	500 feet south of Mile Post 98
Oil City Secondary Track	Bridge	Mile Post 5
Salamanca Secondary Track	End of block	AD
Main Line— Erie	Elm	1217 feet east of Mile Post 4
	Union City 1493 feet east of Mile Post 24	2000 feet east of Mile Post 27
	MS	5048 feet east of Mile Post 37
	Warren, Mile Post 59	1013 feet east of Mile Post 68

Track	Between	And
Main Line Erie	Kane 4247 feet east of Mile Post 93	55 feet west of Mile Post 96
	Johnsonburg M. P. 109	Mile Post 111
	Ridgway 2347 feet east of Mile Post 116	4296 feet east of Mile Post 118
	St. Marys 2530 feet east of Mile Post 127	800 feet east of Mile Post 130
	Emporium 4879 feet east of Mile Post 147	4466 feet east of Mile Post 149
Allegheny Branch	Brady	Mile Post 61
Low Grade Secondary Track	Brady	2025 feet east of Mile Post 2
	New Bethlehem 2640 feet east of Mile Post 18	100 feet east of Mile Post 23
	Summerville 4889 feet east of Mile Post 32	3018 feet east of Mile Post 34
	Brookville 1853 feet east of Mile Post 40	Mile Post 43
	Reynoldsville 2574 feet east of Mile Post 54	3843 feet east of Mile Post 56
	Falls Creek—DuBois 1340 feet east of Mile Post 61	721 feet east of Mile Post 67
	Driftwood 100 feet east Mile Post 108	DF (Main Line)
Elmira Branch	Newberry	3178 feet north of Mile Post 2
	Ralston 100 feet south of Mile Post 23	600 feet north of Max
	Mile Post 38	Mile Post 39
	Mile Post 51	1466 feet south of Mile Post 53
Valley Branch	Mile Post 0.0	4160 feet south of Mile Post 3
	564 feet north of Mile Post 31	2200 feet south of Mile Post 33
	Mile Post 51	528 feet south of Mile Post 55
Reno Branch	CP-14	1220 feet east of Mile Post 16
	325 feet west of Mile Post 54	1502 feet east of Mile Post 57
	739 feet west of Mile Post 76	3731 feet east of Mile Post 58
J F & C Branch	980 feet east of Mile Post 118	1250 feet east of Mile Post 120
Jersey Shore Branch	CP AD	New Berry Jct.
	Mile Post 177.2	Mile Post 180.9
Mill Hall Branch	SR	Bald Eagle Jct.
	Mile Post 0.0	Mile Post 15.2
Shamokin Secondary Track	Crowl	2865 feet west of Mile Post 20
Ridgeway	Mile Post 1.5	2000 feet south of Mile Post 2

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

Track	Between	And
No. 1 and No. 2	South Fork	JK

1097-A1. Extra Trains. In the application of Rule 97, extra trains may run by permission of Train Dispatcher in lieu of train orders between the following points.

ALLEGHENY DIVISION

Track	Between	And
Cherry Tree Branch	CB Jct.	JS
	Mile Post 14.5	Mile Post 13.6
Boardman Branch	Potts Run Jct.	End of Track
	Mile Post 0.0	Mile Post 2.2
Madera Branch	Clearfield Jct.	Irvena
	Mile Post 84.2	Mile Post 26.3
Grassflat Branch	Viaduct	Grassflat
	Mile Post 0.0	Mile Post 2.9
Mahaffey Branch	WJ	Mahaffey Jct.
	Mile Post 112.2	Mile Post 113.0
Phillipsburg Branch	Munson	Phillipsburg
	Mile Post 0.0	Mile Post 7.1
Hooverhurst Branch	Dowler Jct.	End of Branch
	Mile Post 7.3	Mile Post 11.8

NORTHERN DIVISION

Mill Hall Branch	CP BN	Bald Eagle Jct.
	Mile Post 4.9	Mile Post 15.2

Non-Interlocked Railroad Crossing at Grade

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

ALLEGHENY DIVISION

Location	Signals, Etc. Governing Movements over Crossings		Requirements	Note
	Type	Indication or Position		
Moshannon Sec. Trk. Retz Jct. PC RR	Stop board	Stop	Stop before crossing. It must be known that crossing is clear before using.	1
Philipsburg Industrial Trk. Loch Lomond Jct. PC RR	Stop board	Stop	Stop before crossing. It must be known that crossing is clear before using.	1
Madera Branch Madera Jct.	Stop Sign PC RR	Stop		10
RG PC RR	Target	Stop		11

PITTSBURGH DIVISION

Location	Signals, Etc. Governing Movements over Crossings		Requirements	Note
	Type	Indication or Position		
McKeesport Secondary Track: Crossing with P&LE RR	Stop board	Stop	Stop before crossing. It must be known that crossing is clear before using.	
McKeesport Secondary Track: Crossing with B&O RR	Stop board	Stop	Stop before crossing. It must be known that crossing is clear before using.	
Southwest Secondary Track: 528 feet south of SY Crossing with B&O RR	Stop board	Stop	Stop before crossing. It must be known that crossing is clear before using.	3
Indiana Sec. Trk. Indiana Wye B&O RR	Fixed Signal	More favorable than stop	Cross without stopping.	4
Wheeling Sec. Trk. Follansbee Siding Follansbee Wheeling Steel Corporation	Target	Horizontal Vertical	Stop Cross without stopping.	2-7
Powhatan Sec. Trk. Tiltonville, Connection to New Yard N&W Road	Target	Horizontal	Stop before crossing.	5
Bridgeport, B&O RR	Target	Horizontal	Stop before crossing.	6
Bellaire, B&O RR	Target	Horizontal	Stop before crossing.	6

NORTHERN DIVISION

Ridgway Secondary Track Brockway E-L RR	Position Light	More favorable than stop	Stop before crossing.	R-8
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NOTE 1. Referring to Rule 9:
Night signals will not be displayed.

NOTE 2. Proceed not exceeding speed of 6 miles per hour. Engineman will observe Rule 14 (1) approaching crossing.

NOTE 3. A member of crew must be sent ahead of train.

NOTE 4. The normal position of signals is for B. & O. R. R. movement over crossing. P.R.R. Trainmen must restore to normal after using.

NOTE 5. The normal position of target at Tiltonville will be for N & W Road trains. N & W Road cross-over switches will be locked with P.R.R. and N & W Road switch locks. Trainmen of P.R.R. trains will be required to change the position of the target, throw the cross-over switches for their movement over the crossing, and return switches and target to normal position after cross-over movement is completed.

N & W Rail Road trains will approach crossing under full control, prepared to stop; but will proceed over the crossing at a speed not exceeding 15 miles per hour if target is set for them and crossing seen to be clear.

NOTE 6. Target at B. & O. R. R. crossing will be operated by trainmen and left in position last used.

NOTE 7. Wheeling Steel Corporation crews must secure permission from the Operator at Weirton Jct. to cross P. R. R. tracks.

After securing permission they will remove derail and set signal in horizontal position. When crossover movement has been completed they will restore signal and derail to normal position and report clear to the Operator at Weirton Jct.

NOTE 9. CC Sign indicates point where trains must stop when route crossing is not clear.

NOTE 10. Trains will proceed over crossing under flag protection.

NOTE 11. A member of crew must ascertain that no trains are approaching crossing, then operate signal governing crossing. After signal has been operated train must wait 3 minutes before movement over crossing is started and after movement has been completed signal restored.

NOTE R. Trains may cross when proper signal is displayed. Signal is controlled by knife switch in telephone shelter box, north end of Brockway station. Normal indication of signal is STOP when knife switch is in center position. Throw switch to right to clear signal for P.R.R. movements; to left for E.-L. R.R. movement. Before operating knife switch, employees must assure themselves that crossing is not occupied.

NOTE S. Stop must be made within not less than 200 feet or more than 800 feet of crossing.

1098-A3. Pgh. Div. Weirton Steel Company and Pennsylvania trains operating on or across Weirton Steel Company slag track between Strip Steel crossovers and Slag Dump west of Standard Slag Company plant at west end Weirton Junction Yard, must approach grade crossings on this track over lead to Cove Valley Lumber Company, Weirton Junction engine-house wye track, leads to Scott Lumber Company plant and Standard Slag Company plant, prepared to stop clear of crossing until it is known crossings are clear.

1098-A4. Pgh. Div. Trains using track leading from Martins Ferry Furnace Yard to B. & O. R. R. Interchange track at First Street, Martins Ferry must stop before crossing B. & O. R. R. track unless proceed signal is received from member of crew stationed at crossing to protect the movement.

ALL DIVISIONS

1099-A1. APPLICATION OF RULE 99, STATE OF PENNSYLVANIA.

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

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

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

1103-A1. (All Divisions). Public crossings at grade. Whenever crossing protection is operated manually, it must be restored to normal after movement is completed and control boxes must be locked.

Tubular Train—When tubular equipment is stopped on grade crossing protected by automatic apparatus, protection must be provided by crews against highway traffic.

Attention is called to the following extract from an order issued by the Pennsylvania Public Utility Commission, State of Pennsylvania.

“A light shall be displayed on the head end of drafts of rail road cars being pushed or dropped over a public highway crossing, at grade, during hours of darkness whether or not the tracks constitute a part of a railroad yard, except at time when such crossing is protected either by gates, automatic highway crossing signals, watchmen or train-service employees.

COLUMN TABLE FOR PUBLIC CROSSINGS AT GRADE

X — Indicates method of operation.

COLUMN 1—Trains or engines must stop before passing over highway crossing and a member of the crew must protect the crossing in advance of each movement.

COLUMN 2—Automatic highway crossing protection provided on sidings, yard or other tracks, indicates the approach of a train.

COLUMN 3—Apparatus provided to interrupt operation of automatic highway crossing protection automatically.

COLUMN 4—Apparatus provided to interrupt operation of automatic highway crossing protection manually.

COLUMN 5—Trains or engines must stop within limits marked by yellow stripe on side of rail (approximately 70 feet each side of crossing) but clear of highway until crossing protection is operating and highway is clear. If automatic protection fails to function, member of crew must protect the crossing in advance of each movement.

COLUMN 6—Highway crossing protection must be operated manually to protect train movement.

ALLEGHENY DIVISION

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Main Line: Phila.-Pgh. Duncanon	All Crossings	Duncanon Old Line	X						
Newport	Market St.	Newport Old Line	X						
	U. S. Route 34		X						
Lewistown	Elizabeth St.	American Viscose Co.	X						
	South Dorcas St. 1465 ft. west of conn. to Lewistown Sec. Trk.	Furnace Industrial	X						
	South Main St.		X						
	U. S. Route 22		X						
	Alley-2796 ft. west of connection to Lewistown Sec. Trk.		X						
	South Wayne St. 3119 ft. west of conn. to Lewistown Sec. Trk.		X						
	South Grand St.		X						
	South Wayne St., 6992 ft. west of conn. to Lewistown Sec. Trk.		X						

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
West of Lewistown	3900 ft. west of point of switch to track	Mifflin County Industrial	X						
McVeytown	Route 103	Wharf Side Trk.		X					
		No. 3				X			
		Trks. 1, 2 & 3			X				
Mount Union	Washington St. 100 ft. west of Freight Station	Mount Union Old Line	X						
West of Mapleton	State Route 376 (old U.S. Route 22)	Penna. Glass Sand Co., Bridgeport	X						
Tyrone	Pennsylvania Ave.	East Leg of Wye	X						
Tipton	Traffic Route 825	Trks. 3 & 4			X				
Bald Eagle Branch Tyrone	12th Street	Main			X				
	13th Street				X				
	14th Street				X				
Mill Hall	Traffic Route 64				X				
Phillipsburg Branch Phillipsburg	Troy Crossing	Main	X						
	U.S. No. 322		X						
	Presque Isle St.		X						
Snow Shoe Branch Snow Shoe	Highway No. 29	Main	X						8
Wallacetown	Reed Road		X						
WBU Branch Surveyor	Highway No. 879	Siding	X						7
Hooverhurst Branch Hooverhurst	Highway No. 286	Main	X						
Madera Branch Irvona	State Highway No. 234	Main	X						
Glenhope	Main Street		X						
Madera	Main Street		X						
Krebs	Main Street		X						
Clearfield Secondary Track: Clearfield	Market Street	Secondary						X	5
	Locust Street							X	5
	Bridge Street							X	5
Phillipsburg	Maple St. State Route 53		X						
	Presque Isle		X						
	Pine St., 509 feet north of station		X						
	Front St., State Route 322	Phillipsburg Industrial	X						
Blue Ball	Route 322	General Refractories		X				X	1-2
H. & P. Secondary Track:	Alexander Crossing	100 feet east of station							6
	Alfarata Crossing	Main							6
Williamsburg	Route 866	Long Side Trk., storage and sta.		X				X	1-2
	Route 203	High Street		X				X	1-2
Holidaysburg	Newry St.	No. 1 & No. 2			X				

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
South Fork Secondary Track: Windber	Route 56	Secondary			X		X		
Bedford Secondary Track: 2500 feet south of Claysburg	U.S. Route 220	Secondary			X				4
Morrison Cove Secondary Track: McKee	Traffic Route 36	Secondary			X				
Roaring Spring	Main St., State Route 36, 437 feet south of station	Bloomfield	X						
Curry	State Route 866	Secondary	X						
Lewistown Secondary Track: Lewistown	Main St.	Secondary						X	5
	U.S. Route 22							X	5
2671 ft. east of junction with Lewistown Sec. Trk.		Furnace Industrial						X	5
Milroy Secondary Track: Lewistown—1857 ft. east of junction with Milroy sec. trk.	U.S. Route 322	Maitland Industrial						X	5
Reedsville	State Route	Main	X						
Bellefonte Secondary Track: Bellefonte	Lamb St., 1111 ft. west of station	Secondary	X						
	High St., State Route 550		X						
	Water St., State Route 346		X						
White	State Route 64, State Route 53 & Leg. Route 14024	White Rock Quarries Pleasant Gap	X						
Cresson Secondary Track: Patton	Magee Avenue	Siding and two Storage		X			X		
Black Lick Secondary Track: Nanty-Glo	Chestnut Street	Interchange		X					
		Secondary				X			3
Black Lick	State Route 119		X						
Hastings Secondary Track: Hastings	Bridge St. and Rich Hill Mine Trk.	Secondary	X						
Holidaysburg	William Penn Hwy. U.S. Route 22	Berwind White Coal Co.	X						
	Jones St.—all trks.	Holidaysburg and Petersburg	X						
Eldo	Burns Ave., 1300 feet east of main track switch	Veeder—Root Inc. Industrial	X						
Claysburg	State Route 220	General Refract.	X						
Ashcom	State Route 281	New Enterprise Stone & Lime Co.	X						
Clover Creek Jct.	State Route 118, 3140 ft. east of jct.	Basalt Trap Rock Company	X						

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Other Tracks (continued):									
Coal Run Jct.	State Route 53	Moshannon, Secondary	X						
Madera			X						
South of jct. Moshannon Secondary Track	State Route 53 369 feet south of junction	Big Run Industrial	X						
	State Route 53, 4410 ft. south of junction	Amesville Industrial	X						
Mundorf	Hamilton Road	Lindsay #8 Mine All Tracks	X						
Banks Township	Route 286	McCoy Run	X						
Glen Campbell		Glen Campbell Industrial Trks.	X						
Spangler	Orvis St.	Industrial Track west side of Secondary Tracks	X						
	All Crossings	Hammonds Siding	X						
Barnesboro	U.S. Route 219	Walnut Run	X						
Reade Township	Route 53	Colonial No. 6 Irvona Branch	X						
Van Ormer		Sterling No. 3 Mine	X						
Lilly	All Crossings	All Tracks	X						
Portage	Mountain and Caldwell Avenues	Martin	X						
	Main Street	All Tracks	X						
Onzalinda	S. H. Route 869	Beaver Secondary Track, Mine Trk. F-78	X						
Windber	Grahan Ave. 21st Street, Somerset Ave.	South Fork and Windber Sec. Trks.	X						
Loyalhanna No. 7	Route 55-110	Mine Track F-124, Shade Creek Br'ch	X						
Central City	Sunshine Ave.	Main Track	X						
Reitz No. 4	Route 55-110	Mine Track F-125, Shade Creek Br'ch	X						
Bolivar	Lincoln St.	Industrial Track Slope (North Side) Undergrade	X						

NOTE 1. An apparatus is provided for manual operation of the highway crossing signals. Cut-in button must be pressed to cause automatic feature to function.

NOTE 2. The highway crossing protection must be operated manually to protect train movement. A member of the train crew, when required to insure full protection, must station himself on the crossing until movement is completed. In the event the crossing protection fails to operate, a member of the crew must protect the crossing in advance of each movement.

NOTE 3. Movements to and from Black Lick Secondary and interchange operate a short track circuit, the limits of which are marked by yellow discs. Cars will not be left standing between these markers.

When a movement is being made on the siding over crossing, the trainmen will push button and keep it pressed until white light indicates that train is actuating flashers. The track circuit limit on the Secondary Track for westward movement is also marked with yellow disc and westward trains having work to do at Nanty Glo will cut their train with rear end clear of the track circuit.

Protection must operate a minimum of 20 seconds before moving over crossing.

NOTE 4. Train and engine crews must familiarize themselves with the location of CC signs and rails marked with yellow stripe, which indicate the operating limits of automatic highway crossing signals.

To avoid unnecessary operation of automatic signals protecting highway

grade crossing, trains and engines, in either direction, stopping to do work or for other reasons, must stop with train short of crossing circuit.

Switching movements, movements at slow speed or movements resumed after having been stopped, must approach highway crossing prepared to stop before passing over crossing, unless automatic protection is known to be in operation and area is clear.

If automatic highway crossing protection is not operating, protection must be provided as prescribed in **Rule 103**.

Cars must not be left standing on crossing circuit.

NOTE 5. Special precaution must be taken with respect to the operation of automatic highway crossing protection.

Trains or engines must stop before passing over highway crossing, and a member of the crew must manually operate the highway traffic stop light.

After highway traffic light switch or button has been operated and traffic is under control, trains or engines may proceed over the crossing.

After trains or engines have cleared crossing, highway traffic switch or button must be operated to restore signals to normal.

Control boxes are located at either side of crossings and are secured with standard switch locks.

In case of failure to highway traffic signals a member of the crew must protect the crossing in advance of each movement over the crossing.

NOTE 6. Due to rust on rails the track circuits which operate automatic highway crossing protection may not function properly:

Trains or engines must stop before passing over crossing and a member of the crew must protect the crossing in advance of each movement over crossing.

NOTE 7. Train and engine crews must familiarize themselves with the location of CC signs and rails marked with yellow stripe, which indicate the operating limits of automatic highway crossing signals.

To avoid unnecessary operation of automatic signals protecting highway grade crossing, trains and engines, in either direction, stopping to do work or for other reasons, must stop with train short of crossing circuit.

Switching movements, movement at slow speed or movements resumed after having been stopped, must approach highway crossing prepared to stop before passing over crossing, unless automatic protection is known to be in operation and area is clear.

If automatic highway crossing protection is not operating, protection must be provided as prescribed in **Rule 103**.

Cars must not be left standing on crossing circuit.

NOTE 8. Before proceeding across Waverly Street, Southward, all trains or engines must stop on track circuit between "End of Highway Circuit" sign and crossing and must not proceed over crossing until it is known that automatic crossing protection is operating for at least twenty (20) seconds.

If train or engines occupy track circuit in rear of dwarf signal governing Northward movement from Milford Branch for two minutes or more after receiving proceed indication, dwarf signal will then display stop indication and automatic crossing protection will stop operating.

PITTSBURGH DIVISION

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Main Line (Philadelphia to Pittsburgh): Derry	Fourth Ave.	Sand Rock Ind.	X						
	Burd's Crossing 1000 ft. west of DR	Yard				X			4
South of KR	Legonier St. Ext. and Route 680	Latrobe Indust. Track	X						
Greensburg	Depot St.	Station Track 410	X						
	All Crossings	Jeannette	X						
		Big Run	X						
		Manor	X						
Irwin to Cereal		Youghiogheny	X						
Pitcairn		East Pittsburgh	X						
Pittsburgh	32nd Street	Denny Indust.	X						
Pittsburgh Yard: Pittsburgh	Liberty Avenue	Penn-Duquesne Warehouse		X					3
	14th Street			X					3
	16th Street			X					3
Main Line— Pgh.-Chg.: Island Avenue	Truetrain	"O" Track & Team		X			X		
Beaver Falls	15th Street	No. 2			X				
Main Line— Conemaugh: Natrona	Federal Street	Yard		X			X		
	Philadelphia Ave.	Yard		X			X		
		No. 2 Track			X				
Brackenridge	Mile Lock Lane	Allegheny Ludlum Steel Company		X			X		
	Morgan Street	Yard		X			X		
Tarentum	Bridge Street			X			X		
	Corbett Street			X			X		
		No. 1			X				
	Lock Street	Industrial		X			X		
		No. 2			X				
	Center Street	Industrial		X			X		
		No. 1 & No. 2			X				
Glassmere	Third Street	No. 1							17
Springdale	Butler Street	West Penn Power Co. & Old Coach		X			X		
		No. 1			X				
Just west of Hamar	Allegheny Valley Sewer Treatment Plant	No. 1							18
Blawnox	Center Avenue	Blawnox Co.		X			X		
Blairsville	Market St.	Industrial						X	
		Running Track						X	6-29
		Yard Track						X	6-29
Main Line— Pgh.-St. Louis: Carnegie	Chartiers Street	Carnegie Secondary		X			X		
Oakdale	Union Avenue	Siding		X			X		
McDonald	McDonald St.			X			X		
Primrose	Noblestown Rd.			X			X		

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Main Line— Pgh.-St. Louis (continued): Steubenville	Logan St.	Yard		X			X		24
	Washington St.			X			X		24
	Slack Street	Industrial		X			X		24
Millers	Millers	Storage		X			X		
Allegheny Branch: Verona	Stirling Lumber Co. Crossing	Hill Extension Specialty Steel Products Co., Verona Ind.		X			X		
	James St.	Main & Industrial	X						28
	Grant Street	Yard		X			X		
Oakmont	College Avenue	Industrial		X			X		
	Washington Avenue			X			X		
	Penna. Ave.			X			X		
	Hulton Rd.			X			X		
	Allegheny Ave.	Scaife Industrial	X						
Parnassus	Second St.			X					6
	Third St.	Industrial		X			X		
	Fourth St.			X			X		
	Fifth St.			X			X		
New Kensington	Seventh St.			X			X		
	Eighth St.			X			X		
	Ninth St.			X			X		
		Main			X				6-15
	All Crossings	Indian Run	X						
	Constitution Blvd.	Main	X						
		P. H. Murphy	X						
Arnold		General Electric	X						
		Main	X						
		West Penn Power	X						
	Drey St.	Industrial		X			X		
FD	Route 128			X			X		
Ford City	Third Ave.	Pollock Feed Co.	X						
		Heilman Lumber Co.	X						
	Railroad St.	Murray Corp. (Eljer Div.)	X						
Kittanning	Market St.	Main			X				6
	Union Avenue	Industrial		X			X		
		Main			X				6
	Chestnut St.	Industrial		X			X		
	Montieth St.			X			X		
Monongahela Branch: Homestead	Amity St.	Home Running		X			X		
Duquesne	Grant Avenue	Main & Running			X				6-7
Duquesne	Station St.	Main & Running Trks.		X					6-7
Peters Creek Jct.	State Route No. 837	N&W RR Clairton Branch						X	14
Courtney	Mingo County Rd.	Center Storage		X			X		

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Monongahela Secondary Track:									
Donora	Washington Road	Industrial		X			X		
West Monessen	Fourth Street	Siding and Running		X			X		
Belle Vernon	State Street	Running		X			X		
		Main			X				
Allenport	Pgh. Steel-North Private	Running and Storage		X			X		
	Pgh. Steel-South Private			X			X		
Roscoe	Howard Street	Running		X			X		
California	Spring Street	Storage		X			X		
Bayard Branch: E. Liverpool	Market St.	Main			X				6
Wellsville	State Route 7	Industrial		X			X		
	18th Street			X			X		
		Main			X				6-8
New Cumberland Secondary Track: New Cumberland	Chester Street	Secondary	X						
	State Route 2	Tenbury Industrial	X						
	Madison Ave.		X						
New Cumberland Branch Wierton Jct.	Cove Rd. Crossing	Yard & Ind.		X		X	X		
		Main				X			
Indiana Secondary Track: Black Lick	Lyda Coal Co. Trk.	Secondary	X						
	Indian Spring Road						X		21
Wheeling Secondary Track: Wellsburg	Nineteenth Street	Industrial		X			X		
	Fifth Street			X			X		
	Twelfth Street	Secondary	X						26
	All Street Crossings								11
Washington Secondary Track:									
Bridgeville	Station Street	Secondary	X						
Boyce	State No. 978, 2000 feet west of east switch to Boyce Siding		X						
Cannonsburg	College Street	Industrial		X			X		
	Pike Street			X			X		
	Central Avenue			X			X		
	Jefferson Avenue			X			X		
	Strabane Avenue			X			X		
Houston	Main Street			X			X		

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Washington Secondary Track (continued): Washington	Woodland Ave.	Secondary	X						9
	West Wylie Ave.		X						9
	Chestnut Street		X					X	20
	Wheeling St.		X						9
	Maiden St.		X						9
	Main St.		X						9
River Branch Empire	Stewart St. (SR 152)	Storage & Ind.		X			X		
Toronto	Meyers Street	Hancock Storage						X	19
	Clark Street	Main			X				6
	Main Street	Retail		X			X		
	Daniels Street			X			X		
	Loretta Street	Main			X				6
		Retail						X	19
Powhattan Secondary Track: Tiltonville	Third Street	Secondary				X			
		Joint N&W RR & PRR Drill Track						X	16
Martins Ferry	First Street	Main, B&O Inter- change, Wheeling	X						
	Second Street	Steel Co. Furnace	X						
	Center Street	Secondary	X						27
	Hanover Street		X						
Southwest Secondary Track Tarr	Route 31	Delivery		X			X		
Scottdale	Ruths Crossing	Siding, Storage & Industrial		X			X		
		Secondary				X			1-5
Connelsville	West Crawford Ave.	West Side Team							11
750 feet north of Redstone Jct.	Oliver Road	Wye		X					2
Southwest Industrial Track: 1280 ft. South of VA	North Beeson Ave.	Industrial						X	12
1580 ft. south of VA	East Main Street							X	12
2015 ft. south of VA	Church Street							X	12
3000 ft. south of VA	East Fayette St. (U.S. Route 40)		X						
Between VA and Dunbar Street 3500 ft. south of VA	All Crossings except East Fayette St. where Col. 1 applies								13
Fairchance	Church Street		X						
Scully Branch Carnegie	Chestnut Street	Industrial		X		X	X		
	675 ft. east of MPI	Main				X			
Unity Industrial Track Unity	U.S. Route 30	Industrial							11

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Alexandria Industrial Track: Crabtree	Crabtree Crossing	Industrial							11
	U.S. Route 119, 3713 ft. north of M.P. 5								11
Peters Creek Industrial Track: 3320 feet south of MP2	State Route No. 51	Industrial		X			X		
Peters Creek	State Street, State Route No. 837	Main	X						
Coal Lick Industrial Track: Between VA and Miller Ave., 1 mile south of VA	All Crossings	Industrial							13
Other Tracks: Pittsburgh	In Pike & Smallman Sts. between 11th & 29th Sts. 16th & Pike Sts. 16th St. (other yard tracks) 1:00 A.M. to 1:00 P.M. 21st, 23rd, 24th, 25th, 26th, 27th, 28th, 29th and Railroad Sts., Smallman St. (Note 22) 51st St., McCandless Ave. 54th St.	All Tracks	X						22
	Mulberry, Spring and Spruce Alley, 31st, 38th and 51st St.	Private Track	X						
	Small Street, Mulberry Alley	Industrial							23
Export	All Crossings	Grable Industrial	X						
White Valley	Old U.S. Rte. 22	Turtle Creek Industrial	X						
North of OB	All Crossings	Whitehall	X						
McKeesport	Center St. Huey St.	McKeesport Secondary	X						
1.8 miles south of Sinclair	State Route 71	Hempfield Indust.	X						
1.9 miles south of Adamsburg Jct.			X						
Mt. Pleasant	State Route 31 (Main St.)	Scottdale Second'y	X						
835 ft. south of Opossum Run Jct.	7th St.	Opossum Run Indust.	X						
1625 ft. south of Opossum Run Jct.	9th St. and West Crawford Ave.		X						
Uniontown	West Main St. West Fayette St. West Berkley St.	Coal Lick Industrial	X						
875 feet west of Jct. with No. 1 Main Track, Salina.	State Route 990	Jamison Coal Siding	X						
3.1 miles north of Homer City	State Route 56	Yellow Creek Industrial	X						
Homer City	State Route 119		X						
Apollo	First St.	Apollo Industrial All Tracks	X						
Saltsburg	Washington St. Point St. Market St. (State Rte. 80)	Saltsburg Indust.	X						

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Other Tracks (continued): Tarentum	Fourth Ave.	Tarentum Builders Supply	X						
Creighton	State Route 28	Bailey Run	X						
Cheswick		Private	X						
3400 ft. east of Blawnox	Boyd Ave.	Sun Oil Co.	X						
Butler, Pa.	State Route 422	East Leg Wye- Butler Yard	X						
	Monroe Street	Butler Yard— All Tracks	X						
1300 ft. west of end of track	State Route 66	Schenley Indust. Track, Park Coal Co.	X						
Kittanning	All Crossings	Duck Run	X						
Ambridge	Cross Street	Team	X						
	State Route 68		X						
	11th St. and 14th St.	Economy Indust.	X						
	11th St.	Lead to—National Electric Products Co.	X						
Freedom	Lower Rochester Rd.	Lead to—Freedom Oil Works	X						
Rochester		Lead to—Shipping- port Sand Co.	X						
		Lead to—American Borax Co.	X						
		Marino Bros. Iron & Steel Co.	X						
		Lead to—Dravo Corp.'n (Keystone Div.)	X						
New Brighton	All Crossings	Black House Run	X						
	Fifth St.	Kenwood Indust. Track	X						
Beaver Falls	State Route 18 9th Ave.	Armour & Co. and Union Drawn Steel Co.	X						
	11th & 15th St.	Marginal	X						
Laughlin	State Route 39	Lead to—Hall China Co.	X						
East Liverpool	Dresden Ave., St. Clair Ave.	Hill	X						
	Market Street, Jackson Street, Washington Street	South Side Storage	X						
	Virginia Avenue	North Side Storage	X						
Wellsville	State Route 7	Champion Works, McClain Tire Brick Co.	X						
	Third Street	Belt Line	X						
Beaver	State Route 68, Walnut Lane, Tuscarawas Road, State Route 930, All Crossings Buffalo St. to P&LE RR Conn.	Beaver Valley Secondary	X						
Cannonsburg	George Street	Tracks serving Rare Metals Co.	X						
	State Route 519	Patsch Mine Trks.	X						

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Other Tracks (continued): Richfol	All Crossings	Chartiers Gas and Coal Co. Tracks	X						
Bridgeville	Rogers Ave.	Maher Brick Co.	X						
Kerwan	Bower Hill	All Tracks	X						
Sygan	State Route 28	B&M Industrial	X						
Treveskyn			X						
Oakdale	Union Avenue	Team Track	X						
		Elevator Track	X						
Two miles east of Center Ave., Burgettstown	Noblestown Road	Cherry Valley Industrial	X						
Steuenville	Ross St., 1650 ft. east of M.P. 43	Ross St. Indust. Track	X						
Brilliant	Penn Street	Jefferson Storage	X						
Wheeling (two miles east of 18th St.)	Fulton Road	Blaw Knox Ind.	X						
Wheeling	Eoff Street Chapline Street	Zane Running Track	X						
Jewett	Cadiz St.	Siding		X		X			
	Center St.	Siding		X		X			
	Center St.	No. 2			X				
Uhrichsville	Main St.	No. 101 Secd.		X					
	Uhrich St.	No. 101 Secd.		X					
	Dawson St.	No. 101 Secd.		X					
	Third St.	No. 101 Secd.		X					
	Third St.	No. 2			X				30
	Dawson St.	No. 2			X				30
Dennison	Third St.	No. 101 Secd.		X					
		Yard Tracks 8, 10, 12, 14 and 16		X			X		
	Jewett St.	No. 1 and No. 2			X	X			31
	Jewett St.	No. 101 Secondary		X		X			31
	Jewett St.	Dyke Westward Sdg.		X		X			31

NOTE 1. An apparatus is provided for manual operation of the highway crossing signals should they fail to operate automatically.

NOTE 2. A member of the train crew when required to insure full protection, must station himself on the crossing until movement is completed.

NOTE 3. Limits of eastward and westward operating circuits indicated by a painted yellow disk. These operating circuits must be occupied to actuate the highway crossing signals.

A member of the train crew equipped with proper signaling devices must precede each movement over the crossing. After assuring himself that highway traffic light displays "Red" indication and all highway traffic is stopped, he will then give a proceed hand signal which will be authority for train or engine to pass over crossing. In addition, at Liberty Avenue a fixed signal must also display a proceed indication.

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

Except for emergency operation of wreck or work trains, movements over Liberty Avenue are restricted to four trips daily (two round trip movements) between the hours of 1:00 A.M. and 5:00 A.M.

NOTE 4. A light indication on the operator's desk at DR will inform 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 operator at DR will start the signals flashing and when train is entirely clear of the crossing he will stop them.

When westward movements are being made over the crossing, from main tracks to yard tracks, the operator at DR will start the signals flashing, 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, trainman will start and stop the signals flashing by pushing the proper buttons at the crossing.

NOTE 5. Before movements are made over crossing on storage tracks, U.S. Cast Iron Pipe Company track, trainmen will observe whether lights are flashing, and, if not, will push button, observe if lamp is lighted (indicating lights are flashing). Hold button until movement is completed over crossing. All movements over crossing on U.S. Casket Company side track must be protected by pushing the button.

Similar push buttons located on instrument case and pipe post, are to be used when cars or engines are left standing outside of track circuits extending 70 feet each side of crossing on the secondary track and siding. When movement is to be made over crossing pushing button marked "Start" will restore the flashing of signals.

NOTE 6. Train and engine crews must familiarize themselves with the location of CC signs and rails marked with yellow stripe, which indicate the operating limits of automatic highway crossing signals.

To avoid unnecessary operation of automatic signals protecting highway grade crossing, trains and engines, in either direction, stopping to do work or for other reasons, must stop with train short of crossing circuit.

Switching movements, movement at slow speed or movements resumed after having been stopped, must approach highway crossing prepared to stop before passing over crossing, unless automatic protection is known to be in operation and area is clear.

If automatic highway crossing protection is not operating, protection must be provided as prescribed in **Rule 103**.

Cars must not be left standing on crossing circuit.

NOTE 7. To avoid unnecessary operation of automatic highway crossing protection, northward movement on No. 1 track will stop at northward distant signal No. 116 and notify block operator at PG block and interlocking station if the displayed aspect is less favorable than **Rule 284**.

NOTE 8. Westward trains on No. 2 track working at Wellsville must stop east of "CC" sign located 550 feet east of 18th street crossing.

After work is completed and engine coupled to train, entire train must be east of "CC" sign before proceeding westward.

NOTE 9. Every movement of a locomotive, car or train across the highway at the crossing shall be stopped clear of the highway and shall not proceed thereover until a member of the train crew, equipped with a red flag during daylight hours and with a lighted red lantern and a lighted white lantern during the hours of darkness, has entered upon the highway and properly warned the traveling public of the approach of said locomotive, car or train.

NOTE 10. Between 6:00 A.M. and 6:30 P.M., trains will approach road crossing at North Trafford Station prepared to stop until crossing is known to be clear and then not to exceed speed of six miles per hour.

NOTE 11. Due to rust on rails the track circuits which operate automatic highway crossing protection may not function properly:

Trains or engines must stop before passing over crossing and a member of the crew must protect the crossing in advance of each movement over crossing.

NOTE 12. Movements over North Beeson Avenue, East Main Street and Church Street crossing, located 1280, 1580 and 2015 feet south of VA, are protected by street traffic signals. Switches for operation by trainmen are located on poles 65 feet north of North Beeson Avenue, 100 feet north of Main Street and 161 feet south of Church Street marked "P.R.R." The operation of any of the control switches will set the traffic signals to show red when viewed from North Beeson Avenue, Main Street or Church Street and green from the track. A second operation of any of the control switches will restore the traffic signals to their normal operation. Before trains are moved over the crossing, trainmen will operate nearest control switch to give proper indication, and when train has cleared the crossing, restore signals to normal, by operating the nearest control switch.

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

NOTE 13. When pushing cars in advance of the engine over crossings between VA and Dunbar Street, 3500 feet south of VA, Southwest Industrial Track with the exception of East Fayette Street where column 1 applies and between VA and Miller Avenue, 1.0 mile south of VA, Coal Lick Industrial Track, a member of the crew must be sent ahead to protect street traffic.

NOTE 14. Peters Creek Jct. crossing State Route No. 837.

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

NOTE 15. Enginemen on southward trains stopped at New Kensington must sound whistle signal, **Rule 14 h** when ready to proceed and 9th Street crossing must not be fouled until gates have been lowered.

NOTE 16. Tracks and engines on joint N&W RR and P.R.R. Drill Track, must stop before passing over highway grade crossing known as Third Street,

1163 feet west of Mile Post 32, and a member of the crew must manually operate the crossing protection.

Control push buttons are located on the highway crossing signal mast west side of crossing.

After control button has been operated and protection is afforded, trains and engines may proceed over crossing.

After trains or engines have cleared the crossing, stop button must be operated to restore signals to normal.

NOTE 17. In order to prevent unnecessary operation of flasher lights at 3rd Street crossing, Glassmere, eastward trains on No. 1 track receiving a stop and proceed indication, **Rule 219**, at fixed signal No. 586, will stop at C.C. sign, located 465 feet west of signal No. 586 and communicate with the operator at AJ Block Station before proceeding.

NOTE 18. Eastward trains on No. 1 track receiving a stop signal **Rule 202** at Harmar, must stop clear of grade crossing leading to Allegheny Valley Sewage Treatment Plant, crossing just west of Harmar and communicate with the operator at UY.

NOTE 19. Trains and engines on Retail Track, Loretto Street and on Hancock Storage at Myers Street, Toronto must not enter the highway crossing until a member of the crew has manually operated the protection with the push button located on the west end of relay case.

NOTE 20. On Washington Secondary Track, Washington, Pa. manually operated highway crossing protection with flashing light signals, protect public grade crossing at Chestnut Street, 4251 feet west of Mile Post 22. Push buttons marked **START** and **STOP** are located on cantilever mast on the west side of the crossing and on the west end of relay case on the east side of the crossing. Trains or engines must stop clear of the crossing and a member of the crew will manually operate **START** button to activate the protection. After button has been operated and highway traffic is under control, movement may be made over the crossing.

After trains or engines have cleared the crossing, **STOP** button must be operated to restore the protection to normal.

Push button housings must be locked with standard padlock after use.

In the event of failure of the crossing signals, protection must be provided as prescribed by **Rule 103**.

NOTE 21. Highway traffic signals at the intersection of Route U.S. 119 and Indian Springs Road, protect grade crossing of single track 1991 feet south of Mile Post 17, Indiana Secondary Track.

Trains or engines must stop clear of this crossing, and a member of the crew will manually operate the highway traffic signals by turning a switch in a control box located south of the highway and west of the track, to "**ON**" position. After control switch has been operated, and highway traffic is under control, trains or engines may proceed over the crossing. After trains or engines have cleared the crossing, control switch must be turned to the "**OFF**" position to restore signals to normal.

NOTE 22. Movements to or from Smallman Street Industrial Track must not occupy 28th Street until it is known that traffic signals are displaying red indication.

Telephone on north side of Penn Avenue connected with crossing watchman's tower at Liberty Avenue. Trains shifting at Penna. Paper Stock Co. track must notify watchman when train has cleared or a move is to be made over Penn Avenue or Smallman Street.

NOTE 23. Highway crossing protection consisting of flasher light signal on 28th Street at Smallman Street and Mulberry Alley equipped with start and stop control push buttons to be operated by a member of crew as follows:

Movement west over Smallman Street, crew member will actuate crossing protection by operating start button located on relay case adjacent to flasher signal mast. After movement has been made flasher protection may be stopped by operating stop button located on steel pole west of crossing.

For movement to Smallman Industrial Track, crew member will actuate same start button as described for westward movement and stop flasher by control button located north side of crossing.

Movements on Pennsylvania Paper Stock Company Track, control buttons, for crossing protection for Mulberry Alley, are located on flasher mast at Mulberry Alley. All control button boxes are painted yellow for easy identification.

NOTE 24. Pittsburgh Div. Apparatus controlled by watchman in tower at Market Street, Steubenville is provided to interrupt the operation of the automatic highway crossing protection manually at the following locations:

Franklin Avenue	Market Street
Ross Street, No. 1 and No. 2 tracks only	Adams Street
Logan Street	South Street
North Street	Slack Street
Washington Avenue	

Except at Market Street, cars or engines must not be permitted to stand within a distance of 70 feet from either side of any crossing.

After stopping en-route on main tracks clear of a crossing, or before proceeding over a crossing on a yard or an industrial track, not shown in Special Instruction 1103-A2, movements in either direction over the crossing must not be made until protection is provided as prescribed in **Rule 103**, or the automatic operation of this protection has been re-established.

NOTE 25. Two flagmen, with red flags by day and red lights by night, must precede each movement over crossing and remain at crossing on each side of train until it has cleared crossing.

NOTE 26. All trains and engines in either direction between the hours of 8:30 A.M. and 4:30 P.M. must station a member of crew on crossing to protect the movement before passing over it.

NOTE 27. All trains and engines in either direction between the hours of 5:00 A.M. and 2:00 P.M., daily except Sunday, and during all hours on Sunday, must station a member of crew on crossing to protect the movement before passing over it.

NOTE 28. Crossing Signs reading "Watchman Not on Duty" on both sides of crossing must be displayed by Block Operator when closing and turned to blank side when opening DN.

NOTE 29. Highway crossing protection consisting of flashing light signals and short arm gates with Penn-Central Railroad switch key controllers to be operated by a member of crew as follows:

Movements north or south over Market Street, crew member will actuate crossing protection by inserting switch key in controller located on relay case south of crossing east side of tracks, or controller located on pedestal, north of crossing east side of tracks, rotate key clockwise until crossing protection starts to operate and remove key.

To raise gates member of crew must insert switch key in either controller and rotate clockwise until gates start up and remove key immediately.

NOTE 30. Westward movements on No. 2 track consuming a time in excess of one minute between Third St. Dennison and 715 feet west of Third St. Dennison will interrupt automatic protection at Third St. and Dawson St., Uhrichsville, automatically.

NOTE 31. Eastward movements on No. 1 and No. 2 track consuming time in excess of 57 seconds between a point 1728 feet west of crossing and a point 900 feet west of crossing will interrupt automatic protection at Jewett Street, Dennison, automatically.

Westward movements on No. 2 track consuming time in excess of 2 minutes and 20 seconds between a point 2375 feet east of crossing and "CC" sign located 300 feet east of crossing will interrupt automatic protection at Jewett Street, Dennison, automatically.

NORTHERN DIVISION

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Main Line Harrisburg-Buffalo: Halifax (east)	Rice Street				X				
	Market Street				X				
	Armstrong Street				X				
Hernden	Pottville St.	Siding		X					
Sunbury	Spruce Street	Main			X				
	Linden Street				X				
	Walnut Street				X				
	Church Street				X				
	Market Street					X			4
	Arch Street					X			4
	Race Street					X			4
Northumberland	King Street	E-L RR Inter- change	X						35

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Main Line Harrisburg-Buffalo (continued): Milton	All Crossings	Merritt, Chapman & Scott Corp.	X						35- 37
		Canal Track	X						35
	Cameron Avenue	Main			X				6
		Siding		X			X		
	Mahoning Street	Siding		X			X		
		Main			X				6
	Center Street	Siding		X			X		
		Main			X				6
	Walnut Street				X				6
	Locust Street				X				6
Watsonstown	Township Road No. 609	Watsonstown Brick Co.	X						35
	Main Street	Storage & Switching		X			X		
		Main			X				
	Fourth Street	Industrial	X						35
		Switching Storage & Frt. House		X			X		
		Main			X				
	Eighth Street	Switching & Storage		X			X		
		Main			X				
		Industrial	X						35
Watsonstown, west of	State Highway Route 49097	Jasper Wood Products Co. Glenn Gery Brick Company	X						35
Dewart	Main Street	Siding		X			X		
Montgomery	Thomas Avenue	Clinton Siding		X			X		
South Williamsport	Route 41006	No. 1							17
	Fleming	Industrial	X						35
	Maynard Street	Main			X				
McElhattan	McElhattan	Scale Running Track							39
Lyndonville	Lyndonville Rd.	Main					X		
Lock Haven	Hanna Street	Siding		X					11
	Jay Street	Industrial		X			X		
	Walnut and Henderson Streets	West leg of Wye	X						35
	Walnut St.	Siding		X					
	Logan Ave.	Yard Tracks	X						
West of Westport	U.S. Route 120	Cooks Run	X						35
Emporium	Allegheny Avenue	Main				X			2
Port Allegany	Mill Street	Middle		X			X		
Portville	Temple Street and Brooklyn Street	Main							24
Olean	King Street					X			
	Union Street	Olean Transfer		X			X		
		Main				X			5
	First Street	Olean Transfer AD-1 Running & Olean Branch		X			X		
		Main				X			

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Main Line Harrisburg-Buffalo (continued): Olean	Wayne Street	AD-1 Running Scale Track		X			X		
	Fourth Street			X			X		
	Franklin Street	Crude		X			X		
		No. 2 Southward Movement							31
Hinsdale	Maple Street	Main			X				
Machias	Steffenhagen Road								27
Lake	Hazelmere	Lake Siding		X			X		
South Wales	Warner Hill Crossing	No. 1							19
Springbrook	Pound	Main			X				6
		No. 2							20-6
Main Line—Erie: St. Marys	U.S. Route No. 120 Pa. State Route A1247, Fourth St.	Brussels St. Yard Sylvania Electric Products Co. Yard Tracks	X						35
	Fourth Street	St. Marys Siding		X					
	St. Marys	Main			X				6
Johnsonburg	U.S. Route 219	N.Y. and Pa. Co. Inc.	X						35
Johnsonburg	Main Street	Public		X			X		
Kane	Fraley	Main			X				
Sheffield	Main Street					X			
Clarendon	Railroad Street	Brown & House		X			X		
		Main				X			
	Brown Avenue					X			
Warren	U.S. Route No. 6	Delux Metal Furniture Co.	X						35
	Mohawk Avenue	Industrial		X			X		
	Pennsylvania Ave.	Struthers Running		X			X		
		Main				X			
	Fourth Avenue	Struthers Running		X			X		
		Main			X				7-34
Corry	Wilers Crossing, Pa. Elec. Co.	Main & Yard			X				6-34
	Main Street	Main				X			
	Pennsylvania Ave.	Industrial		X			X		
		Depot, Hole & MS Siding		X			X		
	Center Street	All Tracks							33
		Freight House, Depot, Hole & MS Siding		X			X		
		All Tracks							33
	First Avenue	Industrial, Freight House Scale & MS Siding		X			X		8
Love	Lovell Road	Love Storage		X					
Union City	Market Street	No. 2 Team Track	X						35
		Union City Siding Freight House		X			X		
Waterford	Depot Street	Spur		X			X		

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Williamsport Branch: Williamsport	Railway Street	Industrial	X						35
	Penn Street		X						35
	East Fourth Street		X						35
	Franklin Street		X						35
	Oliver, Rose and Cemetery Streets		X						35
	Walnut Street		X					X	35-36
	Hepburn Street		X					X	35-36
	Pine Street		X					X	35-36
	Market Street		X					X	35-36
	Mulberry Street		X					X	35-36
	All Public Crossings	Canal & Lumber	X						35
	Fifth Avenue	Station and Yard Lead		X					13
	Seventh Avenue			X					13
	Grier Street	Long Siding & Industrial		X					
		Scale							38
	West Fourth Street	Main & Ind.		X					14
	Rose Street			X					14
Newberry	Diamond Street	No. 7 Lead Trk. & Newberry Siding		X					
	Poplar Street			X					
		Main			X				6-18
	Trenton Ave.	Yard	X						
Mill Hall Branch	All Crossings	Main							41
Wilkes Barre Branch: Wilkes Barre	Division Street	All	X						35
	South Franklin St.		X						35
	South Main St.		X						35
	Hazle	Yard		X					
	Dana	No. 1 Yard		X			X		
		Main			X				15
	Barney	No. 1 Yard		X					16
		Main			X				6

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Wilkes Barre Branch (continued): Wilkes Barre	Horton Street	No. 1 Yard	.....	X	.....	.....	.....	.....	16
		Main	.....	.....	X	.....	.....	.....	6
	Carey Street	Yard	.....	X	.....	.....	.....	.....
Nanticoke	Public Road	Industrial Lead	X	.....	.....	.....	.....	.....	35
	Broadway	Susquehanna Lumber Co., east leg of Wye	X	.....	.....	.....	.....	.....
		Gibbs Milling Co.	X	.....	.....	.....	.....	.....	35
	Warsaw, Saba and Allan Streets	West Nanticoke	X	.....	.....	.....	.....	.....	35
		Siding	.....	X	.....	.....	.....	.....
Nescopeck	Third Street	Siding	.....	X	.....	.....	.....	.....
		Industrial	X	.....	.....	.....	.....	.....	35
Catawissa	Second Street	Catawissa	X	.....	.....	.....	.....	.....	35
	Main Street	Main	.....	.....	X	.....	.....	.....
South Danville	Mill Street	Siding	.....	X	X	.....	.....	.....
Chautauqua Branch: Brockton	Central Avenue	Yards Tracks	.....	X	.....	.....	.....	.....
	Highland Avenue	Lawson Spur	.....	X	.....	.....	X	.....
Mayville	Chautauqua Street	Milk	.....	X	.....	.....	X	.....
Corry	Mead Ave.-5th Ave.	Depot Track	X	.....	.....	.....	.....	.....	35
		Hole Track	X	.....	.....	.....	.....	.....	35
		Wilson Track	X	.....	.....	.....	.....	.....	35
		Milk Track	X	.....	.....	.....	.....	.....	35
		Roger Track	X	.....	.....	.....	.....	.....	35
	North Center St.	Gravel Pit	.....	X	.....	.....	X	.....
Spartansburg	Main Street	Industrial & Mill	.....	X	.....	.....	X	.....
		Main	.....	.....	X	.....	.....	.....	6
Hydetown		Station	.....	X	.....	.....	X	.....
Titusville	Franklin Street	Pioneer Track	X	.....	.....	.....	.....	.....	35
	Perry Street	Siding & Team	.....	X	.....	.....	X	.....
		Main	.....	.....	.....	X	.....	.....
	Route 27	Former NYC Track	X	.....	.....	.....	.....	.....	38
Oil City	Township Road	Pennzoil Plant No. 2, No. 10 Track	X	.....	.....	.....	.....	.....	35
	Union Street	Junction NYC RR TRK, and House Track	.....	X	.....	.....	X	.....
	Sycamore Street	Main	.....	.....	X	.....	.....	.....
		All Tracks	.....	.....	.....	.....	.....	.....	23
Allegheny Branch: Foxburg	St. Petersburg Rd.	Foxburg Storage	.....	X	.....	.....	X	.....
Emlenton	Main Street	Emlenton	.....	X	.....	.....	X	.....
Oil City Secondary Track: Hunter	U.S. Route 62	Secondary	.....	.....	.....	.....	.....	.....	38
Tidioute	Depot Street, Route 127		.....	.....	.....	.....	.....	.....	38

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Struthers Running Track:									
Glade	U.S. Route 6	Running Track							38
Struthers	Mohawk Avenue				X				6
	Crescent Park Dr.				X				6
Salamanca Secondary Track: Olean	Seventh Street Eighth Street	BS-1 Running Track	X						35
Bald Eagle Branch: Lock Haven	Hanna Street	Main & Post Siding				X			15
Ridgway Secondary Track: Ridgway	Main Street	Yard Track	X						35
	Broad Street	East leg of Wye Track	X						35
Brockway	U.S. Route No. 219	Brockway Glass Co.	X						35
	Main Street	All Tracks							30
L. V. Jct. Secondary Track: Lykens	Main and Market Sts.	All	X						35
Selinsgrove Secondary Track: Kreamer	Routes 25 & 522	Secondary							38
	Walnut Street								38
	Pine St.				X				38
Shamokin Secondary Track: Sunbury	10th Street	Haas Lead	X						35
	Lenker Ave.		X						35
	4th Street		X						35
	AWL Street		X						35
Paxinos	Elysburg Road	Secondary			X				6
	Schlagel Road				X				6
Weigh Scales	Legislative Route 49036	Secondary					X		40
Shamokin	Sixth Street Market Street		X						35
	Eighth, Liberty Washington, Rock & Franklin Streets		X						35
	Ninth Street Orange Street		X						35
Sagon—3061 feet East of	U.S. Route No. 122	Richards	X						35
Sagon—3180 feet east of		GreenRidge	X						35
Sagon—3405 feet east of	Route No. 54		X						35
Montandon Secondary Track: Lemont-east of	State Highway Route 871	Secondary	X						35
Centre Hall— east of	State Highway Route 45		X						35
Centre Hall			X						35
Lewisburg	State Highway Route 15		X						35

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Watsonstown Secondary Track: McEwensville	State Highway Route 147	Secondary	X						35
Turbotville	State Highway Route 44		X						35
Ottawa—east of	State Highway Route 54		X						35
Eyersgrove Jct., east of	State Highway Route 42	Secondary	X						35
Light Street	State Highway Route 339		X						35
Berwick	LaSalle and Mulberry Streets	All	X						35
Low Grade Secondary Track: OD	Route No. 28	Crawford Furni- ture Co.	X						35
Mayport	Route 536	Secondary			X				6
Reynoldsville	Main Street					X			
Penfield	Route 153								21
Sligo Running Track: Rimersburg	Route No. 68	Running Track				X			
Clermont Secondary Track: Larabee	U.S. Route No. 446	Secondary	X						35
Terminal Running Track: Rochester	Troup Street, Plymouth Avenue Brooks Avenue Elmwood Avenue Scottsville Road Cairn Street	Running Track	X						35

NOTE 2. Cut in push buttons located on highway crossing signal mast each side of crossing are provided for the operation of automatic highway crossing signals when movements are made over crossing on other than running tracks. Cut in push button must be pushed and held by a member of the crew until movement has cleared the crossing.

NOTE 3. Westward trains doing work at St. Marys passenger station must stop clear of insulated joints, 50 feet east of Lafayette Street, and crew member will operate button to raise crossing gates. Before train moves on crossing lower button must be operated and gates must be in position to protect street traffic.

NOTE 4. To avoid unnecessary operation of automatic highway crossing protection, eastward trains stopping at Sunbury Passenger Station must stop 70 feet west of Market Street grade crossing indicated by "CC" Sign, and a member of the crew must push button in box on building at east end of Sunbury Passenger Station to stop operation of the lights. When train is ready to depart, a member of the crew must start button and signals must be in operation 30 second before train reaches Market Street.

NOTE 5. Northward movement stopping at Olean Station must stop south of "CC" Sign and a member of the crew must depress push button marked "Raise" and when ready to depart button marked "Lower" must be depressed. Trains and engines leaving any portion of their train south of Union Street must depress "Raise" button after head portion has cleared crossing and subsequent movements over crossing must not be made until protection has been initiated for each movement.

Protection must operate a minimum of 20 second before moving over crossing.

NOTE 6. Train and engine crews must familiarize themselves with the location of CC Signs and rails marked with yellow stripe, which indicate the operating limits of automatic highway crossing signals.

To avoid unnecessary operation of automatic signals protecting highway grade crossing, trains and engines, in either direction, stopping to do work for other reasons, must stop with train short of crossing circuit.

Switching movements, movements at slow speed or movements resumed after having been stopped, must approach highway crossing prepared to stop before passing over crossing, unless automatic protection is known to be in operation and area is clear.

If automatic highway crossing protection is not operating, protection must be provided for movement.

Cars must not be left standing on crossing circuit.

NOTE 7. Eastward trains on main track with work on Olean track will stop their train west of CC Sign located west of Fourth Avenue. After work has been completed and engine recoupled to train, the entire train must be west of CC Sign before proceeding eastward.

NOTE 8. Movement on Aero Supply Co. track approaching Fifth Ave. will stop clear of crossing and member of the crew operate the push-button located at southwest corner of crossing insuring the operation of highway crossing protection for a minimum of 20 seconds before proceeding over crossing.

NOTE 9. When low home signal governing westward movement from No. 1 and No. 2 running tracks, located 20 feet west of Pittsburgh Avenue crossing displays a stop indication, train must stop east of CC Sign east of Pittsburgh Avenue.

NOTE 10. Westward movement approaching Green Garden Road on city track, must be prepared to stop before passing over crossing unless automatic protection is operating for at least 20 seconds.

NOTE 11. Westward switching movements, which involve fouling of Hanna Street must not be made until permission of the operator has been obtained to do so, and then only after it is known that the flashing signals have been operating for at least 30 seconds.

NOTE 12. Trains and engines using Watkins Glen siding must not proceed across Fourth Street until it has been determined that the crossing is clear of vehicles and pedestrian traffic.

NOTE 13. Westward movements approaching 5th Avenue on yard lead track, must be prepared to stop before passing over crossing unless automatic protection is operating for at least 25 seconds.

Westward movements approaching 5th Avenue from passenger track and terminal track to station track must be prepared to stop before passing over crossing unless automatic protection is operating for at least 25 seconds.

NOTE 14. Eastward movements approaching Rose Street on industrial track must stop west of the yellow striped rail points at the telephone box located west of Rose Street. Movements may proceed eastward, after a member of the crew has operated the "Lower" button in the telephone box and crossing protection has operated for at least 25 seconds.

NOTE 15. Westward train and engines must not exceed a speed of 10 miles per hour between CC Sign, 440 feet east of Dana Street and Dana Street.

NOTE 16. Each movement of a locomotive, car or train on the tracks approaching the crossings, at grade, shall come to a complete stop clear of the highways and within the short track circuits, approximately 70 feet east of Barney Street and 70 feet west of Horton Street, and shall not proceed across the highways until a period of at least 20 seconds has elapsed, and until it has been determined that the crossing is clear of vehicles and pedestrian traffic.

NOTE 17. East Allens, west of—when fixed signal 2486, located 2850 feet east of Mile Post 248, displays any aspect other than Rule 281 Fig. A, train must stop west of CC Sign east of Mile Post 249, and report to the operator at Newberry.

NOTE 18. Newberry—eastward trains of more than 10 cars stopping at eastward home signals at Newberry must stop west of CC Sign west of Poplar Street crossing and report to the operator at Newberry.

NOTE 19. South Wales—northward trains on No. 1 track stopping for northward home signal at Wales will stop just south of CC Sign, south of Warner Hill crossing.

NOTE 20. Spring Brook—southward trains on No. 2 track with work at Spring Brook public delivery track, will stop with their train standing north of CC Sign, at Mile Post 10.

NOTE 21. Penfield—eastward trains on low grade secondary track with work on Penfield industrial track will stop with their train standing west of CC Sign, east of Mile Post 77. After work has been completed and engine recoupled to train, the entire train must be west of CC Sign before proceeding eastward.

NOTE 22. Newark—at the following locations, CC Signs indicate points beyond which engines and cars will operate automatic crossing protection at Maple Ave., Newark:

1200 feet south of Maple Ave. for northward movement.

1164 feet north of Maple Ave. for southward movement.

NOTE 23. Oil City—northward trains stopping at Oil City must approach Sycamore Street prepared to stop unless it is known that crossing protection is working and crossing is clear.

NOTE 24. Portville—southward trains on main track with work on Portville storage track, will stop with their train north of CC Sign, north of Mile Post 76. After work has been completed, and engine recoupled to train, the entire train must be north of CC Sign before proceeding southward.

NOTE 27. Northward trains stopping at Machias will arrange to promptly cut train to clear Steffenhagen Road, first highway crossing north of Mile Post 45.

NOTE 28. Street crossing east of water works, Erie, must be kept open at all times by trains stopped west of Sassafras Street.

NOTE 29. Movements over East Avenue, Erie, must be made with the direction of highway traffic on Tenth Street when permitted by the traffic signal.

NOTE 30. Control switches for highway traffic signals located on traffic signal poles north and south of Main Street highway crossing, Brockway, on the east side of crossing.

Trains and engines, before passing over Main Street highway grade crossing, Brockway, must stop clear of this crossing and a member of the crew must manually operate the highway traffic stop light from control switches. Stop lights may be operated from either switch. After highway traffic stop light switch has been thrown and highway traffic is under control, trains and engines may proceed over this crossing. Highway traffic stop light switch must be restored to normal position after crossing is clear.

NOTE 31. When the home signal governing southward movements on No. 2 track over E.-L.R.R. crossing, Olean is in stop position, southward trains on No. 2 track must stop at least 100 feet north of Franklin Street crossing to avoid unnecessary operation of automatic highway crossing signals.

NOTE 32. Sign reading "trains stopping to do work must leave cars east of this sign" located 218 feet east of Green Garden Road, on city track (Dock Jct.).

Sign reading "trains stopping to do work must leave cars west of this sign" located 68 feet west of Green Garden Road, on city track (Dock Jct.).

The purpose of these signs are to prevent unnecessary operation of highway crossing gates and signals.

NOTE 33. Between the hours of 6:45 A.M. and 10:45 P.M., daily, apparatus controlled by watchman in tower at First Avenue, Corry is provided to manually interrupt the operation of the automatic highway crossing protection at Center Street and First Avenue.

During daylight saving time hours shown above will be one hour earlier.

NOTE 34. Eastward trains having work at Warren yards will arrange to stop clear of Wilers Road crossing and clear of starting circuit for automatic highway crossing signals and gates to avoid unnecessary working of same.

NOTE 35. Every movement of a locomotive, car or train across the highway at the crossing shall be stopped clear of the highway and shall not proceed thereover until a member of the train crew, equipped with a red flag during daylight hours and with a lighted red lantern and a lighted white lantern during the hours of darkness has entered upon the highway and properly warned the travelling public of the approaching of said locomotive, car or train.

NOTE 36. A member of the crew must manually operate the highway traffic stop lights. After highway traffic light control has been operated and a flashing red light appears on top of traffic light signal standard, trains or engines may proceed when highway traffic is clear of crossing.

Highway traffic light controls must be operated to restore traffic signals to normal after each movement has cleared these crossings.

Control switches or buttons are located on traffic signal standards on east and west side of crossings.

In case of failure to highway traffic signals, a member of crew must protect the crossing in advance of each movement over the crossing.

NOTE 37. Trains or engines on Merritt, Chapman and Scott Corp. track must stop before passing over the crossing and the control in box adjacent to track must be operated to start crossing protection on adjacent tracks.

A member of the crew must protect the crossing in advance of each movement over the crossing. After each movement is completed, the control must be reset to normal to restore the crossing protection.

NOTE 38. Due to rust on rails the track circuits which operate automatic highway crossing protection may not function properly.

Trains or engines using crossing must stop before passing over crossing and a member of the crew must protect the crossing in advance of each movement over crossing.

NOTE 39. In order to prevent unnecessary operation of flasher lights at State Highway Route No. 18032, McElhattan, eastward trains on Scale Running track receiving a Stop indication on the eastward home signal at Rich, will stop clear of yellow stripes painted on rails 70 feet west of crossing at grade.

NOTE 40. Manual switch key devices, located 200 feet east of crossing on north side of Shamokin Secondary track and 200 feet east of crossing on south side of yard track to operate crossing protection.

Protection must operate a minimum of 25 seconds before proceeding over the crossing.

After each movement is completed, the device must be operated to normal position which will release the key.

NOTE 41. Trains or engines must not proceed over crossing protected by automatic highway protection devices until it is known that devices are operating.

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

ALLEGHENY DIVISION

Switch Located at	Connecting	With	Normal Position is for Movements
Holly	No. 1 track	Eastward Running	Eastward Running
Brook	Morrison Cove Secondary	Bedford Secondary Track	To Bedford Secondary Track
Creek	Mt. Dallas Secondary	Bedford Secondary Track	Bedford Secondary Track
White	Bellefonte Secondary	White Rock Quarries	White Rock Quarries Track
Cherry Tree Jct.	Susquehanna Secondary	C.T.&D.R.R. Lead Track	Left as used
Cherry Tree Jct.	Susquehanna Secondary	N.Y.C.R.R.	Left as used
Cherry Tree Junction	North & South Legs Cherry Tree Wye	C.T.&D.R.R.	Left as used
Irvona Jct.	Cresson	Blandburg	Left as used
Paint Creek Br. Jct.	South Fork Secondary	Paint Creek and Shade Creek Branches	To Paint Creek and Shade Creek Branches

PITTSBURGH DIVISION

Switch Located at	Connecting	With	Normal Position is for Movements
Jamison No. 2	Alexandria Industrial	Jamison No. 2	To Jamison No. 2
Huff Jct.	Greensburg Secondary	Huff Secondary	Greensburg Secondary
Hayden Jct.	Southwest Secondary	Huff Secondary	Southwest Secondary
County Jct.	Southwest Secondary	Greensburg Secondary	
Hunker	Southwest Secondary	Yukon Secondary	
Scottdale	Southwest Secondary	Scottdale Secondary	
Linn	Redstone Sec.	PMcKY YD. Running Track	PMcKY YD. Running Track
West Browns- ville Jct.	Monongahela Secondary	West Browns- ville Secondary	Monongahela Secondary Track
West Browns- ville Jct.	South leg of wye	West Browns- ville Secondary	To south leg of wye
RS	Redstone Secondary	Southwest Secondary	To Southwest Secondary
Cokeburg Jct.	Cokeburg Secondary	Ellsworth Secondary	To Cokeburg Secondary
South of Cokeburg Jct.	Cokeburg Secondary	Bethlehem No. 60 Ind.	To Bethlehem No. 60 Industrial Track
Blairsville	Blairsville Industrial	No. 104 Yard Track	To No. 104 Yard Track
South of Homer City	Indiana Secondary	Yellow Creek Industrial	To Yellow Creek Industrial Track
South End of Coleman Yard (Note 1)	No. 101 Secondary Track	No. 103 Secondary Track	To No. 103 Secondary Track
Bower Hill (Universal Cyclops Steel Co.)	New Track	Drill Track	From New Track to Drill Track
Tiltonville	Connection to New Yard P.R.R. Track	N & W Track	On N & W
Ohio Jct.	Powhatan Secondary	Terminal Br.	On Powhatan Secondary Track
Captina Jct.	Powhatan Secondary	Captina Secondary	On Captina Secondary Track
CY	New Cumber- land Branch	Weirton Secondary	On New Cumberland Branch
CY	Weirton Secondary	No. 55 Yard Track	To No. 55 Yard Track

NOTE 1. Trains using No. 101 Secondary Track Allegheny Branch will not pass clearance point south end Coleman Yard until switch has been set for movement.

NORTHERN DIVISION

Switch Located at	Connecting	With	Normal Position is for Movements
Coryville	Clermont Secondary Track	Farmers Valley Secondary	To Farmers Valley Secondary
Brockway	Station and Interchange	E.-L. R.R.	To E.-L. R.R.
	Yard Track	E.-L. R.R.	To E.-L. R.R.
Wilkes-Barre Northampton St.	Yard Track	No. 6 Track L.V.R.R.	To No. 6 Track
Williamsport—East of	Psgr. Track	Ladder Track	To Psgr. Track
Williamsport—West of	Psgr. Track	Ladder Track	To Terminal Track
Penfield—Lady Jane Colliery	Loaded	Penfield	To Loaded

1104-C1. Operators in Charge of Main Track Hand-operated Switches when Block Station is Open

Location	Switches	Note
Allegheny Branch DN	Switch connecting Single track with Verona Industrial track.	
Alliance	Switch connecting end of two main tracks	1
	Switches to and from M.L.—Pgh.-Chg.	2-3
	West end of eastward siding	1
MS	Switch 1	
Drury	Crossover between No. 1 and No. 2 tracks 909 feet west of Drury; crossover between No. 2 track and No. 1 yard track 588 feet west of Drury; crossover between east yard lead and West yard lead 337 feet west of Drury; crossover between No. 1 track and No. 2 track 663 feet east of Drury; crossover between No. 2 track and east yard lead 282 feet east of Drury, and main track switch leading from No. 1 track to the west end of freight house track.	
Drocton	From east yard to No. 2 track 167 feet west of Drocton; from No. 2 track to Farwell siding 55 feet west of Drocton; crossover between Farwell siding and No. 1 track 412 feet east of Drocton, and from No. 2 track to west yard 243 feet east of Drocton.	
Cowley	North end of siding	
Kendall	From main track to pull out track 102 feet south of Kendall	
SR	Operators will restore Wye switches to normal position for departing trains at both ends of Wye connection between Corning Branch and Mill Hall Branch main tracks.	
Karthus	East end of siding.	
Walton	West end of siding.	

NOTE 1. All movements except yard.

NOTE 2. For all movements.

NOTE 3. Hand signal from operator will be authority for eastward trains to use No. 3 track from switch connection with Main Line-Lake to CP interlocking.

Hand signal from operator and low home signal indication will be authority for westward trains on No. 3 track to use switch connection to Main Line-Lake.

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

Location	Switches	Note
EP	Secondary Track Switches.	
GH	Switch at Junction PCRR Switch at east end of siding.	

Hand-Operated Switches Equipped with Electric Locks:

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

ALLEGHENY DIVISION

Location	Switch	Controlled by	Note
4414 feet west of M.P. 179	No. 2 to No. 1 Track	Lewis or Jacks	1-5
4466 feet west of M.P. 179	No. 2 to No. 3 Track		1-5
3892 feet west of M.P. 155	No. 2 Track Switch to Shop Track	Mifflin	
Mile Post 173.2	Longfellow Shop Track	Jacks	1
Mile Post 184.2	Vineyard Shop Track	Lewis or Jacks	1
Tyrone	No. 5 to No. 6 Track, West end	Gray	1
	No. 5 to No. 6 Track, East end		
	Bald Eagle Branch to east leg of Wye		
	Bald Eagle Branch to 17th Street yard		
Altoona	A track to East Side Concrete & Supply Co. Industrial Track A-1	Works	1
	South runner to local yard	South	1
Wye	Single track to National Radiator Co. track	Wye	1
Between: East Beech and Lock Haven (Nor. Div.)	All switches in main track and Post Siding	Lock Haven, (Nor. Div.)	1
Between: Vail and East Beech	All switches in main track and sidings	Miles	1
3312 feet east of M.P. 40	Team Track		1
Between: Park and Vail	Park siding to storage track		1
East of SF	Switch to Bennington Storage Track from No. 4 Track	AR	
Conemaugh	Switch to Westbound Receiving Yard from No. 4 Track	C	
West of SG	Johnstown Municipal Track	SG	1
West of M.P. 283.2	Pennsylvania Electric Industrial Track	SG	1
East of M.P. 287.4	Pennsylvania Electric Industrial Track	SG	1

PITTSBURGH DIVISION

Location	Switch	Controlled by	Note
East of WK	Switch to Industrial Track from No. 1 Track	CM	
Pitt	Switch connecting No. 11 Station and Stub Track		1
Atlas	Crossover between No. 2 Track and Atlas Storage Track	Truxall	2
	Switch in No. 2 Track leading to Atlas Powder Co. Track		
	Switches in No. 1 and No. 2 Tracks leading to west end of Atlas Storage Track		
	Switch in No. 1 Track to Saltsburg Industrial Track		
	Crossover switch in No. 1 Track to Saltsburg Industrial Track		
Freeport	Crossover between No. 2 Track and Warehouse Track	AJ	6
Acme	Switch to Cemline Corporation Track from No. 1 Track	UY	3
Aspinwall	Switch to Casey's Track from No. 1 Track	UY	
Federal St.	No. 1 Track to D. L. Clark Co. Track	Federal St.	
Camp Hill	Switch to Superior Mill from No. 1 Track	Wagner	5
Collier	Switch to west end of yard from No. 3 Track	Weirton Jct.	4
Weirton Jct.	Switch to No. 29 Yard Track from New Cumberland Branch		
	Switch to "Pull in" Track from New Cumberland Branch		
365 feet south of M.P. 25.0	No. 2 Track—H interlocking	MC	

NORTHERN DIVISION

East Aurora	North end of Siding	Machias	1
	South end of Siding		
	Freight House Track		
	Crossover Main Track to Siding		
	East Aurora Lumber & Supply Corp.		
Chaffee	North end of Storage Track	Drury	
Arcade	Town Track		
	A.&A.R.R. Connection Track		
Delevan	Borden's Milk Track		
Lake	North end of Siding		
Drury	No. 2 Main Track to Yard	Drury	
	No. 2 Main Track to No. 1 Main		
Drocton	No. 2 Main Track to Yard Track East of Drocton Tower	Drocton	
	Yard Track to No. 2 Main Track West of Drocton Tower		
Kase	Wilkes-Barre Branch to cripple car Track	Kase	
	Wilkes-Barre Branch to Oil Track		
Sunbury	Main Track to Central Builders M. P. 286		1
	Haas lead crossing Main Line	SF	

Location	Switch	Controlled by	Note
Williamsport Branch			
Newberry Yard	East End No. 8 Track to Main Track	Newberry	
Newberry—west of	Main Track to No. 7 Lead Track		
Rose St. Williamsport	West End Rose St. Track to Main Track		
Williamsport 7th Ave.	Facing hand-operated switch, for westward movement in Yard Track leading to Industrial Track		
Elmira Branch			
North of Newberry	Lundy Lumber Co. to Main Track—2 Switches Public Delivery to Main Track	Newberry	
Wilkes-Barre Branch			
Catawissa	Main Track to A. J. Balshi Track	Norca	
Kips	Main Track to west end of Westward Siding	Kips	
Allegheny Branch			
Madison	Switch to south and north end Madison Siding	Brady	1
West Monterey	Facing switch for northward movement leading to Sta. Track		
Parkers Landing	Facing switch for southward movement leading to delivery track		
Emlenton	Switch to south and north end Emlenton track		
South of M. P. 128	Facing switch for northward movement leading to Cran track		
Oil City	Outbound Shop Track	Bridge	
	Retail Track		
	Oil City Milling Co. Track		

NOTE 1. When switches in this territory are to be used, following procedure must be observed:

- Portion of train must occupy main track or siding within one hundred feet immediately ahead of switch points.
- Contact operator for permission to use switch, then remove switch lock.
- Report back to operator after switch lock is removed. Operator will then release the electric lock.
- Restore switch and switch lock to normal position after use and report same to operator.

NOTE 2. Trains or engines must occupy track circuit between home signal and switch, then request operator to release electric lock.

NOTE 3. To use crossover switch leading to Cemline Corporation track, train or engine must occupy track circuit between Eastward Home Signal and switch, then request operator at UY to release electric lock.

NOTE 4. To enter Collier Yard, trains or engines must occupy track circuit which extends 150 feet west of switch, before switch can be opened.

NOTE 5. Equipped with center throw locking device.

NOTE 6. When picking up from P & S track at Freeport, rear portion of train must be left at least 200 feet east of switch.

1104-D2. The following switches are equipped with electric lock, not controlled by operator:

ALLEGHENY DIVISION

Location	Switch
West of Mile Post 125	No. 2 Track to Iroquois Shop Track
West of M. P. 173	No. 2 Track to Longfellow Shop Track
West of M. P. 184	No. 2 Track to Vineyard Shop Track

PITTSBURGH DIVISION

Location	Switch
125 feet west of Toms Run	No. 1 Track to Bennett Dump Track
1950 feet west of Toms Run	No. 2 Track to Bennett Dump Track
2000 feet west of Toms Run	Center locked crossover between No. 2 Track and Bennett Siding
East of BI	No. 2 Track to Blairsville Yard
East of BI	No. 1 Track to BI Dump Track
BI	No. 1 Track to BI Dump Track
Atlas	Switch in No. 2 Track at east end of Atlas Storage Track
Avonmore Industrial Track	Switch in No. 1 Track to Avonmore Industrial Track
Blawnox	Crossover between No. 2 Track and Ross Storage Track
Wagner	Facing switch leading to Porcelain Metal Products Co.
3368 feet east of Mile Post 4	Facing for eastward movement to Corliss Yard
East of Monon 37 feet west MP 1	Trailing point for eastward movement in Monon single track leading to A Track (Note 1)
West of OB	Facing for eastward movement connecting Scully Single and OB-eastward siding.
1201 feet east of Mile Post 1	Facing for eastward movement single track leading to Try yard
1955 feet west MP 2	Facing switch for eastward movement leading to Stewart Elevator Track—Note 1

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Location	Switch	Note
Halifax	Facing switch for westward movement leading to Station Track.	1
L. V. Jct.	Facing switch for westward movement leading to Industrial track.	1
	Facing switch for eastward movement leading to L. V. Jct. Yard.	1
Dalmatia	Trailing switch for eastward movement from single track to Dalmatia delivery track.	1
Herndon	Facing switch for eastward movement from single track to Herndon delivery track.	1
Selinsgrove Jct.	Facing switch for eastward movement from single track to Selinsgrove secondary track.	1
East end Creek Storage	Trailing switch for eastward movement from single track to east end Creek storage track.	1

Location	Switch	Note
Northumberland	Facing switch for eastward movement in single track to E-LRR Interchange.	1
	Facing crossover for eastward movement in single track west of station.	1
	Facing crossover for westward movement in single track to No. 1 Thoroughfare Track.	1
Montandon	Facing switch for westward movement leading to Montandon Secondary Track.	1
Milton	Facing switch for eastward movement leading to American Home Foods Inc., track 1050 feet west of "MU" Interlocking Station.	2
	Facing switch for westward movement leading to Switching Track, 1730 feet west of "MU" Interlocking Station.	2
	Facing switch for eastward movement leading to Merritt, Chapman & Scott Corporation track, 2010 feet east of Milton Station.	2
	Facing switch for westward movement leading to Bark Track, 1715 feet east of Milton Station.	2
	Facing switch for westward movement to Freight House track.	2
	Facing switch for eastward movement leading switching track, 680 feet east of Milton Station.	2
East Fair	Facing crossover for westward movement leading to ACF track, 121 feet east of Mile Post 274.	
West Fair	Facing crossover for westward movement leading to Watson town switching and storage track, 1276 feet east of Mile Post 271.	1-4
Watson town	Facing switch for eastward movement leading to Watson town freight house.	1-4
	Facing switch for westward movement leading to Watson siding.	1-4
	Facing switch for eastward movement leading to Watson siding.	1
Montgomery	Facing crossover for westward movement leading to freight house.	1
	Facing switch for westward movement leading to Clinton siding.	1
	Facing switch for eastward movement leading to Clinton siding.	1
Jersey Shore	Facing switch for eastward movement in Main Track leading to siding.	1
	Facing switch for westward movement in Main Track leading to siding.	1
Portville	South end of Storage Track	1
Lomis—East of	Main Track to Industrial Track	1
Brocton	Switch from main track to yard tracks	1
	Switch to south end of Brocton Siding	1
	Switch to Brocton Team Tracks	1
	Switch to south end Brocton Yard	1
Mayville	Switch to north end Mayville Siding	1
	Crossover to south end Mayville Siding	1
Sherman	Switch to north end Sherman Siding	1
	Switch to south end Sherman Siding	1
Clymers	Switch to Clymer Freight House	1
Corry	Switch to Middle Track, Corry	1
Eye	Switch at west end of Tail Track	
	Switches at east and west ends Warehouse Track	
	Switch 2, MS	
East of Love	Crossover, Main Track to Middle Storage Track	
North of Love	Crossover Main Track to Middle Storage Track	
	Switch, Main Track to north end of Middle Storage Track	
Titusville	Switch to north end Titusville Siding	1

Location	Switch	Note
Rouseville	Switch to south end Titusville Siding	1
	Switch to north end Rouse Running Track	1
	Switch to Pennzoil Track	1
Oil City	Crossover to Rouse Running Track	1
	Switch to NYC RR Interchange	1
	Crossover to Rouse Running Track	1
	Switch to E-L RR Interchange	1

NOTE—The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.

NOTE 1. To enter side track from main track train or engine must occupy track circuit which extends 150 feet in advance of switch, before switch can be opened.

NOTE 2. When switch lock is removed from keeper electric lock releases in four minutes after which switch can then be operated.

NOTE 3. When switch lock is removed from keeper electric lock releases in one minute and fifteen seconds after which switches can then be operated.

NOTE 4. When switch lock is removed from keeper electric lock releases in nine minutes after which switch can then be operated.

1104-D3. The following switches are equipped with pipe-connected derail, and with electric lock controlled by automatic timing device.

ALLEGHENY DIVISION

Location	Switches	Employee in Charge
7085 feet west of Thompsonstown	Facing switch in No. 2 Track for westward movements, leading to Thompsonstown Shop Track.	Operator at Midfillin or Port
9074 feet west of Thompsonstown	Facing switch in No. 2 Track for eastward movements, leading to Thompsonstown Shop Track.	
1688 feet east of Mill Creek	Facing switch in No. 2 Track for eastward movements, leading to Mill Creek Shop Track.	Operator at Hunt or Jacks
3177 feet east of Mill Creek	Trailing switch in No. 2 Track for eastward movements, leading to Mill Creek Shop Track.	
100 feet west of Mile Post 288	Facing switch for eastward movement on No. 4 Track, leading to Conemaugh Steam and Electric Generating Station.	Operator at SG

To unlock: Obtain permission from employee in charge, remove switch lock from keeper and wait for small sign on case of electric lock to indicate "UNLOCKED"

To lock: After restoring switch to normal position, replace switch lock in keeper and wait for small sign on case of electric lock to indicate "LOCKED" and notify employee in charge.

If electric lock does not unlock in four minutes after switch lock is removed, or does not indicate "LOCKED" when switch lock is replaced in keeper, the Superintendent Transportation must be notified.

1105-A1. Spring Switches Located.

ALLEGHENY DIVISION

Location	Normal Position	Route for Which Sprung	Note
South Fork Secondary Track LV	For northward movement to No. 2 Track	Southward movement from No. 1 Track	
Paint Creek Branch, Eureka No. 37 switch	For northward and southward movements on Paint Creek Branch	Northward movements from Eureka No. 37 Track to Paint Creek Branch	
Cresson Secondary Track, Bradley Junction	For northward and southward movements on Susquehanna Secondary Track	Southward movements on Cresson Secondary Track	
Cresson Secondary Track, One mile South of Ebensburg Junction	For northward and southward movements on Cresson Secondary Track	Southward movements from Black Lick Secondary Track to Cresson Secondary Track	
Cresson Secondary Track, Cresson	For northward and southward movements over Cresson Secondary Track	Northward movements from yard running track to Cresson Secondary Track	

Location	Normal Position	Route for Which Sprung	Note
BN	For northward and southward movements Susquehanna Secondary Track	Southward movements from Barnesboro pull- out Track to Susque- hanna Secondary Track	
Black Lick Secondary Beth	Movement on Black Lick Secondary	Westward movements from Cambria Slope Mine	
Black Lick Secondary Steel	Movement on Black Lick Secondary	Eastward movement from Cambria and Indiana Railroad	

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Floreffe	Northward movements on No. 1 Track	Northward movements from pull-out Track to No. 1 Track	1
Monongahela Secondary Track California	For northward and southward movements on Monongahela Secondary track	Northward movements from Brownsville Yard track to Monongahela Secondary Track	
Monongahela Secondary Track Roscoe	For northward and southward movements on Monongahela Secondary track	Southward movements from Monongahela Run- ning track to Monon- gahela Secondary track	

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Sned—north end Siding	Main Track	Siding to Main Track	
Cowley—south end Siding	Main Track	Siding to Main Track	
Leolyn—north end Siding	Main Track	Siding to Main Track	
Lock Haven— east end east- ward Siding	No. 1 Track	Siding to No. 1 Track	
Nescopeck— east end Siding	Main Track	Siding to Main Track	

NOTE 1. Southward movement governed by position light fixed signal located 100 feet north of switch and switch signal located on west side of track. Trains making southward movement on this track must approach switch not exceeding 15 miles per hour prepared to stop.

1105-A2. Pittsburgh Div. Switch leading to tail track at west end of bridge over Legionville Hollow, on Economy Industrial Track, is equipped with spring rod.

Normal position of switch is set for tail track and is locked with standard switch lock.

Eastward movement will trail through this switch.

When westward movement requires this switch to be operated reverse, it must be restored to normal position when such movement is completed.

Secondary Tracks

1110-A1. Trains and engines will protect against following movements on secondary tracks as indicated:

ALLEGHENY DIVISION

A	Deer	Hunt
C	Hunt	Deer

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Ellsworth	MC	Cokeburg Jct.
West Brownsville	BF	Ten Mile Run Junction
Yellow Creek	River	Branch

Sidings

1111-A2. Allegheny Div. Referring to Rule 111. Trains using sidings as follows on Bald Eagle Branch will proceed on fixed signal indication. Reverse movements must not be made without train orders.

Beech Creek Siding
Milesburg Siding
Julian Siding
Park Siding

Track Assignments**1151-A1. Single Track****ALLEGHENY DIVISION**

Track	Between	And
Hollidaysburg & Petersburg Branch	Wye	Eldo
Bald Eagle Branch	Division Post (Nor. Div.)	Wilson
Irvona Branch	Cresson	Blandburg
South Fork Branch	South Fork	W
Paint Creek Branch	Paint Creek Br. Jct.	Shade Creek Br. Jct.
Shade Creek Branch	Shade Creek Br. Jct.	Central City
WBJ Branch	B&O Jct.	CT
Snow Shoe Branch	Snow Shoe	Clearfield
Cherry Tree Branch	CB Jct.	Cherry Tree
Boardman Branch	Potts Run Jct.	End of Track
Madera Branch	Clearfield Jct.	Irvona
Grass Flat Branch	Viaduct	Grass Flat
Mahaffey Branch	WJ	Mahaffey Jct.
Phillipsburg Branch	Munson	Phillisburg
Hoover Hurst Branch	Dowler Jct.	End of Branch

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Turtle Creek Branch	SZ	BY
Port Perry Branch	U Jct.	PG
Main Line	PITT	Ingram
Allegheny Branch	UY	Brady (Nor. Div.)
Terminal Branch	WT	NY
New Cumberland Br.	Weirton Jct.	WN
Corliss Connecting Track	Corliss	Esplen
Scully Single Track	Esplen	Monon
Scully Single Track	Monon	OB
Monon Single Track	Monon	OB

NORTHERN DIVISION

Track	Between	And
Main Line	Rockville	East Allens
Main Line	West Allens	East Linden
Main Line	Linden	Lane
Main Line	HY	SG
Main Line	NR	CR
Main Line	SN	OW
Main Line	Lake	Perry
Main Line	Wales	Hubbard
Main Line—Erie	JN	Elm
Bald Eagle Branch	Lock Haven	Div. Post (Ally. Div.)
Elmira Branch	Newberry	Southport Junction
Wilkes-Barre Branch	Log	Kase
Chautauqua Branch	BM	Bridge
Allegheny Branch	Div. Post (Pgh. Div.)	Bridge
Williamsport Branch	Newberry	Linden
	River	East Linden
Reno Branch	Stoneboro	End of Branch
Valley Branch	Dunkirk	End of Branch
JF&C Branch	Polk Jct.	Rose
Rich Branch	CP BN	Rich
Mill Hall Branch	SR	Bald Eagle Jct.
Jersey Shore Branch	SR	CP AD

1151-B1. Two or More Tracks

Current of traffic is as follows:

ALLEGHENY DIVISION

Main Line Between:	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. 0 Track	No. A Track	
Div. Post (Eastern Reg.) & View		West'd Frt.	East'd Frt.	West'd Psgr.	East'd Psgr.			
View & Mifflin			West'd	East'd Frt.	East'd Psgr.			
Mifflin & Wall		West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.			
Wall & Hunt			West'd	East'd Frt.	East'd Psgr.			
Hunt & Pete		West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.			
Pete & Tunnel			West'd	East'd Frt.	East'd Psgr.			
Tunnel & Spruce				West'd	East'd			
Spruce & Forge			West'd Psgr.	West'd Frt.	East'd			
Forge & Wilson		West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.			
Wilson & Gray	East'd Frt.	West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.			
Gray & Antis		West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.			
Antis & Alto		West'd	East'd					
Alto & Slope		West'd	East'd Psgr.		East'd Frt.		East'd Frt.	
Slope & UN-AR		West'd Psgr.	West'd Frt.	East'd Psgr.	East'd Frt.			
UN-AR & MO		West'd Psgr.	West'd Frt.	East'd Psgr.	East'd Frt.	East'd Frt.		
MO & JD		West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.			
JD & Millwood			West'd Frt.	West'd Psgr.	East'd			

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Millwood & DR			West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.		
DR & RG		West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.			
RG & CP		West'd Psgr.	West'd Frt.	East'd Psgr.	East'd Frt.			
CP & SZ		West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.			
SZ & WG		West'd Psgr.	East'd	West'd Frt.				
WG & Perry		West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.	East'd Frt.		
Perry & R		West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.			
R & CM			West'd	East'd Frt.	East'd Psgr.			
CM & PITT				West'd	East'd			
JD & Federal St.				West'd	East'd			
PITT & Federal St.				West'd	East'd			

Main Line Between:	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. 0 Track		
Federal St. & E. Conway		West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.			
E. Conway & Div. Post (Lake Div.)				West'd	East'd			
Ingram & CO				West'd	East'd			
CO & Weirton Jct.			West'd Frt.	West'd Psgr.	East'd			
Weirton Jct. & Div. Post (Buckeye Div.)				West'd	East'd			

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Main Line Between:	No. 2 Track	No. 1 Track
East Allens & West Allens	Westward	Eastward
East Linden & Linden	Westward	Eastward
Lane & HY	Westward	Eastward
SG & JN	Westward	Eastward
JN & NR	Southward	Northward
CR & SN	Southward	Northward
OW & Lake	Southward	Northward
Perry & Wales	Southward	Northward
Hubbard & Div. Post North-Eastern Region	Southward	Northward
*CP AD & Newberry Jct.	Northward	Southward

*Tracks numbered west to east.

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	No. 2 Track	No. 1 Track
Holidaysburg & Petersburg Branch Between: Eldo & Alto	Westward	Eastward
South Fork Branch Between: South Fork & LV	Northward	Southward

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Brilliant Branch Between: UY & CM	Westward	Eastward
Port Perry Branch Between: Perry & U Jct.	Westward	Eastward
River Branch Between: Yellow Creek & Rockville	Westward	Eastward
Low Grade Branch Between: Rochester & Div. Post (Lake Div.)	Westward	Eastward
Bayard Branch Between: Rochester & Div. Post (Lake Div.)	Westward	Eastward

Ohio Connecting Bridge Between:	OC Bridge No. 3 Track	OC Bridge No. 4 Track	OC Bridge No. 1 Track	OC Bridge No. 2 Track
Pennsylvania Ave. & Island Ave. Jct.	Westward	Eastward		
Jacks Run & Esplen			Eastward	Westward

NOTE—OC Bridge Tracks No. 3 and No. 4 are numbered from north to south.
NOTE—OC Bridge Tracks No. 1 and No. 2 are numbered from south to north.

Scully Branch Between:	Scully No. 2 Track	Scully No. 1 Track
Eplen & Wagner via Scully	Westward	Eastward
Monongahela Branch Between:	No. 1 Track	No. 2 Track
OB & MC	Nort'd	Sout'd

NOTE—Between OB and MC, tracks are numbered from east to west.

1151-B2. Pittsburgh and Northern Div. At the following locations third paragraph of Rule D-151 will not apply and movements will be made as indicated below at restricted speed.

Track	From	To	When authorized by Train Dispatcher On Verbal Permission from
No. 2	Spring Hill	SZ	Operator SZ
No. 1	Perry	First switch leading to east end East Pittsburgh Yard	Operator R
No. 2	North end Thompson Yard	Kenny	Operator PG
No. 2	East end siding Wellsville	Switch leading to Fueling facilities, 500 feet east thereof	Operator Rochester (Operator Midsteel when open)

1151-B3. Track in No. 5 tunnel west of Gould is operated as a gauntlet, as indicated in Special Instruction 1605-A2.

1151-C1. Secondary Tracks of Assigned Direction

ALLEGHENY DIVISION

Track	From	To	Assigned Direction	Controlled by	Note
A	Deer	Hunt	Eastward	Hunt	1
C	Hunt	Deer	Westward	Hunt	1
No. 1	Alto	South	Eastward	AYM South	1
No. 1	South	Rose	Eastward	AYM-Brush	1
A	Alto	South	Eastward	AYM South	1
No. 2	Rose	Alto	Westward	AYM-Rose	1
No. 1	Rose	Antis	Eastward	Antis	2-7
No. 2	Antis	Rose	Westward	Antis	2-7
No. 1	Wye	Holly	Eastward	Wye	2
No. 2	Holly	Wye	Westward	Wye	2
No. 0	East End No. 1 Pit Track	AO	Eastward	C	1 3
No. 1, No. 2, No. 3 & No. 4 Pit	C	Junction with O Track	Eastward	C	1 3
18	JW	Clearance Point, E.E., Woodvale Yard	Eastward	C	1 4

PITTSBURGH DIVISION

Track	From	To	Assigned Direction	Controlled by	Note
No. 0	CP	Shafton	Eastward	CP	1
No. 0	WG	Spring Hill	Eastward	WG	1
No. 1	WG	Spring Hill	Eastward	WG	1
Relay 1	Perry	U Jct.	Westward	WG	1
Relay 2	Perry	U Jct.	Westward	WG	1
Relay 3	Perry	U Jct.	Westward	WG	1
WK	CM	WK	Eastward	CM	1 6
No. 101	29th Street	North End Coleman Yard	Northward	Yard Master 16th Street, when Yard Master 43rd is not on duty	1
No. 102	Nadine	49th Street	Southward		1
No. 102	43rd Street	29th Street	Southward		1
No. 101	CQ	Etna	Eastward	CQ	1
No. 102	Etna	CQ	Westward	UY	1
No. 0	Jacks Run	Pennsylvania Ave.	Eastward	Yard Master Island Ave.	1
No. 101	Rochester	West Conway	Eastward	West Conway	1
No. 102	West Conway	Rochester	Westward	West Conway	1
No. 105	Glenn	RG	Eastward	Wagner	1
No. 101	Uhrich	Dyke	Eastward	Uhrich	11

NOTE 1. Rule 110 applies.

NOTE 2. See Special Instruction 1250-A1.

NOTE 3. Conductors or enginemen of eastward freight trains on No. 1 track and on pit tracks stopping at Conemaugh will report by radio or telephone to operator at C when ready. Trains from Conemaugh Yard starting from C that have already reported to operator are not required to get this permission.

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

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

NOTE 4. Eastward trains with work at Woodvale yard using 1S Secondary track from JW will stop clear of switches at west end Woodvale yard tracks and be governed by instructions from yard master.

NOTE 6. Trains using WK Secondary track with work to perform at Wilkinsburg, will stop clear of switches at Wilkinsburg yard.

NOTE 7. Reverse movements to be made by train order.

NOTE 10. When movement has been completed, it must be reported clear unless switch involved is controlled by operator.

NOTE 11. Eastward movements made on signal indication at Uhrich. Permission must be obtained from Uhrich to use this track at any point between Uhrich and Dyke, except as provided in Special Instruction 1037-A1.

1151-D1. Secondary Tracks of No Assigned Direction

ALLEGHENY DIVISION

Track	Between	And	Controlled by	Note
Lewistown (E)	Lewistown	Jct. Milroy Secondary	Lewis	1
Milroy (E)	Jct. Lewistown Secondary	Milroy	Lewis	1
No. 5 (W)	Lewistown	Lewis	Lewis	1
No. 4 (E)	Jacks	Mount Union Track Scales	Jacks	1
A (W)	Jacks	West End of track	Jacks	1
Bridgeport (E)	Bridgeport	Tool House 3834 ft. East	Jacks	1
No. 5 (W)	Hunt	Deer	Hunt	1
No. 5 (W)	Forge	Wilson	Gray	1
No. 8 (W)	Wilson	Gray	Gray	1
No. 9 (W)	Wilson	Gray	Gray	1
No. 1 (Yd.) (W)	Rose	Works	AYM-Rose	1
No. 5 (W)	Juniata Shops	7th Street— Altoona	Works	1
No. 8 (W)	Antis	Farm	Yard Master Brush	1
South Runner (W)	Farm	South	AYM-South	1
Middle Runner (W)	Farm	South	Yard Master Brush	1
No. 3 Power (W)	Alto	Slope	Alto	1
H. & P. (W)	Pete	Holly	Wye	2
Springfield (E)	Ganister	Oreminea	Wye	1
No. 6 Westward Relay Yard (W)	East End Relay Yard	Jones Street Hollidaysburg	Yard Master Jones Street	1
Morrison Cove (S)	Holly	Brook	Wye	2
	Brook	Curry	Wye	1
Bedford (S)	Brook	State Line	Wye	2
Mt. Dallas (N)	Creek	Dallas	Wye	2
No. 8 (N)	17th Street Tyrone	North End Class'fn. Yd.	Miles	1
	Park	Cur	Miles	2
Clearfield (N)	Cur	Grampian	Miles	1
Runner (N)	Mills	Maple	Miles	1
	Mills	Ram	Miles	2
Moshannon (S)	Ram	McCartney	Miles	1
Moshannon & Clearfield (S)	M. & C. Jct.	Brookwood Shaft	Miles	1
Coal Run (S)	Coal Run Jct.	Mease Coll. No. 2	Miles	1
Muddy Run (S)	Muddy Run Jct.	Leland Coll. No. 10	Miles	1
Bellefonte (E)	Miles	White	Miles	2
New Portage (W)	Wye	SF	AR	2
	MO	EP	EP	1-4
Cresson (N)	EP	RU	EP	2-4
	RU	End of Track	EP	1-4
Hastings (W)	Hastings Jct.	Hastings	EP	1

Track	Between	And	Controlled by	Note
McGees (N)	McGees Jct.	Glen Campbell	EP	1
Susquehanna (N)	DF	DC	EP	2
Moss Creek (N)	Moss Creek Jct.	End of Track	EP	1
Black Lick (W)	KY	ZD	EP	2
South Fork (S)	LV	HC	SO	2
South Fork (S)	HC	End of Track	SO	1
Beaver (S)	Lovett	End of Track	SO	1

PITTSBURGH DIVISION

Huff (S)	Hayden Jct.	Huff Jct.	RG	1
Greensburg (N)	County Jct.	Greensburg Jct.	RG	1
Manor (N)	Manor	Harrison City	CP	1
Youghiogheny (S)	Irwin	Cereal	CP	1
No. 0 (S)	OB	Crossover, 3000 ft. north of Hays	OB	1
Hall (S)	OB	Kenny	OB	2
No. 0 (S)	Kenny	PG	PG	1
McKeesport (S)	So. Duquesne	McKeesport	PG	1
Ellsworth (S)	MC	Cokesburg Jct.	MC	1-12
Monongahela (S)	MC	BF	BF	2
West Brownsville (S)	BF	Ten Mile Run Jct.	BF	1
Marianna (S)	Cokeburg Jct.	Mile Post 19	MC	1
Cokeburg (S)	Cokeburg Jct.	Cokeburg	MC	1
Yukon (S)	Yukon Jct.	Cowansburg	RG	1
Scottdale (S)	Scottdale Jct.	End of Track	RG	1
Southwest (S)	RG	VA	RG	2
Redstone (S)	BF	RS	BF	2
Indiana (N)	D	Mile Post 18	BI	2
Butler (E)	JB	VO	VO	2
No. 101 (W)	UY	Etna	UY	1
No. 103 (S)	South End Coleman Yd.	UY	UY	1
No. 101 (E)	Federal Street	East End Bridge 0.33	Federal St.	1, 3
Beaver Valley (E)	Vanport	Bridgewater P.&L.E.R.R.	Rochester	1
Yellow Creek (E)	River	Branch	Yellow Creek	1-12
Carnegie (W)	Wagner	Camp Hill	Wagner	1
Washington (W)	Glenn	WH	Wagner	2
Waynesburg (E)	Waynesburg	WH	Wagner	1
Wheeling (W)	Weirton Jct.	UN	Weirton Jct.	2
Powhatan (W)	GR	PN	Rockville	2
Captina (W)	Captina Jct.	Norton Mine No. 3	Rockville	1
Omal (W)	PN	Omal	Rockville	1
New Cumberland (E)	WN	HS	Weirton Jct.	2
Weirton (E)	CY	WN	Weirton Jct.	2
Cadiz (W)	Cadiz Jct.	Georgetown Jct.	Acre	1-10
Hanna (W)	Georgetown Jct.	Hanna	Acre	1-11

NORTHERN DIVISION

Track	Between	And	Controlled by	Note
Clermont (S)	Clermont Jct.	End of track	CR	1
Farmers Valley (S)	Coryville	Farmers Valley	CR	1
Watsonstown (E)	Watsonstown	Berwick	Newberry	1
Montandon (W)	Montandon	White (Allegheny Div.)	Kase	2
Shamokin (E)	Kase	Mt. Carmel	Kase	2-8
Selinsgrove (W)	Sal	Mile Post 29.9	Kase	2
L.V. Jct. (W)	L.V. Jct.	Lykens	Kase	1
Low Grade (E)	Brady	AW	Brady	2-8
	AW	Falls Creek	GH	2-6-8
	Falls Creek	DB	Falls Creek	2-8
	DB	DF	DF	2-8
No. 401 (S)	Crossover at south end of Phillipston Yard	Brady	Brady	1-7
Oil City (N)	Bridge	M.P. 36 End of block	Bridge	2-8
Salamanca (N)	End of Block	AD	Machias	2
Ridgway (S)	Ridgway	Falls Creek	Ridgway	2-9

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

NOTE 1. Rule 110 applies.

NOTE 2. See Special Instruction 1250-A1.

NOTE 3. Before permitting eastward movements to enter this track, operator will confer with yard master, 16th Street.

NOTE 4. Movement on Cresson Secondary Track, will be controlled by Operator at MO when EP is closed.

NOTE 5. All movements must be reported clear unless switch involved is operated by the operator.

NOTE 6. Controlled by SU when GH is not in service. Controlled by Brady when SU and GH are not in service.

NOTE 7. Northward movements made on signal indication at Brady.

NOTE 8. At Brady, SU, GH, Falls Creek, Kase, Bridge and Himrod Jct. extra trains and passenger extras, may proceed on proper Manual Block Signal indication in lieu of verbal permission of operator.

When a train is to be operated as a passenger extra it will be notified in writing by the Operator.

NOTE 9. Controlled by JN when Ridgway is not in service.

NOTE 10. Westward trains will be given absolute protection to the rear by the operator at Acre.

NOTE 11. Eastward trains will be given absolute protection to the rear by the operator at Acre.

NOTE 12. Trains and engines will protect against following movements.

1151-E1. Employees in Charge of Sidings of Assigned Direction

ALLEGHENY DIVISION

Siding	Employee in Charge	Note
Lovett—Southward	Operator SO	
9F—Eastward	Operator AR	

PITTSBURGH DIVISION

Pine Run—Eastward	Operator Truxall	
AJ—Northward	Operator AJ	
AJ—Southward	Operator AJ	
FD—Northward	Operator FD	4
FD—Southward	Operator FD	4
Clayport—Eastward	Operator Yellow Creek	
Mingo Jct.—Westward	Operator Mingo Jct.	
Acre—Eastward, Westward	Operator Acre	3
Esplen—Eastward	Operator Esplen	3
OB—Eastward	Operator OB	3
Custer—Westward	Operator Custer	3
Dyke—Westward	Operator Custer	

NORTHERN DIVISION

Kips—Eastward	Operator Kips	
Kips—Westward	Operator Kips	
Lane—Westward	Operator Lock Haven	
Lock Haven—Eastward	Operator Lock Haven	
Farwell—Eastward	Operator Drocton	3
DF—Westward	Operator DF	
DF—Eastward	Operator DF	
JN—Westward	Operator JN	
JN—Eastward	Operator JN	

NOTE 3. Signal indication will be authority for trains to use siding in reverse direction.

NOTE 4. **FD** Northward and Southward sidings will be in charge of Operator at **AJ** when **FD** is closed.

1151-F1. Running Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Note
Eastward	Holly	Switch in C track, opposite yard office, Jones Street	Eastward	Wye	
Straight	Works	Alto	Westward	Works	
Eastward	GR	Rockville	Eastward	Yard Master Mingo Jct.	
Westward	Rockville	West End 300 yard	Westward	Yard Master Mingo Jct.	
1	Spring Switch 54 feet east of N.Y.C. R.R. Connection Dock Jct.	Spring Switch 100 feet west of Sassafras Street	Eastward	Yard Master OD Northern Div.	1
2	Spring Switch 100 feet west of Sassafras Street	Spring Switch 54 feet east of N.Y.C. R.R. Connection Dock Jct.	Westward	Yard Master OD Northern Div.	2
4	Switch 792 feet east of Mile Post 2	Switch at Seventh Street	Westward	Yard Master OD Northern Div.	
14	No. 10 track at west end of No. 600 yard	East end enginehouse pit tracks	Eastward	Yard Master at No. 4 Hump	
17	East end of No. 201 track No. 4 Hump	East end enginehouse pit tracks	Eastward	Yard Master at No. 4 Hump	

NOTE 1. Authority for eastward movements to use No. 1 Running Track from Dock Jct., (former N.Y.C.) to Sassafras Street will be by signal indication. Eastward trains and engines that do not have permission to proceed east of Sassafras Street must stop west of crossover switches at Erie Water Works until permission has been obtained.

NOTE 2. Westward trains enroute to former N.Y.C. R.R. must stop clear of crossover leading to former N.Y.C. R.R. connection at Dock Jct., unless home signal governing westward movements to former N.Y.C. R.R., displays an indication more favorable than Stop.

1151-G1. Running Tracks of No Assigned Direction

Track	Between	And	Controlled by
Hill (W)	West End Homer Yard	Rose	Asst. Yard Master Rose
No. 5	EP	South End Cresson Yard	Yard Master
1 (E)	Springhill	SZ	Yard Master No. 5 Yard Office, Pitcairn
2 (E)		950 feet west of SZ	Yard Master No. 5 Yard Office, Pitcairn
3 (E)		Switch to east end of relay tracks	Yard Master No. 5 Yard Office, Pitcairn
Home		OB	OB
Duque	PG	3030 feet south of Mile Post 12	Yard Master, Thomson
Monongahela (S)	MC	512 feet north of Mile Post 46	BF
5 (W)	Penna. Ave.	Island Ave.	Yard Master, Island Ave.
10 (E)	West Conway	East Conway	Yard Master, Conway

Track	Between	And	Controlled by
15 (W)	East end of No. 100 yard	No. 18 track	Yard Master at No. 5 Hump
1408 (E)	No. 14 track	East end of Shop track ladder	Yard Master at No. 4 Hump
105 (W)	East end of No. 100 yard	No. 5 Hump ladder	Yard Master at No. 5 Hump
908 (W)	East Conway	West Conway	East Conway to east end 900 yard, Yard Master No. 5 Hump. East end 900 yard to West Conway, Yard Master No. 5 Yard.
702 (W)	West end 900 yard	West Conway	Yard Master No. 5 yard
45 (W)	Duff	Middle crossover, east of Scully	Yard Master, Scully
119 (W)	Yard Office, 400 Yard, Mingo Jct.	East end 300 Yard	Yard Master, 400 Yard, Mingo Jct.
99 (W)	Yard Office, 400 Yard, Mingo Jct.	East end 200 Yard	Yard Master, 400 Yard, Mingo Jct.
Piper (W)	Mingo Jct. Enginehouse	West end 300 Yard	Yard Master, 400 Yard, Mingo Jct.
Zane (W)	NY	Zane	Yard Master, or clerk Benwood
Wheel (W)	UN	Zane	Yard Master, or clerk Benwood
Westward	Zane	Benwood	Yard Master, or clerk Benwood
BS-1 (S)	Buffalo St.	First Street	Yard Master, Olean
AY-1 (S)	Bill	Allegany	Yard Master, Olean
AD-1 (S)	AD	Olean	Yard Master, Olean
Scale Running Track	Lane	Rich	Operator Newberry
Honey Pot (E)	Hunlock	Lomis	Operator, Hunlock
East Brady (N)	Brady	End of Track	Operator, Brady
Sligo (E)	AW	Sligo	Operator, Brady
Rouse (N)	Bridge	2128 feet South of M.P. 132	Operator, Bridge
Ball (S)	Bridge	Oil	Operator, Bridge
5 (E)	Spring Switch 100 feet west of Sassafras Street	Switch at Seventh St.	Yard Master OD
6 (E)	Switch 792 feet east of Mile Post 2	Cross-over to Elm Running track west of Elm St.	Yard Master OD
Elm Running Track	Elm	Erie	Yard Master-OD
Struthers (E)	Wiler	Glade	Operator, Ridgway*

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

*When Ridgway is closed controlled by JN.

PASSENGER TRAIN OPERATION

1154-A1. (All Divisions). When steam heat is necessary, following will be in effect:

Rear trainman, after train steam line has been cleared of condensation, must adjust rear train steam line and valve to prevent condensation enroute.

In event train steam line becomes waterlogged or does not clear of condensation, rear trainman must notify conductor who will signal engineman **Rule 16 (j)** from head end of train for additional steam pressure and must arrange to have all train steam pipe end valves examined to definitely determine they are wide open, also all steam admission valves closed, and if this does not result in steam reaching rear end of train within reasonable time, conductor must treat situation same as other irregularities, and if necessary, stop train at convenient point to locate and correct trouble before steam heat system freezes or causes discomfort to passengers.

Rear trainman, during periods of severe cold weather, must open rear train steam pipe end valve at convenient locations enroute to insure keeping train line clear of condensation.

1154-A2. (All Divisions). Passenger trains that develop equipment defects enroute, should, if safety to the train will permit, proceed to a point where M. of E. forces and repair equipment are available, so as not to delay following trains.

1154-A3. (All Divisions). Form MP-217-A card, for reporting Passenger Car defects is located in a receptacle on the inside of electric lockers on all cars except Multiple Unit Electric cars. On Multiple Unit Electric cars the receptacle is located in the inside of the electric switch cabinet in outside vestibule.

Conductor (Engineman for head car of MU Train) must enter on MP 217-A, description of all defects found, together with other information called for under the heading "Train Crew Entry."

When defects occur enroute, which must be given attention before train reaches final destination, Superintendent must be notified of repairs required, by message or otherwise, at first opportunity. M.E. Department representative must also be notified promptly upon arrival of train at point where defect is to be given attention.

1154-A4. (All Divisions). Passenger trainmen must obtain from Crew Dispatcher and carry with them while on duty a 200 DEGREE Tempilstick during the months of April through October, inclusive, and 175 DEGREE Tempilstick during the months of November through March, inclusive.

To determine when the roller bearing journal box is overheated to the extent that it must not be continued in service, proper Tempilstick must be used by stroking the outside surface of the top of the journal box. If a liquid smear results temperature is in excess of allowable limit and report must be made to Superintendent for instructions.

1154-A5. (Northern Div.). Passenger trains will make running test of air brake approaching descending grades as follows:

MAIN LINE

Northward

Southward

Keating Summit

NR

1154-A6. (Northern Div.). Passenger trains No. 574 and 5750 will turn on the Wye at Newberry unless otherwise directed. All passenger trains must have a back-up hose or back-up valve and brake test must be made at Newberry in accordance with Instruction 30 of Brake and Air Signal Instruction Book 99-D1, effective January 1, 1953 and backward movement will be governed by these same instructions.

1154-A7. (Northern Div.). Southward passenger trains must not block Union Street crossing, Olean, with standing engine or cars.

1154-A8. (Northern Div.). Helping engines for passenger trains must remain clear of track which passenger train will use until passenger train has come to a stop and the yard master, conductor or engineman of passenger train has made a safe arrangement for taking on helping engines, except helping engines for northward passenger trains may occupy No. 1 track north of Signal No. 1212 at Emporium.

1154-A9. (Pittsburgh Div.). Through crews must register ten minutes ahead of scheduled arrival time and must be on station platform to take charge of train on arrival.

Connecting Conductors of through trains will personally contact each other to deliver any information or instructions necessary to train.

Passenger Trainmen, on arrival at Pennsylvania Station, Pittsburgh, will remain with their train until all passengers are out of the cars, or until relieved by another crew to whom they will report any unusual conditions.

When passenger trains are vacated, the trainmen will promptly go through the coaches to see that all passengers are out and look for lost articles and, if any are found, turn them into the Lost and Found Department in the ticket office. Station Employees are prohibited from entering coaches of inbound trains until trainmen have gone through them.

1154-A10. (Pittsburgh Div.). Train No. 50 will stop at East Conway on Signal indication or notice from the Conductor, to discharge employes.

1154-A11. (Pittsburgh Div.). Enginemen of trains Nos. 22, 23, 31, 54 and 55 arriving at Pittsburgh Passenger Station will stop with the front of engine at yellow flag by day or yellow light by night held at arms length by Utility Brakeman.

Unless otherwise instructed or in the absence of a signal as described above, trains will stop with rear unit at water plug painted florescent red.

Conductors of Nos. 25, 32 and 33 will spot their train near Station Concourse with communicating signal.

1154-A12. (Ally. & Pgh. Div.). Passenger trainmen, and attendant must keep the doors of toilet rooms in passenger equipment locked at Altoona, and between Wilkesburg and Pittsburgh.

1154-A13. (Allegheny Div.). In the application of Instruction 16, Brake and Train Air Signal Instructions enginemen of eastward passenger trains will also make a running test of the air brake before passing over summit east of AR.

Westward passenger trains, not stopping at UN to uncouple helping engines, will make a running test of the brakes before passing UN.

1154-A14. (Allegheny Div.). On through passenger trains passing Horse Shoe Curve in daylight train crews will keep a lookout when approaching the curve and if they find that the view will be unobstructed the following announcement will be made:

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

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

These announcements should be made in all cars occupied by passengers, except private and business cars.

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

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

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

1154-A15. (Allegheny Div.). At Altoona, the incoming engineman on through passenger trains will verbally notify the outgoing engineman of the number of cars in train and condition of brakes.

FREIGHT TRAIN OPERATION CENTRAL REGION

In determining loaded, empty or mineral trains the following will govern:

Loaded Trains More than 40% loaded cars.

Empty Trains 40% or less loaded cars.

Mineral Trains 25% or more cars loaded with mineral or grain.

1155-A1. (All Divisions). The number of units coupled together and operated from one control must not exceed 12. Enginemen of consists with more than 20 traction motors on line must not use full power in pulling below 12 miles per hour, and must use care in applying power at speeds below 20 miles per hour.

The number of whole units on the line on the front or rear of freight trains must be such that not more than the following number of traction motors are powered.

Central Region General Order No. 113, page 128

	Number of Motors
FRONT END, Pulling or dynamic braking.	
Trains authorized 60 miles per hour and	
PR trains west of Conway.	24
Other trains	20
REAR END, Pushing solid loaded mineral freight trains.	
Other trains	24
LIGHT MOVEMENTS	12
	No Limit

Where more than the above power is attached to a train, sufficient units must be isolated so as not to exceed the above limits. Individual motor circuits on a unit must not be cut out unless that circuit is defective.

When isolating units to reduce power on line, sufficient units of classes AF-24, AF-24a, AF-25, AF-27, AF-30, GF-25, GF-25a, GF-28a, and GF-30a must be isolated so as not to exceed the above limits. Do not isolate the lead unit.

There are two types of dynamic brakes. The conventional type increases its retarding force as speed is reduced to 25 miles per hour, and then fades as speed is further reduced, reaching zero as train stops. Extended range dynamic brake on all units numbered 6000-6539 (except 6300-6309) also increases as speed is reduced to 25 miles per hour, but maintains maximum braking effort down to 10 miles per hour, below which it also fades out, reading zero as the train stops.

APPLYING AND RELEASING DYNAMIC BRAKE

Enginemen must apply dynamic brake with care.

Enginemen must consume at least ten seconds between "off" and $\frac{1}{2}$ applied position.

Enginemen must use ten additional seconds between $\frac{1}{2}$ and full dynamic brake.

The same care and time must be used in releasing dynamic brake.

Trains other than solid loaded mineral freight having 3 six-motor units equipped with extended range dynamic braking must reduce to $\frac{1}{2}$ position on dynamic brake control at speeds below 15 miles per hour.

Trains having 4 six-motor units equipped with extended range dynamic braking must reduce to $\frac{1}{2}$ position on dynamic brake control below 20 miles per hour.

1155-A2. (All Divisions). When pushing freight trains enginemen of all pusher engines will ease off throttle passing over crossovers or turnouts when making diverging movements, exercising care to avoid slack action.

1155-A3. (All Divisions). While pusher engines are assisting trains over grades, trainmen must be in position to give signals and to assist in holding the train when necessary to take the slack.

1155-A4. (All Divisions). Diesel units, including dead diesel units handled in a train, which are not equipped with coupler stops or alignment control feature must not be operated when coupled to each other except:

When they are the first two units on the front of a train.

When they are the last two units on the rear of a train.

When they are in passenger service.

When they are moving light.

"All units of Classes AF24, AF24A, AF25, AF27, AF30, EF17, EF22, EF25, EF25A, EF30A, EF36, GF25, GF25A, GF28A, GF30A, ARS18, ARS18A, ARS24, ARS24S, FRS-24, ERS17 except 7000-7049 are equipped with alignment control. Individual units of certain other classes are equipped with permanent or removable coupler stops, ERS17 units 7000-7049 are equipped with removable neoprene stops, but must be considered not equipped unless stops are observed to be in place."

When diesel units, except when received as a single consist from enginehouse territory, are coupled in any position on a train so that 3 or more units are coupled together, it shall be the engineman's responsibility to know, before proceeding, that the units in his charge are equipped with coupler stops, so as to comply with the above instructions.

1155-A5. (All Divisions). On March 28, 1966, the Pennsylvania Public Utility Commission adopted in their Railroad Regulations **Rule 18** requiring:

"When the horsepower to be used by pusher engine or engines behind a cabin car exceeds 3,500 horsepower, the train crew shall, before such a move is made, vacate the cabin car and occupy the pusher engine or a cabin car behind the pusher engine. The train shall be brought to a stop before the pusher engine or engines are detached.

The practice of cutting off on the fly, pusher engines behind occupied cabin cars shall be limited to those instances in which the horsepower used by the pusher engine does not exceed 3,500 horsepower."

Operation Of Pusher Engines In State of Ohio

1155-A6. The operation of pusher engines behind occupied cabin cars of assembled freight trains in the State of Ohio is prohibited.

In the State of Ohio, employes and others are prohibited from riding on a cabin car when a pusher engine is operated behind a cabin of an assembled freight train; they may ride on the pusher engine. The train shall be stopped to cut off the pusher engine.

1155-A7. (All Divisions). When freight trains are being handled with pusher engines and a road test is to be made, the engineman operating the brakes will, on receiving proper signal, give one blast of the engine whistle and apply the brakes for the test. The rear pusher engineman, after seeing that the brakes apply, will whistle for the release of the brakes. The hauler engineman will then release the brakes. The rear pusher engineman, after seeing that the brakes release, will give two blasts of the engine whistle, after which the train will be ready to proceed.

1155-A8. (All Divisions). On all grades when necessary to set off a shop car with defective air brakes, hand brakes, or both inoperative, car involved must be accompanied by at least one car with hand brakes in operative condition attached on descending portion of grade.

1155-A9. (All Divisions). In the application of **Rules 28, 36 and 39** of the Brake and Train Air Signal Instructions **99-D-1**:

Whenever a train or portion of a train is stopped on a grade where train cannot be held at rest by the locomotive brakes while the brake pipe is being recharged, the angle cock or end cocks must not be closed and no attempt to recharge the brake pipe should be made until the Conductor and Engineman know that the train is properly secured.

1155-A10. (All Divisions). When Welded Rail Train is being handled on grades it must not be separated from engine unless accompanied by a sufficient number of cars with operative hand brakes and train secured.

When placed in yards, sidings or similar tracks, wheels of welded rail train must be braked or otherwise secured in addition to hand brakes, so as to prevent movement when engine is detached.

1155-A11. (All Divisions). Freight trains leaving yards, fueling tracks, sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train.

1155-A12. (All Divisions). Employees assigned to diesel units on freight trains must be in the leading or controlling unit of their assignment while passing through tunnels.

When riding freight locomotives in the normal performance of their duties, at least one member of the train crew will ride in the front cab.

1155-A13. Crews placing cars on tracks protected by bumper block will leave a space between car and bumper in order to avoid damage to equipment.

1155-A14. Conductors placing cars for loading or unloading, must furnish the Agents with a report giving the initial and number, kind of car, whether loaded or empty, tracks on which placed and time placed.

Conductors will include on report record the condition of seals on loaded closed cars placed on or removed from sidings, except cars placed on team tracks adjacent to stations when Agent or his representative is on duty.

It will not be necessary to make this report for empty cars placed for loading with coal at mines or mine sidings or coke at coke ovens.

Form C.T.-143 should be used for making these reports, but Conductors not having these blanks are not relieved of furnishing Agent with this information.

1155-A15. In all cases of freight cars becoming defective, and repairs cannot be made by trainmen, cars involved should be set out of train at nearest available point and train dispatcher given billing information.

1155-A16. Conductors of Freight Trains will report on Form M.P. 401 every delay due to car trouble, preparing separate form for each car. These forms are to be turned in at end of trip to Car Inspector or at Yardmaster's office.

1155-A17. 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.

Conductors of freight trains entering Conway yard will drop, or hand, manifests to the Scanners after their train has passed scanning station.

ALLEGHENY DIVISION FREIGHT TRAIN OPERATION

1155-A18. Instructions for preparation and handling of Freight trains.

The following instructions in connection with and supplementary to the Brake and Train Air Signal Instructions No. 99-D-1 in handling freight trains will apply:

X INDICATES INSTRUCTIONS IN EFFECT

ALLEGHENY DIVISION	1	2	3	4	5	6	7	8	9	10	11	12
Main Line (Banks-Altoona)	X	...	X	...	...	...	...	...	...	...	...	X
Main Line east of "C"	X	X	X	X	...	X	X	X	X	...	...	X
Main Line west of "C"	X	...	...	...	...	...	...	...	...	...	...	X
All Branches & Sec. Trks. ..	X	...	...	...	...	...	...	...	...	...	...	X
Except: Clearfield area	X	X	...	X	X	X	...	X	...	...	...	X
Cresson area including all territory north of												
Cresson	X	...	X	X	...	...	...	...	...	...	X	X
New Portage Sec. Trk. ..	X	X	X	X	...	X	X	X	X	...	...	X
South Fork area	X	X	X	X	...	X	X	X	...	X	X	X

Trains will be governed by the most restricting provision of any area traversed.

1.	Brake pipe pressure	Empty	Loaded	Mineral	Note
	AR to Slope or Wye	80 lbs.	100 lbs.	105 lbs.	1
	Summit and Vail	80 lbs.	105 lbs.	105 lbs.	
	All other Locations	80 lbs.	95 lbs.	95 lbs.	

NOTE 1—Eastward trains adjust before passing (C).

- Speed restrictions as prescribed in Special Instruction 1157-B1 of the Timetable will apply, except eastward freight trains of more than 105 tons per operative brake must not exceed a speed of 8 miles per hour passing the east end of New Portage Tunnel - AR.
- Trains Having Engine Equipped with Operative Dynamic Brake and Pressure Maintaining Feature:**
The following instructions in connection with and supplementary to the Brake and Train Air Signal Instructions, 99-D-1, Paragraph 54 to 60 inclusive, will govern except where conditions prescribed by instructions No. 6, No. 7 or No. 12 are exceeded.
On Mineral trains retaining valves must be set in slow direct exhaust position beginning at front end of train as follows:

100 cars or more —50 Retainers	excluding cars with
50 to 100 cars —30 Retainers	2 or 3 position retainers
50 cars or less —10 Retainers	

Trains having 105 to 135 tons per operative brake, and not exceeding 14,000 tons must have all retaining valves set in Slow Direct Exhaust position, except on the last ten cars.

This must be done at the time terminal air brake test is made and so remain enroute.

- Tonnage of the trains will be governed by the following dynamic braking force.

Unit Horse Power	Summit to Vail		AR to Slope or Wye Cresson Area as specified in Instruction 12 M.P. 9 to Lovett	
	4 Axle Unit	6 Axle Unit	4 Axle Unit	6 Axle Unit
1500 or 1600	27 tons	4050 tons	3250 tons	4875 tons
1750 or 1800	2800 tons	4200 tons	3500 tons	5250 tons
2000	2900 tons	4350 tons	3750 tons	5625 tons
2250	2900 tons	4350 tons	4000 tons	6000 tons
2400 and up	3250 tons	4875 tons	4500 tons	7000 tons

If the tonnage of the train exceeds 14,000 tons or is greater than the dynamic braking force of the units involved (determined by multiplying the tonnage per single unit by the number of operative units hauling the train) or the dynamic brake or pressure maintaining feature, or both fail, instructions governing train with non-equipped engine will govern. Instructions 54 to 60 — 99-D-1 to apply.

Average tons per operative brake must not exceed:

AR to Slope or Wye	— 135 tons
Summit to Vail	— 135 tons
M.P. 9 to Lovett	— 135 tons

- Clearfield Secondary Track - Summit to Vail.**

Loaded and mineral trains having engine equipped with operative dynamic brakes and pressure maintaining valve, must have retaining valves set in slow

direct exhaust position beginning at the headend. This must be done at the time terminal air brake test is made and so remain enroute as follows:

75 cars or more—all except last 10 cars		
50 to 75 cars	—45 retainers	excluding cars with
50 cars or less	—20 retainers	2 or 3 position retainers

Before leaving Summit it must be known that the brake pipe pressure as indicated on the cabin car gauge shows not less than 10 pounds below that specified in Instruction 1.

When the tonnage of the train is greater than the dynamic braking force as specified in Instruction 4 average tons per effective brake must not exceed 135 tons.

6. In territory where Instruction 3 or 5 applies, if the brake pipe pressure on the train drops to 80 pounds on loaded or mineral trains or 70 pounds on empty trains, from any cause, the train must stop. Train brakes will not be released after stopping until a sufficient number of hand brakes are applied on front end to secure the train. Hand brakes must not be released until it is known that brake pipe pressure has been restored.

7. Gallitzin to Slope or Wye

Engines not equipped with Dynamic Brake and Pressure Maintaining Brake Valve or Dynamic Brake and Pressure Maintaining Brake Valve Inoperative or tonnage exceeds 14,000 tons on mineral or loaded freight trains the following instruction will apply in addition to those covered in Instruction 6.

When the tonnage of the train is greater than the dynamic braking force as specified in Instruction 6, average tons per effective brake must not exceed 135 tons.

When the Tons Per Effective Brake Do not Exceed 75 Tons:

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

Retaining valves will be placed in high pressure position.

When the Tons Per Effective Brake Exceed 75 Tons:

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 the 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 left 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 will make notation on back of Form MP 261-A showing the number of retaining valves left in release position.

The required air pressure necessary for movement of train east of AR must be had on the rear of train before departing.

Retaining valves will be turned up on eastward train from Cresson before departure of the train.

The Conductor will be responsible for properly instructing the trainmen and knowing that the handle of retaining valves are turned to the proper position. Retaining valves of eastward freight trains from points west of Slope must not be released until the train is stopped at WYE via New Portage Secondary Track and Brush or Rose, Altoona Yard, via Mail Line.

8. In starting freight trains where power brake instructions apply or as provided under Instruction 12 when train is stopped it must be secured by hand brakes, 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 the trainman 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.

After the retaining valves have been released and reset as specified, the hand brakes will be released, beginning from the rear of the train. After which the engines should be moved not more than six inches 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.

9. As rear end of Eastward trains pass "MO", operator at "AR" or "MO" will be notified if the brake pipe pressure on the pusher engine and/or the cabin is less than 90 pounds for mineral trains, 85 pounds for loaded trains and 70 pounds for empty trains.

Trains with less than required pressure will be stopped before fouling switches just West of "AR"-"UN" and will not proceed until the required pressure has been obtained and a road test of the brakes has been made.

10. South Fork Area — M.P. 9 to Lovett Beaver Secondary Track

The same instructions will apply as between Gallitzin and Slope, or Wye, except the two-position retaining valves will be computed as an effective grade brake for 50 tons, and the three position retaining valves for 135 tons, and the brake pipe pressure must not be less than 110 pounds.

11. In the following area retaining valves on loaded and mineral trains must be turned up in high pressure position except when engine is equipped with operative dynamic brake and pressure maintaining valve

Twin Rocks to Shuman Run Junction

Coal Pit Run

IR to Barnesboro Yard

Hillman Summit to McGees

Hillman Summit to Mile Post 54

Hastings Junction to Mile Post 27

McCoy Run.

12. When stopping freight trains on descending grades that are being controlled by the pressure maintaining and dynamic brake method of braking, approximately

six or seven car lengths before the train would come to a normal stop, the independent brake must be substituted for the dynamic brake, when completing the stop, and must be fully applied in order to insure the bunching of the slack on the entire train.

When starting trains that have been stopped in the above manner, the engine must not be moved more than six inches at a time until the entire train is in motion.

1155-A19. (Allegheny Division). Running releases of the automatic train brakes are prohibited on eastbound freight trains between AR and Mile Post 238, except when retainers are set in high pressure position.

1155-A20. (Allegheny Division). Helper engines must not assist on rear of a train, when the car ahead of one or more cabin cars on the rear, is in excess of 66 feet in length between Antis and SG via Main Line Philadelphia-Pittsburgh and New Portage Secondary track.

1155-A21. (Allegheny Division). Referring to Instruction 24 Brake and Train Air Signal Instruction No. 99-D-1, the following supplemental instructions will apply to the operation of helper engines between Johnstown and Alto or Wye:

1. Unless otherwise required, helper engines will carry feed valve or regulating valve set for 80 pounds brake pipe pressure.
2. When coupling helper engine to rear of train, the engineman on helper engines must make a 30 pound service brake pipe reduction and brake valve cut-out cock must be closed before the engine cock or brake pipe and cocks are opened between helper engine and train.
3. Three minutes after prescribed pressure has been restored on the helper engine, helper engineman will instruct hauler engineman to make brake test.
4. Before departure the conductor of train must advise engineman on helper engine the Train Symbol, hauler engine number and brake pipe pressure in cabin car prior to coupling helper engine to train.

1155-A22. In starting freight trains where power brake instructions apply. When train is stopped it must be secured by hand brakes, 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 the trainman that sufficient retaining valves have been released.

1155-A23. Helper engines are to be cut away from train at first stop after passing the following locations:

Eastbound trains

East portal of tunnels at UN or AR.

Westbound trains

UN or AR.

1155-A24. (Allegheny Division). When freight trains are required to operate down the East Slope between AR and Slope in more than one part, each part must be accompanied by at least two (2) trainmen, one of which must be a qualified Conductor.

1155-A25. (Allegheny Division). Eastward trains on No. 1, No. 2 and No. 3 tracks with more than 85 cars receiving a signal indication more restrictive than Approach-slow, Rule 284 at fixed signal 2384 will stop clear of Brick Yard crossing located 875 feet east of signal 2384 and communicate with Alto Block and Interlocking Station before proceeding.

1155-A26. (Allegheny Division). Weigh-in-Motion Scale for eastward movement on No. 3 track, located 4120 feet west of Mile Post 155.

"Scale ready and speed indications" located adjacent to and south of No. 3 track at intervals, from 150 feet west of the Scale to Mifflin.

Eastward train to weigh, will not proceed over the Scale unless the indicators display a steady white light. The train will proceed over the scale at a constant steady speed not exceeding 5 miles per hour for correct operation of the Scale. At this speed, the indicators will continue to display a steady white light.

When a train exceeds proper weighing speed, the indicators will display a slowly flashing white light.

When flashing white lights are displayed, trains must at once reduce speed until a steady white light is again displayed.

If the indicators are not displayed or are extinguished before movement over the Scale has been completed, train must be stopped immediately and member of the crew communicate with the Operator at Mifflin.

These indicators do not supersede the observance of Block and Interlocking Signals.

All eastward freight trains routed via No. 3 track at Wall weigh unless otherwise instructed.

After a train has completed movement over the Scale, the engineman will communicate with the operator at Mifflin before proceeding.

1155-A27. (Allegheny Division). Referring to Rule 4158-C hog drenchers in service on ladder at east end of 8, 9 and 10 track and adjacent to No. 1 Secondary track, Brush Yard, Altoona.

The watering of other stock shipments or poultry should be performed on icing tracks at Huntingdon.

1155-A28. (Allegheny Division). Altoona — When any eastward movement is stopped by signal at 9th Street, a member of the crew must communicate with Works promptly. When any eastward movement is stopped at South, a member of the crew must communicate with South, promptly.

Cabins other than pool cabins on eastward freight trains will be cut off after passing 9th Street. If cabin should stall, Works must be notified immediately.

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

1155-A29. (Allegheny Division). Conductor or Engineman on Southward trains from Clearfield Secondary Track, will report clear of Block at Park to Operator at Miles.

Unnecessary obstruction of crossings in Borough of Tyrone must be avoided.

Trains destined to Tyrone Yard will report Clear immediately upon arrival at that point.

1155-A30. (Allegheny Division). Trains and engines may use yard track between SR and east end of Avis Yard, by permission of Operator SR and must report arrival at east end.

5. When stopping freight trains on descending grades that are being controlled by the pressure maintaining and dynamic brake method of braking, approximately six or seven car lengths before the train would come to a normal stop, the independent brake must be substituted for the dynamic brake, when completing the stop, and must be fully applied in order to insure the bunching of the slack on the entire train.

When starting trains that have been stopped in the above manner, the engine must not be moved more than six inches at a time until the entire train is in motion.

6. Butler Secondary Track

Trains having engines equipped with either operative pressure maintaining brake valve or dynamic brake, retaining valves will not be set up in high or low position.

If both maintaining feature and dynamic brake are inoperative, retainers will be set up in slow direct release position on 50% of cars on all loaded trains.

1155-A32. Flashing color light signal system for use in doubling yard and road movements, located as follows:

Island Avenue

Mounted on overhead bridge, 1983 feet west of Mile Post 3 on south side of No. 3 track.

Mounted on telephone pole, 2223 feet west of Mile Post 3 on north side of No. 4 track.

Controller located 324 feet west of Island Ave. Yard Office on south side of No. 3 Main Track.

East Conway

Mounted on pole on south side of No. 1 track, 685 feet, 1752 feet and 1809 feet west of Mile Post 20.

When trains are doubling through the interlocking at East Conway, the Utility Conductor will not display flashing light signal for the movement until having ascertained from operator that route is properly aligned.

West Conway

Mounted on telephone poles on north side of No. 2 main track.

400 feet west of Freedom Station.

750 feet and 2000 feet west of West Conway Block and Interlocking Station.

864 feet west of Mile Post 25, and 1800 feet west of Mile Post 24, mounted on overhead bridge.

Flashing light signal aspects governing the doubling of yard and road movements assigned the following indications:

	Island Ave.	East Conway	West Conway
One Long	Stop	Stop	Stop
Two Short	Move west	Move east	Move west
Three Short	Move east	Move west	Move east
Four Short	Apply or release air brakes		

The above signals do not supersede the observance of Block and Interlocking signals.

1155-A33. (Pittsburgh Division). Eastward trains entering Conway Yards will stop west of lead switch to south side of 200 Yard and communicate with Yard Master on Eastbound Hump for their track assignment.

Crews will operate the switches in connection with the yarding of their trains.

Conductors of freight trains entering Conway yard will drop, or hand, manifests to the Scanners after their train has passed scanning station.

1155-A34. (Pittsburgh Division). Eastward trains will be governed for their track assignment in the use of No. 1, 2 or 3 Running tracks from Springhill by a corresponding number displayed on an illuminated sign on south side of WG Block Station. "X" will indicate to call Yardmaster at No. 5 Yard Office from Springhill for a track assignment.

Same instructions will apply to westbound trains from a similar illuminated sign located on south side of SZ Block station. "X" will indicate call Yardmaster at No. 5 Yard Office from home signal at SZ. Signal will not be displayed for movement through SZ Interlocking when "X" is displayed until conductor and/or engineman has received track assignment.

1155-A35. (Pittsburgh Division). Industrial Track from No. 1 Track, 3,873 feet west of Greensburg, will be used by freight trains having work at Greensburg freight station.

1155-A36. (Pittsburgh Division). When practicable to do so, cars will not be stored on Truxall Storage Track within 500 feet of westward home signal at Truxall.

1155-A37. (Pittsburgh Division). Daily except Saturday Westward trains on No. 3 Track having work, will stop clear of switches at west end of Wilkinsburg yard tracks and be governed by instructions from yard master.

1155-A38. (Pittsburgh Division). When switching Eljer Pottery Co., Ford City, crews will restrict the length of drafts of cars handled in a single movement in or out of the Eljer Plant to that number which can be accommodated on the tangent portion of the track between the curved rail leading to the switch north of the plant and the next switch to the south.

1155-A39. (Pittsburgh Division). Conductors will furnish agent at Cheswick, report showing number and initial of all cars, loaded or empty, delivered to, or received from Cheswick and Harmar R.R.

1155-A40. (Pittsburgh Division). In order to prevent obstruction of street crossings at Brackenridge and Tarentum, westward trains on No. 2 Track, when consisting of more than 65 cars and receiving an approach indication, Rule 285, at fixed signal No. 535 east of Natrona, will stop at Mile Lock Lane crossing, just east of Brackenridge and communicate with the operator at UY Block Station before proceeding.

1155-A41. (Pittsburgh Division). When switching Dreistadt Company, Etna, permission to use the B.&O.R.R. tracks must be secured from B.&O.R.R. Block Operator at BG Tower and be governed by his instructions.

1155-A42. (Pittsburgh Division). Referring to Rule 4158-E Color Light Scale Signals are in service at the following locations:

Island Avenue — Manchester Yard.

Conway — River-Rail Terminal.

1155-A43. (Pittsburgh Division). Trains doubling on the Ohio Connecting Bridge will be accompanied by at least one car when engine is returning for rear portion of train.

1155-A44. (Pittsburgh Division). When trains are delayed at Beaver and block First Street crossing (Water Works crossing) located 725 feet east of Mile Post 1, Bayard Branch, the crossing must be cut promptly.

1155-A45. (Pittsburgh Division). Trains stopping on Scully No. 1 track and Scully No. 2 track Scully Yard to work, will stop clear of crossover switches unless otherwise instructed by Yard Master.

1155-A46. (Pittsburgh Division). On the Monongahela Running track, the rear end of all trains and drafts of cars will be indicated by a white light by night.

1155-A47. (Pittsburgh Division). Mingo Jct. — In order to prevent obstruction of State Street Crossing, trains moving from Mingo Yard to Main Line at Mingo Junction receiving an approach indication Rule 285, Fig. A1, at home signal located just east of State Street, will stop west of State Street and communicate with the operator at Mingo Junction Block Station before proceeding.

1155-A48. (Pittsburgh Division). Cars on Mill and Storage Tracks, Chester must not be left standing between 5th Street Crossing and a point indicated by yellow mark painted on rails 100 feet from either side of crossing.

1155-A49. (Pittsburgh Division). Gates across both legs of "Wye Track" also No. 3 Track in Taylor, Smith and Taylor Company, plant Chester, are equipped with switch locks. These gates must be kept closed and locked except while tracks are being used for switching or other train movement.

NORTHERN DIVISION

Instructions for preparation and handling of Freight Trains.

Starting Trains with Diesel Engines on Rear

When starting trains where diesel engine is on the rear, the hauling engineman in all cases must stretch the train gradually so no damage will occur due to diesel engine on the rear standing without power applied.

When trains are stopped on grades, requiring the assistance of a pusher on the rear, the following procedure must be followed:

When train is ready to start, power will be used to start the train by the hauling engines. If the hauling engines cannot start the train engineman of hauling engine will contact engineman of helping engine by trainphone and request the helpers to use power to push in slack on rear and start the train. When trainphone is not operating properly and contact cannot be made with engineman of helping engine a 25-lb. brake pipe reduction will be made. After the brake pipe exhaust stops, release brakes as per current issue of the Brake and Train Air Signal Instructions. While brakes are releasing during a four (4) minute interval, sufficient slack will be taken gently, exercising care so that rear portion of train will not move back, resulting in a run-out of slack, as the diesel pusher engine will have brake released and no

power applied. Four (4) minutes after the brake valve was first placed in running position, power will be applied to start the train by the hauling engineman.

It is important that the engineman of the pusher engine observe the brake pipe pointer on the gauge very closely after the brakes have been applied with the 25-lb. brake pipe reduction. Four (4) minutes after observing the first increase of pressure on the brake pipe pointer, engineman of pusher engine will use power to push in slack on rear and start the train.

The four (4) minute interval must be timed with a watch by both the hauling and pushing engineman.

During the four (4) minute interval, if necessary for pusher engine to apply the independent brake to keep the slack from running out, be sure to have independent brake released at end of four (4) minute interval.

On all freight trains of 60 or more cars operating between Buffalo and Renovo, and between Erie and Renovo and from Rimersburg to AW, the retainer valves on not less than 25 per cent of the cars must be placed in slow direct exhaust position (handle at 45 degree angle above horizontal) starting at head end of the train. This must be done at the times the terminal air brake test is made.

When using retaining valves of the three-position type, place handle in high pressure position on loaded cars and low pressure position on empty cars.

Retaining valves must not be released when approaching the foot of the grade until a proper whistle signal is received from the engineman to release them.

Where trains are doubled on the hill, such as McMinns Summit, or any other point and, after entire train has been coupled together, a test of the brakes on the cars which have been stored on siding, must be made as prescribed by Instructions 14a of the No. 99-D-1 Brake and Train Air Signal Instructions.

TRAINS HAULED BY ENGINES EQUIPPED WITH OPERATIVE PRESSURE MAINTAINING BRAKE VALVE ON SUCH TRAINS THE FOLLOWING WILL APPLY ON GRADE LISTED BELOW:

Mineral Freight Trains

Kane to Mile Post 82

St. Marys to Mile Post 138

Keating Summit to NR

Chaffee to South Wales

Mineral freight trains must not exceed a speed of 25 miles per hour.

All Loaded Freight Trains

Mile Post 10 to ELM

Summerdale to Brocton

McMinns Summit to Brockway

Retaining valves will not be used except on all loaded freight trains hauled by engines not equipped with pressure maintaining brake valve or pressure maintaining feature of brake valve inoperative, then retaining valves must be set up in slow direct exhaust position on 50 per cent of the cars in the train.

When in the judgment of the engineman the additional use of retaining valves is required, or their use is desired on grade other than specified, he will instruct the conductor.

On all loaded trains the Brake System must be charged to 95 pounds before descending grade.

On all loaded trains, should the brake pipe pressure drop to 70 pounds, the train must be stopped and secured with hand brakes until it is known that the pressure is restored.

When engineman is notified as to the condition of the brakes, he should also be notified as to the number of retaining valves set up in slow direct exhaust position.

When descending the grades where the dynamic brake is in use, engineman will operate the dynamic brake to the limit of its capacity supplemented by the necessary automatic air brake applications to control the speed.

TRAINS HAULED BY ENGINES NOT EQUIPPED WITH PRESSURE MAINTAINING BRAKE VALVE OR PRESSURE MAINTAINING FEATURE OF BRAKE VALVE INOPERATIVE.

Retaining valves must be set up in slow direct exhaust position on 50% of cars in train.

Loaded freight trains must not exceed a speed of 25 miles per hour:

Summerville to Mayville

Pross to Broton

Mile Post 10 to Elm

Keating Summit to Mile Post 113

On mineral freight or grain trains the brake pipe pressure must be 105 pounds, on other loaded trains 100 pounds and on empty trains 80 pounds before descending grade. The above brake pressure must be obtained before passing NR.

When the pusher engine, next to the train, has passed NR, the engineman must observe the brake pipe pressure. If the brake pipe pressure on the pusher engine next to the train registers less than 90 lbs. on mineral freight or grain trains, less than 85 lbs. on other freight trains or less than 70 lbs. on empty trains, engineman will give the engine whistle signal to apply brakes and the train will be stopped before passing Keating Summit and not proceed until the required brake pipe pressure has been obtained and a tset of the brakes has been made.

On trains not having pusher engine, the trainman must observe the brake pipe pressure on cabin gauge and if less than required, the train must be stopped.

Speed of northward and southward freight trains passing Keating Summit must not exceed 12 miles per hour; Enginemen, both front and rear must so regulate speed to obtain this result.

ENGINES NOT EQUIPPED WITH DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE OR DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE INOPERATIVE.

On such loaded freight trains the following instructions will apply:

When the tons per effective brake do not exceed 75, sufficient retaining valves must be turned up, beginning at the head end of train, to provide a retaining valve value equal to or greater than the gross tons of the train, but not less than one retaining valve for each 75 gross tons in the train. Retaining valves will be placed in high pressure position, except on empty cars which should have retaining valves set up for low pressure position.

When the tons per effective brake exceed 75, if the retaining valve value of the train exceeds the gross tons of the train by 1000 tons or more, all retaining valves must be placed in high pressure position, except the last ten cars in the 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, the number of retaining valves equal to the difference, divided by 100, must be placed in release position on the

rear of the train. For example, if the retaining valve value exceeds the gross tonnage of the train, 900 tons, nine retaining valves will be left in release position, until finally, if only 100 tons, one retaining valve will be left in release position.

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

The conductor will make notation on the back of form M.P. 261-A showing the number of retaining valves left in release position.

Retaining valves on this grade must not be released until called for by the engineman.

If the brake pipe pressure on the engine drops to 70 pounds on loaded trains and 60 pounds on empty trains from any cause, the train must stop and be secured by hand brakes until it is known that the brake pipe pressure has been restored.

The conductor will be responsible for properly instructing the trainmen in the use of retaining valves and knowing that the handles of retaining valves are turned to the proper position.

In starting southward freight trains between Keating Summit and Mile Post 113, the following instructions will govern: When a train is stopped it must be secured by hand brakes, 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 the train until signal is received from the trainmen that sufficient retaining valves have been released. The retaining valves turned down must be again turned up as soon as the air brake on the car is released.

After the retaining valves have been released and reset as specified. The hand brakes will be released, beginning from the rear of the train. After handbrakes have been released, the trainman 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 the train to adjust itself until the entire train moves. Should it be necessary to take the slack exceptional care must be exercised.

Kane to Wilcox

On loaded freight trains, the feed valve must be adjusted 100 lbs. and the brake pipe pressure must be 100 lbs., passing Roy.

ENGINES NOT EQUIPPED WITH DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE OR DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE INOPERATIVE.

On such loaded freight trains, when the tons per effective brake do not exceed 60, sufficient retaining valves must be turned up in high pressure position beginning at the head end of the train to provide a retaining valve value equal to or greater than the gross tonnage of train, but not less than one retaining valve for each 75 gross tons in the train.

When the tons per effective brake exceed 61, all retaining valves must be turned up in high pressure position, except the rear five cars which should be left in release position. Retaining valves must be tested and M.P. 261-A form filled out for each train in accordance with No. 99-D-1 Brake and Train Air Signal Instructions. Notation must be made on M.P. 261-A form, the number of retainers turned up in high pressure position, and the number left in release on rear end of train.

**Keating Summit to Mile Post 113,
Kane to Wilcox and Rimersburg to AW**

**ENGINES EQUIPPED WITH OPERATIVE DYNAMIC
BRAKES AND PRESSURE MAINTAINING BRAKE
VALVES.**

On such trains the following tonnage will govern:

Unit Horse Power	4 Axle Unit	6 Axle Unit
1500 or 1600	3250 tons	4875 tons
1750 or 1800	3500 tons	5250 tons
2000	3750 tons	5625 tons
2400 and up	4500 tons	6750 tons

Train tonnage must not exceed 12,000 tons regardless of the Horsepower.

Tonnage for trains hauled by more than one unit, multiply the allowance shown for one single unit of that class by the number of units hauling the train.

If the tonnage is greater than that shown for the number of units specified, train must be handled in accordance with instructions for non-equipped engine.

Retaining valves will not be set up in low or high pressure position. On mineral freight trains, retaining valves must be set in slow direct exhaust position (handle at 45 degrees above center) on all except the rear five cars, and this must be done at the time the terminal air brake test is made and so remain enroute.

If the brake pipe pressure on the engine drops to 80 pounds on loaded trains and 60 pounds on empty trains, from any cause, the train must stop. Train brakes will not be released after stopping until a sufficient number of hand brakes are applied to secure the train. Hand brakes must not be released until it is known brake system pressure has been restored.

When stopping trains controlled by pressure maintaining method of braking on the grade, approximately six or seven car lengths prior to stop, the independent brake valve must be substituted for the dynamic brake for the remainder of the stop, in order to insure the bunching of slack on the entire train.

When starting trains that have been stopped in the above manner, the engine must not be moved more than six inches at a time until the entire train is in motion.

If dynamic brake or pressure maintaining feature or both fail enroute, instructions governing trains with non-equipped engines will govern.

Trains leaving Erie destined east of Kane with engines having dynamic brake operative must have the retaining valves set in slow direct exhaust position in accordance with instructions. Train will continue through to final terminal with retainers set in slow direct exhaust position.

When the pusher engine next to the train is passing the west end of Kane siding, pusher enginemen must observe the brake pipe pressure and if 85 pounds or more on loaded train, sound whistle signal to release brakes. If brake pipe pressure on pusher engine is less than 85 pounds, the engineman will sound whistle to apply brakes and train must be stopped before fouling the switches just west of Kane and must not proceed until the required brake pressure has been obtained and a road test of the brakes has been made.

On trains having no pusher, the trainman must observe the brake pipe pressure on cabin gauge and if less than 85 pounds the train must be stopped.

Trains starting from Kane will be governed by the above instructions.

Conductors and enginemen who have not handled trains on these grades for a period of one year or more will be required to qualify on the grade before they can be allowed to run over the territory. Conductors and enginemen will not accept any position requiring them to operate over these grades until the above requirements have been fulfilled and they have been qualified by Train Master or his representative.

Eastward freight trains must not exceed a speed of 10 miles per hour between Mile Post 95 and Mile Post 96: Enginemen, both front and rear must so regulate speed to obtain this result.

If retaining valves are used in high pressure position on mineral freight trains Kane to Wilcox, 50 percent of the retaining valves must be placed in slow direct exhaust position on head portion of train after descending the grade.

Sligo Running Track, Rimersburg to AW

Instructions 55-a to 60 inclusive and NOTE at bottom of Form M.P. 261-A, page 73, Brake and Train Air Signal Instruction No. 99-D-1 are in effect.

The brake pipe pressure must be 100 lbs. before descending this grade with freight trains of loaded cars. Before the train is started from Rimersburg the engineman of the pusher engine must observe the brake pipe pressure and if it is 85 lbs. or more, sound the whistle signal to release the brakes. If the brake pipe pressure on the pusher engine next to the train is less than 85 lbs., the engineman will sound the whistle to apply the brakes and the train will not proceed until required brake pipe pressure has been obtained.

On single engine trains or with helping engine on the head end, the trainman must observe the brake pressure on the cabin gauge and if it is 85 lbs. or more, will give signal to proceed, and if less will give the signal to apply the brakes and train will not be started until the required brake pressure has been obtained and road test has been made. When the stop signal is given the lead engineman will give one sound of the whistle and when proceed is given will give two sounds of the whistle.

When trains are doubled at Rimersburg or at any other point, after entire train has been coupled together a test of the brakes on the cars which had been stored on the siding, must be made as prescribed in Instruction 14a of No. 99-D-1, Brake and Train Air Signal Instructions.

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 the 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 left in the release position on the rear of the train.

For example: If the retaining valve value exceeds the gross tonnage of the train by 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 will make notation on back of Form MP-261-A showing the number of retaining valves left in release position.

On loaded trains the brake pipe pressure must be 105 pounds.

Before leaving Rimersburg it must be known that the train brake system is charged to not less than 10 pounds below the standard pressure. On 50 cars or less it will be

necessary to cut out the pressure maintaining feature and place the automatic brake valve on lap to determine if train brake system is charged. Over 50 cars the gauge on rear end can be used to determine if system is charged.

The minimum number of pressure retaining valves which must be turned to proper position for service on front end of freight trains on descending grades, is shown below:

Elmira Branch

	Loaded Trains
Southward—Leolyn	30%
Northward—Troy Hill	30%
Sned to Kendall	20%

LV Secondary Track

Eastward—Lykens to L.V. Jct.	20%
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The number of retaining valves to be increased when conditions require.

Mt. Carmel to Weigh Scales and

All Connecting tracks:

Conductors and enginemen of freight trains and mine crews will confer relative to the consist of their train, and use sufficient retaining valves to insure safety.

1155-A50. (Northern Division). Engines may be used to push against N-5 or heavier cabins ONLY. Other types of cabins must be coupled behind helper engines.

1155-A51. (Northern Division). Helper engines on rear of eastward freight trains, assisting to St. Marys, will detach helpers at Fourth Street.

1155-A52. (Northern Division). Helper engines on rear of eastward freight trains must be detached at Jackson unless otherwise instructed.

1155-A53. (Northern Division). Helper engines on the rear of southward trains (NR to JN) must not be detached from trains short of Sizerville Crossover. Trains with helper engines on the rear required to stop at Sizerville must stop south of the crossover, unless otherwise instructed.

1155-A54. (Northern Division). Freight trains with helper engines on rear having stopped on the ascending grade approaching Keating Summit will not attempt to start if a passenger train is due on the adjacent main track, unless flag protection is afforded the passenger train until the freight train is in motion.

1155-A55. (Northern Division). Westward trains stopping at Ridgeway to perform work, take on helper engines, etc., will stop with entire train east of Snow Plow crossing or helpers cut train for Bark Street when crossing is being used.

Eastward trains stopping at Ridgeway to perform work, taking on helpers, etc., will stop with entire train west of Bark Street crossing.

1155-A56. (Northern Division). When cutting train on West Linden Siding at public road crossing 544 feet west of Nisbet Station, no portion of the train must be left standing within ten-car lengths of the crossing.

1155-A57. (Northern Division). No. 1 Yard Track Brocton must not be blocked without permission of operator at BM.

1155-A58. (Northern Division). Freight trains using E.L.R.R. tracks between Brockway and Hyde will proceed at restricted speed.

1155-A59. (Northern Division). No. 1 Storage Track must not be blocked without permission of Operator at JN. When this track is cleared of cars, the conductor in charge of the train must promptly notify Operator at JN to that effect.

1155-A60. (Northern Division). Account close proximity of gasoline storage tanks train crews must not set off cars with heated journals on coach track Emlenton, Allegheny Branch.

1155-A61. (Northern Division). Account close proximity of gasoline storage tanks, train crews must not set off cars with heated journals on Atlantic Refining Co. Track, east of East Allens.

1155-A62. (Northern Division). Flashing color light signal system for use in doubling yard and road movements, located as follows:

Renovo—mounted on telephone pole crossarms, north of main track, with signal units visible from both east and west at these points:

- 276 feet east of Drocton Block Station
- 1617 feet west of Mile Post 197
- 150 feet west of Mile Post 197
- 749 feet east of Mile Post 197

Northumberland—mounted on signal bridge, south of Kase siding, 550 feet west of Kase;

mounted on telephone pole, north of main track, 100 feet east of Mile Post 286.

These signals will be under control of a member of the train crew engaged in doubling yard or road drafts at these points. Push button controls are located as follows:

Renovo—mounted in trainman's shelter located 1150 feet west of Drocton Block Station.

Northumberland—mounted on telephone pole, south of siding, 150 feet west of eastward home signal at Northumberland;

mounted in telephone shelter box, south of siding, near westward home signal at Northumberland.

Flashing light signal aspects governing doubling of yard or road movements have been assigned the following indications:

- | | |
|---------------------|-----------------|
| One long flash | — Stop |
| Two short flashes | — Move Forward |
| Three short flashes | — Move Backward |

Flashing light signals will be extinguished when not in use.

These signals do not supersede the observance of Block and Interlocking Signals.

1155-A63. (Northern Division). Eastward trains exceeding 75 cars must approach Thomas Township Road Crossing, located 600 feet west of Mile Post 263, prepared to stop clear of the crossing unless a more favorable aspect than approach is displayed on Signal No. 2632.

Eastward trains exceeding 75 cars must be stopped clear of Thomas Township Road Crossing, if in complying with the speed restriction at Monty it would become necessary to stop the train before arriving at Monty. Such

trains will then proceed through Montgomery and Monty in such a manner that further stops will not be made that would unnecessarily obstruct the grade crossings in Montgomery.

1155-A64. (Northern Division). Weigh-in-motion scale located on Scale Running track, 3800 feet east of Mile Post 226.

Weigh-in-motion scale, "ready" and "speed" indicator lights, located adjacent to and south of Scale Running track at intervals, from 300 feet west of the weigh-in-motion scale to McElhattan, in service.

Trains to weigh will not proceed over the weigh-in-motion scale unless the indicators display a steady white light. The train will proceed at a constant steady speed not exceeding 5 miles per hour for correct operation. At this speed, the indicators will continue to display a steady white light.

White posts are spaced at 440 feet intervals along south side of Scale Running track from a point 880 feet west of the weigh-in-motion scale to McElhattan. At 5 miles per hour, the running time will be one minute between these posts.

When flashing white lights are displayed, trains must at once reduce speed until a steady white light is again displayed.

If the indicators are not displayed or are extinguished before movement over the scale has been completed, train must be stopped immediately and a member of the crew communicate with the operator at Lock Haven.

After a train has completed movement over the weigh-in-motion scale, the engineman will communicate with the operator at Newberry before proceeding.

All eastward freight trains routed via Scale Running track will weigh unless otherwise instructed.

FREIGHT AND PASSENGER TRAIN OPERATION CENTRAL REGION

1156-A1. (All Divisions). Conductors of all trains and enginemen of light engines must inquire for instructions before starting from initial point.

1156-A2. (All Divisions). Helping engines not radio equipped, must be detached at block stations or at points where telephone communication is available with a block station. When helping engine is detached between a distant signal and home signal, markers will be displayed while passing block station.

This instruction will not apply when helper engines are used in switching movements of the train being assisted.

1156-A3. (All Divisions). When a train is delayed at points remote from block stations, conductor or engineman must see that some member of the crew communicates with operator at once and at frequent intervals.

1156-A4. (All Divisions). When engines on all diesel engine units are shut down on grades, sufficient hand brakes must be applied to the train to secure it until it is ready to proceed.

1156-A5. (All Divisions). Conductor or engineman of a train must secure permission from operator before entering a siding where switches are hand-operated except at points where open block stations are located at entrance end of siding.

1156-A6. (All Divisions). Switches leading into all shop tracks will be locked with a special lock, and the keys will be in charge of the foreman of car repairs.

1156-A7. (All Divisions). Referring to Instructions 26-a Brake and Train Air Signal Instructions No. 99-D-1.

Brake may remain applied over all bridges on this Region.

1156-A8. (All Divisions). All rolling stock equipped with roller bearing trucks must have hand brakes applied when left standing alone.

1156-A9. (All Divisions). On Secondary tracks, Industrial tracks, Running tracks, Sidings, Spur tracks, Yard tracks and Team tracks enginemen and trainmen will, when weather conditions are such that flangeways of road crossings or switches may be obstructed with snow or ice, assure themselves that road crossings and switches are in safe condition to use. If necessary, trains and engines will be stopped and road crossings inspected by member of crew before passing over them.

ALLEGHENY DIVISION

FREIGHT AND PASSENGER TRAIN OPERATION

1156-A10. (Allegheny Division). Trains on No. 2 track setting off cars on Thompsontown Shop Track must not foul cossrover located at west end of shop track.

1156-A11. (Allegheny Division). Huntingdon Icing Station. Method of operation governed by the following instructions:

All through cars in arranged service trains, requiring icing, will be iced at Huntingdon.

Eastward Trains — Conductors, when receiving consist of train at Pitcairn or Conway Yards will also be given four (4) copies of AD 27 showing icing attention required.

Upon arrival at Huntingdon waybills and AD 27's must be given prompt delivery to the foreman of the Icing Station located at east end of the platform.

Westward Trains — Conductors on trains having cars to ice at Huntingdon will throw off at Port a memorandum showing the number of such cars. The operator at Port will carefully look for such reports and immediately relay them by telephone to the Icing Station at Huntingdon and the train dispatcher at Altoona.

A trainphone located on the east end of the icing platform will be used by trainmen to spot trains when it is known the engine is equipped with a functional trainphone.

Trains performing work between Hunt and Deer must inform the operator at Hunt when work has been completed and train is ready to move.

1156-A12. (Allegheny Division). At Altoona, the incoming engineman on through passenger trains will verbally notify the outgoing engineman of the number of cars in train and condition of brakes.

1156A-13. (Allegheny Division). Eastward trains destined beyond Gallitzin:

A cluster of green lights located on the front of AR Tower, when lighted, will indicate to conductor of the train and engineman of the pusher to remain coupled to Altoona. If not lighted they will be governed by the following:

Helpers on the rear will cut off east of the summit, east of home signal bridge at Gallitzin and will be governed by the fixed signal for reverse movements through AR.

A sign reading "Cut OFF Point" is located on the south side of No. 2 track, 400 feet east of Mile Post 248, east of AR.

This sign locates "the summit." Helpers on the rear of eastward trains will cut off east of this sign, to avoid a slack adjustment after the helper is detached.

Westward trains destined beyond Gallitzin:

East Slope helpers on rear will cut off promptly after passing Gallitzin.

East Slope freight helpers pulling ahead will remain coupled to MO, Passenger helpers will cut off at UN.

South Fork Secondary Track:

Enginemen of helping engines assisting trains at M.P. 9, on South Fork Secondary Track, cutting off at that point, must promptly report to operator at SO for instructions.

1156-A14. (Allegheny Division). Fouling point sign, located on the west side of the Montgomery Concrete Co. side track, 505 feet west of the 7th St. Bridge, Altoona, indicates the fouling point of the A track.

When movement to the Montgomery Concrete Co. track clears the A track beyond this sign, permission of the Operator at Works must be obtained to re-enter the A track.

1156-A15. (Allegheny Division). Conductors and Engine of all trains, freight and passenger, operating between SG and JD will indicate on face of their car reports, time return, daily reports and mileage stub the tracks used between these points, whether 1, 2, 3, or 4 track.

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

1156-A16. (Allegheny Division). Overspeed warning system for eastward movements on No. 1 track and No. 2 track between a point 2112 feet west of Mile Post 247 and eastward home signal for Benny, will function as follows:

A—Between a point 2112 feet west of Mile Post 247 and a point 1718 feet east of Mile Post 247, if maximum authorized speed is exceeded the following warning devices will function:

1. Cab signal will indicate approach.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 1868 feet east of Mile Post 247, will sound.

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

B—Between a point 1718 feet east of Mile Post 247 and a point 2874 feet east of Mile Post 247, if maximum authorized speed is exceeded the following warning devices will function:

1. Cab signal will indicate approach.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 3024 feet east of Mile Post 247, will sound.

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

C—Between a point 2874 feet east of Mile Post 247 and a point 3674 feet east of Mile Post 247, if maximum authorized speed is exceeded the following warning devices will function:

1. Cab signal will indicate approach.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 3824 feet east of Mile Post 247, will sound.

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

D—Between a point 3674 feet east of Mile Post 247 and a point 4182 feet east of Mile Post 247, if maximum authorized speed is exceeded the following warning devices will function:

1. Cab signal will indicate approach.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 4332 feet east of Mile Post 247, will sound.
4. Torpedo will be exploded when engine passes eastward home signal at Benny.
5. Cab signal will flash and cab signal whistle will sound between a point 700 feet east of eastward home signal for Benny and a point 1730 feet east of eastward home signal for Benny.

Trains exploding torpedo or receiving flashing cab signal and cab signal whistle must be stopped immediately and report to the Operator at AR for instructions.

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

1156-A17. (Allegheny Division). Eastward trains on No. 1, No. 2 and No. 3 tracks with more than 85 cars receiving a signal indication more restrictive than Approach-slow, Rule 284 at fixed signal 2384 will stop clear of Brick Yard crossing located 875 feet east of signal 2384 and communicate with Alto Block and Interlocking Station before proceeding.

1156-A18. (Allegheny Division). Permission must be obtained from EP to use Barnesboro Pullout track.

1156-A19. (Allegheny Division). All work trains, wreck trains, snow removal equipment and light engines entering Cresson yard from Main Line will stop clear of Interlocking, in yard, and call Yard Office and Block Operator at EP Block Station for further instructions.

1156-A20. (Allegheny Division). Eastward and southward trains may use north and west leg Wye at South Fork on receiving proper interlocking signal at SO or on permission from operator at SO. Westward and northward trains may use these tracks on permission from operator at SO.

1156-A21. (Allegheny Division). Engine crews from the west will use crossover at west end of engine track at Conemaugh and place their engines on inbound engine track. Crossover switches will be left in normal position for crossover movements.

1156-A22. (Allegheny Division). On Conemaugh Pit tracks, target displaying yellow by day and yellow light

by night, at east end of and adjacent to Pit tracks 1, 2, 3 and 4, mark the end of track circuits on those tracks.

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

Eastward trains and engines using Nos. 1, 2, 3 or 4 Pit Tracks will proceed at Target locations to track Clearance point at Restricted Speed.

PITTSBURGH DIVISION FREIGHT AND PASSENGER TRAIN OPERATION

1156-A23. (Pittsburgh Division).

Eastward trains destined to Derry or beyond:

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

Westward trains from Derry:

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.

Eastward trains destined to Youngwood via Southwest Secondary Track:

Youngwood helpers will remain coupled to Youngwood.

Pitcairn helpers will cut off at crossing switch at Radebaugh, Southwest Secondary Track, and will report to the operator at RG.

1156-A24. (Pittsburgh Division). Northward trains required to stop at SY Block-Limit Station, for orders or to secure block permission, will stop south of B. & O. R. R. crossing, 0.1 mile south of SY and must not foul crossing until ready to proceed.

1156-A25. (Pittsburgh Division).

Westward trains from Pitcairn:

Helpers pulling ahead will cut off at CM.

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

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

1156-A26. (Pittsburgh Division).

Eastward trains on Brilliant Branch:

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

1156-A27. (Pittsburgh Station) U. S. Post Office Facility

Conductors of crews performing switching service to and from and within the U. S. Post Office facility, when necessary, may request assistance from the yardmaster so that hand and/or lamp signals can be transmitted by crew members positioned at proper locations when handling more than 3 cars.

1156-A28. (Pittsburgh Division). At Pittsburgh for through passenger trains except No. 11 and at Pitcairn and Conway for relay freight trains, except trains symbolized AST-4, TT-4, SW-6, and ED-1, train brake test are to be made in accordance with second paragraph Instruction 11 of the Brake and Train Air Signal Instructions of 99-D-1, revision of August 1, 1958 except those destined less than 500 miles from the last such inspection.

1156-A29. (Pittsburgh Division). Pittsburgh Station tracks No. 9 and No. 10 designated as Shop Tracks. Interlocked switches leading to Shop Tracks No. 9 and No. 10 must be protected by approved blocking devices which must not be removed except during lever operation.

1156-A30. (Pittsburgh Division). In Pittsburgh Passenger Terminal, yard engines, road engines and shifting movements must come to a full stop just prior to coupling to other cars or engines.

1156-A31. (Pittsburgh Division). North Spur Yard Tracks, Weirton Jct., under jurisdiction of operator at Weirton Jct., and must not be used or blocked without permission.

Signal Aspect Rule 290, Fig. B, will be authority for trains or engines to enter and use this track in either direction.

1156-A32. (Pittsburgh Division). Industrial track between Chester and Kobuta, under jurisdiction of operator at Weirton Jct.

Permission from operator at Weirton Jct. must be obtained for trains or engines to use this track in either direction and they must be reported clear to operator when movement has been completed.

1156-A33. (Pittsburgh Division). Operator at BF in charge of movements on wye tracks. Movements via south leg of wye track at BF will be made on permission from operator at BF. Southward movements on Monongahela Secondary track via north leg of wye track will be made on interlocking signal indication. Northward movements from Monongahela Railway via north leg of wye track will be made on hand signal from switchtender Monongahela Railway while on duty and on permission from operator at BF, when switchtender is not on duty.

1156-A34. (Pittsburgh Division). At Cadiz Junction trains are prohibited from setting off cars on turntable track. Other movements are prohibited from clearing on or otherwise obstructing Cadiz Secondary track West of the facing crossover lead from No. 1 track to No. 1 Storage track without first securing permission from the operator at Acre.

NORTHERN DIVISION

FREIGHT AND PASSENGER TRAIN OPERATION

1156-A35. (Northern Division). Attention is called to the following extract of The Law Of The State of New York:

"No railroad corporation, or any officer, agent or employe thereof shall stop its cars, horses or locomotives upon a grade crossing of a railroad of another corporation for the purpose of receiving, delivering passengers or freight, or other purposes."

1156-A36. (Northern Division). Trainmen after obtaining permission from operator at Hunlock to make movement over main track on West Nanticoke track, will operate the mechanism at derail which, when thrown, will cause signals to display Restricting aspects, Rule 290, Fig. B.

1156-A37. (Northern Division). Movements on Thoroughfare track between Log and crossover at south end of two or more tracks, Wilkes-Barre Connecting Railroad, governed as follows.

Eastward or northward trains receiving a restricting signal on eastward home signal at Log may proceed to Carey Avenue unless otherwise directed by yard master.

Eastward or northward trains from Buttonwood will obtain permission from yard master.

Southward trains will stop clear of trailing crossover north of Carey Avenue for instruction from yard master.

Westward trains from Buttonwood will obtain permission from operator at Buttonwood. Operator at Buttonwood will not authorize movements on thoroughfare track unless directed by yard master.

1156-A38. (Northern Division). Movements on Haas lead will be in charge of operator at Kase.

1156-A39. (Northern Division). All trains must approach and proceed through Beaver Dam and Paddy Mountain tunnels, Montandon Secondary Track, and Jerseytown Cut at a point one-half mile east of Mile Post 17, Watsontown Secondary Track, prepared to stop short of any obstruction.

1156-A40. (Northern Division). Permission for eastward trains to use No. 1 and No. 2 thoroughfare tracks, Northumberland, will be given by signal indication at Molly or by verbal permission from the yard master.

Eastward trains receiving fixed signal indication to use No. 2 thoroughfare track Northumberland will proceed to switch leading to pit and engine running track, 7950 feet east of Molly, and call yard master by telephone from this point for instructions.

1156-A41. (Northern Division). Permission for westward trains to use No. 1 and No. 2 Thoroughfare tracks, Northumberland, will be given by signal indication at Kase or by verbal permission from the yard master.

1156-A42. (Northern Division). Permission for westward trains to use thoroughfare track, Renovo, will be given at Drocton by message or by sign displayed in window or by verbal permission from the yard master.

Permission for eastward trains to use thoroughfare track, Renovo, will be given at Drury by message or by sign displayed in window at Drury or by verbal permission from the yard master.

1156-A43. (Northern Division). At Seventh Avenue, Williamsport, westward movements over electric locked hand-operated switch leading to industrial track must operate push button located adjacent to the low home signal to receive proper signal indication. Push button must be held until after the leading end of the movement has passed the signal.

1156-A44. (Northern Division). Signal indication or permission of the operator at Newberry will be the authority for movement on the Williamsport Station track.

1156-A45. (Northern Division). Loading area for use by Minns Coal Co. to load coal, located on Ridgway Secondary Track between the following points:

950 feet north of Mile Post 23

2850 feet north of Mile Post 24

Hand-operated derails are on Secondary Track at a point 950 feet north of Mile Post 23 and at a point 2850 feet north of Mile Post 24, protecting cars placed within loading area.

All movements must approach locations where Secondary Track derails are in service prepared to Stop. A member of the crew must determine that derails are in proper position for their movement before proceeding.

Crews placing cars for loading must report when Secondary Track is occupied by standing cars and derails are in place and locked.

When cars are moved clear of the Secondary Track, a member of the crew must report the track Clear and the time derails are removed.

1156-A46. (Northern Division). Eastward trains and engines must stop clear of Walnut Street Crossing, located 811 feet east of Mile Post 54, when eastward home signal Lock Haven is in stop position, to avoid unnecessary blocking of crossing.

1156-B58. (Pittsburgh Division). U. S. Post Office Facility, Pittsburgh Station. Conductors of crews performing service to and from and within the U.S. Post Office facility, when necessary, may request assistance from the yardmaster so that hand and/or lamp signals can be transmitted by crew members positioned at proper locations when handling more than 3 cars.

SPEED RESTRICTIONS

1157-A. Speed Table

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

SPEEDOMETERS—CHECKING

1157-A1. Referring to Rule 4157-A:

White marker posts installed along sides of track at the following locations for the purpose of checking speedometers.

ALLEGHENY DIVISION

Between	Location
Main Line—Phila. to Pittsburgh: MP 124 and MP 125 MP 229 and MP 230 No. 1, No. 2 and No. 3 tracks No. 1, No. 2, No. 3 and No. 4 tracks No. 3 and No. 4 tracks	2000 feet West of MP East of Bellwood to Bell Signal Bridge 2868 east for one mile Signal Bridge 2407 to Signal Bridge 2417 Signal Bridge 2547 to a point one mile west

PITTSBURGH DIVISION

Between	Location
Main Line—Phila. to Pittsburgh: No. 1 and No. 2 tracks No. 3 track MP 316 and MP 317	Shadyside east for one mile Moss Side Bridge east for one mile On north side of No. 4 track
Main Line—Conemaugh: MP 11 and MP 12 MP 63 and MP 64	West of Alum Bank West of Cheswick
Allegheny Branch: MP 14 and MP 15	North of Hulton highway crossing, located 0.6 mile north of Oakmont
Main Line—Pittsburgh to Chicago: MP 8 and MP 9	Emsworth to Glenfield
Bayard Branch: MP 5 and MP 6	West of Merrill
Main Line—Pittsburgh to St. Louis: MP 2 and MP 3	West of Monon

NORTHERN DIVISION

Main Line—Harrisburg to Buffalo: MP 11 and MP 12 No. 2 track MP 12 and MP 13 No. 2 track MP 116 and MP 117 No. 2 track MP 204 and MP 205 No. 1 track MP 230 and MP 231 MP 262 and MP 263	South of Pound Road Crossing At Signal No. 119 South of Bridge No. 115.22 for 1 mile 1½ mile east of Bridge 202.5 for 1 mile East of Pine Run for 1 mile East of Brick Church Road Crossing for 1 mile At Signal 960 for 1 mile
MP 95 and MP 96	
Main Line—Erie: MP 18 and MP 19	East of Bridge 17.6 for 1 mile
Chautauqua Branch MP 20 and MP 21 (Along eastward main of N&WRR) MP 128 and MP 129	South of Bridge 18.64 for 1 mile 1.13 mile south of Bridge No. 126.87 for 1 mile
Allegheny Branch MP 116 and MP 117	South of Signal No. 1175 for 1 mile

Minimum Running Times and Maximum Speeds On Descending Grades—Freight Trains

1157-B1. The following minimum running times and maximum speeds for freight trains between points on descending grades are established and the speeds prescribed for various grades must not be exceeded; except as provided in Special Instruction 1157-B2.

Clearfield Secondary Track:

Trains having an average tonnage of 51 to 95 tons per effective brake:

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to a point 1000 feet south of MP 11	1.98	2.5	10.7	14
From a point 1000 feet south of MP 11 to Van Scoyc Road Crossing south of MP 7	0.15 to 2.86	4.5	13.125	19
Van Scoyc Road Crossing to Vail.....	2.86 to 1.33	3.5	9.1	22
Total.....		10.5		55

Trains having an average of less than 50 tons per effective brake:

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to a point 1000 feet south of MP 11	1.98	2.5	16	10
From a point 1000 feet south of MP 11 to Van Scoyc Road Crossing south of MP 7	0.15 to 2.86	4.5	16	16
Van Scoyc Road Crossing to Vail.....	2.86 to 1.33	3.5	12	17
Total.....		10.5		43

Allegheny Division

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

Points	Grade	Distance Miles	Miles Per Hour	Minutes
UN-AR to SF	1.39 to 2.36	1.1	12	5
SF to MG	1.73 to 2.36	3.8	19	12
MG to Slope	1.45 to 1.85	6.2	20	18
TOTAL	—	11.1	—	35

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

Points	Grade	Distance Miles	Miles Per Hour	Minutes
UN-AR to SF	1.39 to 2.36	1.1	12	5
SF to MG	1.73 to 2.36	3.8	15	15
MG to Slope	1.45 to 1.85	6.2	18	21
TOTAL	—	11.1	—	41

New Portage Secondary Track

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

South Fork Secondary Track

Points	Grade	Distance Miles	Miles Per Hour	Minutes
MP 9 to Lovett	2.57 to 2.39	4.2	10	25

Beaver Secondary Track

MP 5 to MP 3	3.72 to 2.18	2	6	20
MP 3 to Lovett	2.39 to 1.58	3	10	18
TOTAL	—	5	—	38

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

Northern Division:**Keating Summit Grade—Southward**

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

Points	Grade	Distance Miles	Miles Per Hour	Minutes
MP 108 to MP 109	2.1	1	15	4
MP 109 to MP 110	2.2	1	15	4
MP 110 to MP 111	2.1	1	15	4
MP 111 to MP 112	2.2	1	15	4
MP 112 to MP 113	2.1	1	15	4
TOTAL	—	5	—	20

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

Points	Grade	Distance Miles	Miles Per Hour	Minutes
MP 108 to MP 109	2.1	1	12	5
MP 109 to MP 110	2-2	1	12	5
MP 110 to MP 111	2.1	1	12	5
MP 111 to MP 112	2.2	1	12	5
MP 112 to MP 113	2.1	1	12	5
TOTAL	—	5	—	25

The maximum tonnage may be increased from 50 to 75 tons and 95 to 105 tons per effective brake, between Keating Summit and Sizerville.

1157-B2. The following minimum running times and normal speeds for freight trains hauled by engines using the dynamic brake in conjunction with the pressure maintaining method of braking are established.

Allegheny Division:

Trains having an average of 55 tons or less per operative brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
UN-AR to SF	1.39 to 2.36	1.1	12	5
SF to MG	1.73 to 2.36	3.8	20	11
MG to Slope	1.45 to 1.85	6.2	23	16
TOTAL	—	11.1	—	32

Northern Division:

MP 108 to MP 109	2.1	1	20	3
MP 109 to MP 110	2.2	1	20	3
MP 110 to MP 111	2.1	1	20	3
MP 111 to MP 112	2.2	1	20	3
MP 112 to MP 113	2.1	1	20	3
TOTAL	—	5	—	15

Allegheny Division:

Trains having over 55 tons per operative brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
UN-AR to SF	1.39 to 2.36	1.1	12	5
SF to MG	1.73 to 2.36	3.8	17	13
MG to Slope	1.45 to 1.85	6.2	19	19
TOTAL	—	11.1	—	37

Trains having over 105 tons per operative brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
UN-AR to SF	1.39 to 2.36	1.1	8	7
SF to MG	1.73 to 2.36	3.8	15	15
MG to Slope	1.45 to 1.85	6.2	15	25
TOTAL	—	11.1	—	47

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

New Portage Secondary Track

Points	Grade	Distance Miles	Miles Per Hour	Minutes
UN-AR to SF	1.39 to 2.36	1.1	8	7
SF to MS	1.20 to 1.88	8.1	20	25
MS to Wye	1.03 to 1.81	7.2	20	22
TOTAL	—	16.4	—	54

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

NORTHERN DIVISION

Trains having an average tonnage of over 55 tons, per operative brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Mile Post 108 to Mile Post 109	2.1	1	15	4
Mile Post 109 to Mile Post 110	2.2	1	15	4
Mile Post 110 to Mile Post 111	2.1	1	15	4
Mile Post 111 to Mile Post 112	2.2	1	15	4
Mile Post 112 to Mile Post 113	2.1	1	15	4
TOTAL	—	5	—	20

Kane to Wilcox—Eastward

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

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Kane to Sergeant	2.0	4.2	15	17
Sergeant to Wilcox	1.0	4.4	25	10
TOTAL	—	8.6	—	27

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

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Kane to Sergeant	2.0	4.2	15	17
Sergeant to Wilcox	1.0	4.4	20	13
TOTAL	—	8.6	—	30

Before descending the above grade, engineman must know that the dynamic brake is operating properly and conductor must know that retaining valves are in proper position.

Sligo Running Track

Trains having an average tonnage over 51 tons per operative brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Mile Post 5 to AW	2.20	5	12	25

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

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum speeds, unless otherwise specified

ALLEGHENY DIVISION

Main Line Philadelphia to Pittsburgh Between:	No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		No. 0 Track		A Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour													
Div. Post (East. Reg.) & View			50	50	50	50	70	50	70	50				
View & Mifflin					70	50	50	50	70	50				
Mifflin & Wall			70	50	50	50	50	50	70	50				
Wall & Lewis					70	50	50	50	70	50				
Lewis & Jacks					70	50	50	50	70	50				
Jacks & Hunt					70	50	50	50	70	50				
Hunt & Pete			70	50	50	50	50	50	70	50				
Pete & Tunnel					70	50	50	50	70	50				
Tunnel & Spruce							70	50	70	50				
Spruce & Forge					35	35	35	35	35	35				
Forge & Wilson			50	50	70	50	70	50	50	50				
Wilson & Gray	30	30	50	50	70	50	60	50	50	50				
Gray & Antis			50	50	70	50	70	50	50	50				
Antis & Works			60	50	60	50								
Works & Alto			30	25	30	25								
Alto & Slope			30	25	30	25			25	25			25	25
Slope & Signal Bridge 2416-2417			35	35	35	35	35	35	30	30				
Signal Bridge 2416- 2417 & UN—AR			30	30	30	30	30	30	25	25				
UN—AR & MO			70	30	70	30	60	45	45	45	30	30		
MO & MP 254			50	45	70	50	70	50	45	45				
MP 254 & NY			50	45	70	45	70	45	45	45				
NY & W			50	45	70	50	70	50	45	45				
W & SO			60	45	70	50	70	50	45	45				
SO & AO			60	45	70	45	70	45	30	30				
AO & C			60	45	70	45	70	45	45	45				
C & SG			50	45	70	45	70	45	45	45				
SG & MP 280					70	45	70	45	50	45				
MP 280 & JD					70	50	70	50	50	50				
SG & JD			40	40										
JD & Div. Post Pgh. Div.					50	45	70	50	70	50				

BRANCHES	Single Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour					
Holidaysburg & Petersburg Branch Between:						
Wye & Eldo	20	20				
Eldo & Alto			30	30	30	30
Bald Eagle Branch Between:						
Wilson & Park	25	25				
Park & Lock Haven (Northern Div.)	45	45				
Irvona Branch Between:						
Cresson & Blandburg	25	25				
South Fork Branch Between:						
South Fork & LV			20	20	20	20
W & South Fork	20	20				
Paint Creek & Shade Creek Branch Between:						
Paint Creek Branch Jct. & Central City	15	15				
WBV Branch	35	35				
Snow Shoe Branch	25	25				
Cherry Tree Branch	25	25				
Boardman Branch	15	15				
Madera Branch	15	15				
Grassflat Branch	15	15				
Mahaffey Branch	20	20				
Phillipsburg Branch	15	15				
Hooverhurst Branch	15	15				

PITTSBURGH DIVISION

Main Line Philadelphia to Pittsburgh Between:	Single Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		No. 0 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour													
Div. Post, Allgy. Div. & Millwood							50	45	70	50	70	50		
Millwood & DR							50	45	70	50	70	50	50	45
DR & KR					50	45	70	50	70	50	50	45		
KR & MP 320					50	45	70	50	70	50	50	50		
MP 320 & MP 322					50	45	70	50	70	50	50	45		
MP 322 & RG					50	45	70	45	70	50	50	45		
RG & CP					70	50	70	50	70	50	70	50		
CP & SZ					70	50	70	50	50	50	50	50		
SZ & WG					70	45	70	45	45	45				
WG & Perry					70	45	70	45	30	30	30	30	30	30
Perry & R					70	45	70	45	45	45	45	45		
R & Swissvale							70	45	70	45	70	45		
Swissvale & CM							60	45	60	45	60	45		
CM & PITT									50	30	50	30		
Main Line Conemaugh														
JD & UY									50	50	50	50		
UY & Federal St.									45	45	45	45		

	Single Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track			
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Ftr.	Pagr.	Frt.	Pagr.	Frt.		
Main Line Pgh. to Chicago Between:	Miles per Hour													
PITT & Federal St.									30	30	30	30		
Federal St. & Jacks Run					70	50	40	40	40	40	70	50		
Jacks Run & East Conway					70	50	50	50	50	50	70	50		
East Conway & Div. Post (Valley Div.)									70	50	70	50		
Main Line Pittsburgh to St. Louis														
PITT & Ingram	60	40												
Ingram & Laurel Hill									60	40	60	40		
Laurel Hill & CO									60	50	60	50		
CO & Weirton Jct.							30	30	60	50	60	50		
Weirton Jct. & Dennison									60	50	60	50		
Dennison & Reg. Post (Sou. Region)									70	50	70	50		
Corliss Connecting Track Corliss & Esplen	15	15												

BRANCHES	Single Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Turtle Creek Branch Between: SZ & BY	20	20				
Port Perry Branch Between: Perry & U Jct.			20	20	20	20
U Jct. & PG	20	20				
Allegheny Branch Between: UY & Nadine	18	18				
Nadine & DN	30	30				
DN & AJ	40	40				
AJ & Brady (Nor. Div.)	40	40				
Terminal Branch—Between: WT & NY	20	20				
New Cumberland Branch—Between: Weirton Jct. & WN	20	20				
Low Grade Branch Between: Rochester & Div Post (Lake Div.)			30	30	30	30
Bayard Branch Between: Rochester & MP 25			50	50	50	50
MP 25 & Div. Post (Lake Div.)			35	35	35	35
River Branch—Between: Yellow Creek & Rockville			35	35	35	35
Brilliant Branch—Between: UY & CM			40	18	40	18

	Scully Single Track		Scully No. 2 Track		Scully No. 1 Track		OC Bridge No. 4 Track		OC Bridge No. 3 Track		OC Bridge No. 2 Track		OC Bridge No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Scully Branch: Between:	Miles per Hour													
Esplen & Wagner			20	20	20	20								
Esplen & Monon	20	20												
Ohio Connecting Bridge—Between: Esplen & Island Ave. Jct.											10	10	10	10
Island Ave. Jct. & Jacks Run											20	20	20	20
Island Ave. Jct. & Pennsylvania Ave.							10	10	20	20				

	Monon Single Track		Scully Single Track		No. 1 Track		No. 2 Track							
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.						
Monongahela Br. Between:	Miles per Hour													
Monon & OB	30	30												
Monon & OB			30	30										
OB & Kenny					30	30	30	30						
Kenny & Dravosburg					30	30	20	20						
Dravosburg & MC					30	30	30	30						

NORTHERN DIVISION

	Single Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Main Line Harrisburg to Buffalo Between:	Miles per Hour					
Rockville & MP 138	50	50				
MP 138 & Horn	20	20				
Horn & Northumberland	30	30				
Northumberland and East Allens	50	50				
East Allens and Signals 2486 & 2485			50	50	50	50
Signals 2486 & 2485 & 4200 feet east of MP 246			30	30	30	30
4200 feet east of MP 246 & East Linden	50	50				
East Linden & Linden			30	30	30	30
Linden & Lane	50	50				
Lane & Lock Haven			50	50	50	50
Lock Haven & 2200 feet west of MP 223			30	30	30	30
2200 ft west of MP 223 & Farwell			50	50	50	50

	Single Track		No. 2 Track		No. 1 Track	
	Pagr.	Frts.	Pagr.	Frts.	Pagr.	Frts.
	Miles per Hour					
Farwell & Drury			50	30	50	30
Drury & MP 186			45	45	50	45
MP 186 & MP 181			45	45	45	45
MP 181 & MP 174			45	45	50	45
MP 174 & MP 172			45	45	50	45
MP 172 & HY			45	45	45	45
HY & SG	45	45				
SG & JN			45	45	45	45
JN & MP 120			40	30	40	30
MP 120 & MP 113			50	45	50	45
MP 113 & Keating Summit			45	45	35	35
Keating Summit & NR			40	30	50	30
NR & CR	50	45				
CR & SN			50	45	50	45
SN & OW	50	45				
OW & Lake			50	45	50	45
Lake & Perry	50	45				
Perry & Wales			50	45	50	45
Wales & Hubbard	50	45				
Hubbard Div—Post Northeastern Region			50	45	50	45
Main Line—Erie—Between:						
JN & MP 140	50	45				
MP 140 & MP 116	40	40				
MP 116 & MP 104	50	45				
MP 104 & Kane	40	40				
Kane & MP 82	35	35				
MP 82 & Elm	50	45				
Williamsport Branch—Between:						
Newberry & 1400 ft. west of MP 246	30	30				
1400 ft. west of MP 246 & Linden	40	40				
River & East Linden	15	15				
Elmira Branch—Between:						
Newberry & 600 ft north of MP 1	20	20				
600 feet north of MP 1 & MP 27	40	40				
MP 27 & Leolyn	25	25				
Leolyn & Kendall	40	40				
Wilkes-Barre Branch—Between:						
Kase within interlocking limits			30	30	30	30
Kase & Log	40	40				
Chautauqua Branch—Between:						
BM & Pross	30	30				
Pross & Mayville	40	40				

	Single Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
	Miles per Hour					
Mayville & Summerdale	30	30				
Summerdale & MP 116	40	40				
MP 116 & Titusville	35	35				
Titusville & 2640 feet south of MP 133	30	30				
2640 feet south of MP 133 & Bridge	40	40				
Reno Branch	30	30				
JF&C Branch	30	30				
Valley Branch	30	30				
Rich Branch	30	30				
Mill Hall Branch	30	30				
Jersey Shore Branch—Between: SR & CP AD	35	35				
CP AD & Newberry Jet.			30	30	30	30
Bald Eagle Branch—Between:						
Lock Haven & Div. Post (Pgh. Div.)	45	45				
Allegheny Branch—Between:						
Divn. Post (Pgh Div.) & Oil	40	40				
Oil & Bridge	20	20				

Trains of more than 125 cars must not exceed a speed of 35 miles per hour between Lock Haven and Pine.

Trains must not exceed speed indicated when passing following distant signals:

Location	Direction	Signal No.	Miles per Hour
Kips	Eastward	Dist. Sig. to Kips	30
Kips	Westward	Dist. Sig. to Kips	30

Allegheny & Pittsburgh Divisions

CENTRAL REG. GENERAL ORDER NO. 109, PAGE 166

NOTE—Passenger and Mail & Express trains with freight cars not equipped for passenger service must not exceed normal speed for freight trains except as provided below or unless otherwise instructed.

On tracks where normal speed is 60 miles per hour or more, passenger trains consisting of more than 30 cars of all Passenger equipment, or including box and refrigerator type freight cars not equipped for passenger service, may be operated at a speed of 60 miles per hour, except where otherwise restricted.

Mail & Express and deadhead equipment trains, consisting of 30 cars or less, must not exceed a speed of 60 miles per hour.

Between the following locations where passenger train speed is 60 miles per hour or more, except where otherwise restricted. Arranged Freight Trains symbolized AST-2, BAL-2, CG-2, CG-8, CH-10 and TT, may operate at a speed of 60 miles per hour. Also PR symbolized trains, except PR-4, between Banks and Conway.

Main Line—Philadelphia-Pittsburgh

Mile Post 121 and Mile Post 132

Mile Post 136 and Mile Post 152

Mile Post 159 and Lewistown

Mile Post 168 and Hunt

Mile Post 206 and Tunnel

Mile Post 224 and Mile Post 228

Mile Post 284 and Mile Post 305, westward only

Mile Post 305 and Mile Post 322

Mile Post 327 and CP

Mile Post 339 and Mile Post 326

Mile Post 323 and Mile Post 311

Mile Post 305 and Mile Post 284

} eastward only

Main Line—Pittsburgh-Chicago

Jacks Run and Mile Post 23, eastward only

Main Line—Pittsburgh-St. Louis

Custer - Uhrich

1157-C2. Operating against current of traffic, except where Rule 261 is in effect, unless otherwise specified.

ALLEGHENY DIVISION

Main Line: Philadelphia to Pittsburgh	Miles per Hour	
	Pgtr.	Frts.
Div. Post (East. Region) & Works	50	40
Works & Slope	30	25
Slope & Pgh. Div. Post	50	40

PITTSBURGH DIVISION

Main Line: Philadelphia to Pittsburgh		
Allegheny Div. Post-Pittsburgh	50	40
Allegheny Div. Post-Federal St. Pittsburgh-Wood	50	40
Main Line: Pittsburgh to St. Louis Pittsburgh-Custer	50	50
Branches:		
Brilliant Branch	40	18
Monongahela Branch	30	25
Bayard Branch	35	35

NORTHERN DIVISION

Main Line: Harrisburg to Div. Post Northeastern Region	50	40
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1157-C3. Wreck Trains and Work Trains

ALLEGHENY DIVISION	Boom Trailing		Boom Forward		On Curves	
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
Main Line—Philadelphia to Pittsburgh Entire Division (Except as indicated below) Works & Slope	40 25	30 25	30 20	20 20	20 20	20 20
Branches: WBV Branch, Bald Eagle, Hollidaysburg & Peters- burg, between Eldo & Alto	30	30	20	20	20	20
Cherry Tree, Snow Shoe, Hollidaysburg & Peters- burg, between Wye & Eldo, Irvona, South Fork	20	25	15	20	20	20
Secondary Tracks: Clearfield, between Mills & Grampian, Hollidays- burg & Petersburg, Bedford, Mt. Dallas, Mor- rison Cove, Cresson, Black Lick & Susquehanna	25	....	20	....	....	....
Clearfield, between Park & Mills, Moshannon, New Portage	15	....	15	....	....	....
Hollidaysburg & Petersburg, Bedford, Morrison Cove, between Holly & Brook, Cresson, Black Lick and Susquehanna	....	20	....	....	20	20
All other Branches & Secondary tracks	15	15	10	10	15	15

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

PITTSBURGH DIVISION

	Boom Trailing		Boom Forward		On Curve	
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
Main Line—Philadelphia to Pittsburgh						
Entire Division (Except as indicated below)	40	30	30	20	20	20
On Freight tracks	30	30	25	20	....	....
Branches: Monongahela, Brilliant, Allegheny, Low Grade, Bayard & River	30	30	20	20	20	20
Turtle Creek & Port Perry	20	25	15	20	20	20
Secondary Tracks: Monongahela, Southwest, Powhatan, Washing- ton & Wheeling	25	20	20	20	20	20
Redstone, Yukon, Butler, Indiana, New Cumber- land & Weirton	20	....	15	....	....	....
Brownsville Jct. Wye, Div. Post (Mon. Ry.) & Redstone—South Leg	5	5	5	5	5	5
All other Branches and Secondary tracks	15	15	10	10	15	15

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

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line—Pittsburgh to Chicago—Between: Wood & Lucas Passenger track	35	25
Freight track	25	20
Main Line—Lake—Between: Alliance & Harvard	35	25
Bayard Branch—Between: Div. Post (Pgh. Div.) & Fairhope	20	20

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

NORTHERN DIVISION

	Boom Trailing	Boom Forward	On Curves		
	Miles per Hour				
	Wreck	Work	Wreck	Work	Work
Main Line—Harrisburg to Buffalo—Between: Div. Post (East. Region) & Renovo	35	30	25	25	20
Renovo & JN	30	30	20	20	20
JN & MP 113	40	40	30	30	25
MP 113 & Keating Summit	20	20	20	20	20
Keating Summit & Div. Post North-Eastern Region.	40	40	30	30	25
DM & SS49A	30	30	20	20	10
Main Line—Erie—Between: Elm & Emporium	30	30	20	20	20
Williamsport Branch—Between: Newberry & Linden	30	30	20	20	15
River & East Linden	15	15	15	15	15
Elmira Branch—Between: Newberry & Kendall	30	30	20	20	20
Reno Branch	30	30	20	20	20

	Boom Trailing		Boom Forward		On Curves
	Miles per Hour				
	Wreck	Work	Wreck	Work	Wreck
Valley Branch	30	30	20	20	20
JF & C Branch	30	30	20	20	20
Mill Hall Branch	30	30	20	20	20
Jersey Shore Branch	30	30	20	20	20
Rich Branch	25	25	20	20	20
Wilkes-Barre Branch—Between: Log & Kase	30	30	25	25	20
Bald Eagle Branch—Between: Lock Haven & Div. Post (Allegheny Div.)	35	30	25	20	20
Allegheny Branch—Between: Div. Post (Pgh. Div.) & MP 120	30	30	25	25	25
MP 120 & Oil	30	30	25	25	20
Oil and Bridge	20	20	20	20	20
Chautaugua Branch—Between: BM & Pross	25	25	20	20	20
Pross & Mayville	35	35	25	25	20
Mayville & Summerdale	20	20	20	20	20
Summerdale & Bridge	30	30	25	25	20
Selinsgrove Secondary Track—Between: Selinsgrove Jct. & Sal	10	10	10	10	10
Between Sal & End of Block	15	15	15	15	15
L. V. Jct. Secondary Track—Between: Lykens & L. V. Jct.	20	20	20	15	15
Shamokin Secondary Track—Between: Mt. Carmel & Kase	25	25	20	20	20
Montandon Secondary Track—Between: Montandon & White	25	25	20	20	20
Watsonstown Secondary Track—Between: Watsonstown & Berwick	20	20	15	15	15
Sodus Bay Secondary Track—Between: Himrod Jct. & Point	25	25	20	20	20
Low Grade Secondary Track—Between: Brady & 528 feet east of MP 2	15	15	15	15	15
MP 2 & West End Bridge 109.79	30	30	20	20	20
West End Bridge 109.79 & DF (Main Line)	20	20	20	20	20
All other Secondary Tracks	10	10	10	10	10

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

Main Lines—All Divisions	Miles per Hour
1157-C4. Circus Trains	*45
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A: —on straight track	*30
—on curves	*20
1157-C6. Freight trains with 30 or more cars of mineral freight	*40
Jenny Type cars, loaded or empty	*40
*NOTE—When handling such trains conductors must know that enginemen have been so advised.	

Main Lines—All Divisions	Miles per Hour
1157-C7. Snow Plows in service.....	*20
Snow Flangers in service.....	*20
Passing station platforms, all grade crossings and trains on adjacent tracks.....	5
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine	*30
1157-C12. Pushing Cars—Passenger Trains	*30
—Freight Trains	*20
1157-C15. Engines when operated from rear unit or other than leading end	*30
1157-C16. Engines moving over turntables.....	4
1157-C19. (Nor. Div.) Freight trains on descending grades:	
Main Line—Erie	
Eastward freight trains;	
—Mile Post 130 to Mile Post 138.....	30
Westward freight trains;	
—Mile Post 130 to Cap.....	30
—Mile Post 94 to Roy.....	30
Clare to Mile Post 68.....	30
Mile Post 10 to Elm.....	25
1157-C20. (Nor. Div.) Trains with TTX type equipment:	
Watsonstown Secondary Track	
All curves between Mile Post 0 and Mile Post 1....	10
First curve east of Mile Post 2.....	20
First curve east of Mile Post 4.....	20
All curves between Mile Post 7 and Mile Post 8....	20
Second curve east of Mile Post 12.....	20
All curves between Mile Post 17 and Mile Post 18	15
Third curve east of Mile Post 20.....	15
Curve at Mile Post 25.....	15
*When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated.	

TURNOUTS

1157-D1. Maximum Speed

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Allegheny Division		
Cresson Secondary Track Bradley Junction	Facing	30
	Trailing—Not Springing Switch	30
Cresson Secondary Track Ebensburg Junction	Facing	30
	Trailing—Not Springing Switch	30
Susquebanna Secondary Track BN	Facing	30
	Trailing—Not Springing Switch	30
Black Lick Secondary Track Beth Steel	Facing	30
	Trailing—Not Springing Switch	30
Non-Interlocked turnouts—diverging movements		10

Pittsburgh Division

Monongahela Branch Floeffe	Facing	15
	Trailing—Not Springing Switch	30
Monongahela Secondary Track, 966 feet south of Mile Post 50 California	Facing	30
	Trailing—Not Springing Switch	30
Monongahela Secondary Track, 1361 feet north of Mile Post 46 Roscoe	Facing	30
	Trailing—Not Springing Switch	30
Island Avenue—Diverging movements through hand-operated switches between Ohio Connecting Bridge and No. 2 track, all classes of engines		8
Non-Interlocked turnouts—diverging movements		10

Northern Division

Lock Haven— East end of east- ward Siding	Facing	50
	Trailing—Not Springing Switch	60
Leolyn—North end of Siding	Facing	40
	Trailing—Not Springing Switch	40
Cowley—South end of Siding	Facing	40
	Trailing—Not Springing Switch	40
Sned—North end of Siding	Facing	40
	Trailing—Not Springing Switch	40
Nescopeck—East end of Siding	Facing	40
	Trailing—Not Springing Switch	40
Non-Interlocked turnouts—diverging movements		10

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
All Divisions		
ALL OTHER	Facing	15
	Trailing—Springing Switch	15
	Trailing—Not Springing Switch	15

CURVES, BRIDGES, ETC.**1157-F1. Maximum Speed.**

Allegheny Division Main Line—Philadelphia to Pittsburgh		Miles per hour
First and Second Curves east of View, No. 1, No. 2, No. 3 and No. 4 tracks	35	G. O. NO. 106, PAGE 172
Curves, M. P. 125 to M. P. 128, No. 1 and No. 3 tracks	65	
Curves, M. P. 128 to M. P. 132, No. 1 and No. 3 tracks	60	
West Portion of Curve between a point 2400 feet west of M. P. 138 and M. P. 139 on No. 1 and No. 3 tracks	50	
Curves between M. P. 140.5 and M. P. 141.5 on No. 1 and No. 3 tracks	65	
Curves at M. P. 142 on No. 1 and No. 3 tracks	55	
Curves between M. P. 142 and M. P. 143 on No. 1 and No. 3 tracks	55	
Curve at Mile Post 148 on No. 1 and No. 3 tracks	55	
Curve at M. P. 149 on No. 1 and No. 3 tracks	65	
Curves at M. P. 151 on No. 1 and No. 3 tracks	60	
Curves between M. P. 152 and M. P. 153 on No. 1 and No. 3 tracks	50	
Curves between M. P. 153 and Mifflin on No. 1, No. 2 and No. 3 tracks	40	
First Curve west of Mifflin on No. 1 and No. 4 tracks	45	
Second, Third and Fourth Curves west of Mifflin on No. 1 and No. 4 tracks	65	
From a Point 3600 feet west of M. P. 155 and 4600 feet west of M. P. 155 on No. 3 track	10	
First Curve west of Wall on No. 1, No. 2 and No. 3 tracks	45	
Curve west of M. P. 162 on No. 1 and No. 3 tracks	65	
Curves at M. P. 163 and M. P. 164 on No. 1 and No. 3 tracks	55	
Second and Third Curves east of Lewistown on No. 1 and No. 3 tracks	50	
LEWISTOWN		
First Curve east of Lewistown	40	
First Curve west of Lewistown, No. 1, No. 2 and No. 3 tracks	50	
1st and 2nd Curves east of M. P. 172, No. 1 and No. 3 tracks	60	
First and Second Curve west of Ryde	45	
Curve at Mapleton, No. 1 and No. 3 tracks	60	
First Curve west of M. P. 206, No. 1 and No. 4 tracks	55	
Curve at M. P. 207 and first curve west of M. P. 207, No. 1 and No. 4 tracks	65	
Curve at Petersburg, No. 1 and No. 4 tracks	65	
First Curve west of Tunnel Interlocking, No. 2 track	55	
First Curve east of Spruce Creek Tunnel, No. 1 track	55	
Second Curve east of Spruce Creek Tunnel, No. 1 track	45	
First Curve west of Spruce Creek Tunnel, No. 2 track	50	
Curves between Forge and Tyrone Station	40	
First and Second Curves west of Tyrone, No. 3 track	65	
At UN, on No. 4 track and on siding, between home signal and east end of interlocking and home signal 731 feet west thereof	20	
First Curve east of MO, No. 2, No. 3 and No. 4 tracks	45	
Curves, W to SO	50	
Curves between SO and C, except Second Curve west of SO	40	
Second Curve west of SO	35	
Curves between Signal Bridge 2744-45, and Signal Bridge 2791, except second curve west of SG	35	
Second curve west of SG	30	
First curve east of MP 280 and first curve west of MP 280	55	
Curve at MP 284	45	
First curve west JD Nos. 1 and 2 tracks	60	
Curve at MP 293 Nos. 1 and 2 tracks	50	
Curve at MP 294 Nos. 1 and 2 tracks	60	
First and second curves west Signal Bridge 2946-45	45	
First curve east MP 298 Nos. 1 and 2 tracks	55	
Hollidaysburg and Petersburg Branch		
Curves at Nineteenth Street and Margaret Avenue, Altoona	20	
Bald Eagle Branch		
Through Mill Hall (by Ordinance)	35	
Approaching Highway Crossing at Vail, 1400 feet east or west thereof	30	
Irvonna Branch		
Curves from Cresson to Third Curve north of MP 5	20	
First Curve north of MP 13	20	
Curves between MP 19 and MP 25	20	
Second and Third Curve south of MP 39	15	

Allegheny Division Main Line—Philadelphia to Pittsburgh		Miles per Hour
WBV Branch		
Eastward trains approaching signal 530 to divert.....		10
Mile Post 32 and Mile Post 35.....		30
Kartus Tunnel		10
Deer Tunnel		25
Shawsville Tunnel		10
Fulton Tunnel		10
Snow Shoe Branch		
Between Mile Post 47.0 and Mile Post 55.0.....		15
East end of Peale Tunnel and Viaduct		20
Leonards Curve, one mile east of Clearfield Jct.....		20
Clearfield Jct. over bridge and on curve		15
Cherry Tree Branch		
Over Bridge V-18, at Mile Post 14.3		25
Switch at Dowler Jct., when diverging		20
Between Mile Post 3 and Mile Post 5		20
Boardman Branch		
All Curves between Potts Run Jct. and end of track.....		10
Madera Branch		
Between Clearfield Jct. and Dimeling		15
Between Dimeling and Irvona (except curves).....		15
All curves between Dimeling and Irvona		10
Mahaffey Branch		
Mahaffey Station, over Market		20
Phillipsburg Branch		
Chester Hill Borough—Grade Crossings Phillipsburg.....		10
South Fork Secondary Track		
M. P. 9 to Lovett, northward freight trains		10
H. & P. Secondary Track		
Hollidaysburg-Newry Street crossing.....		15
Second Curve west of M. P. 8		25
Curve 1200 feet west of Covedale.....		25
Bedford Secondary Track		
Curve at Creek		15
Through Bedford (by Ordinance).....		10
Through Hyndman (by Ordinance).....		10
Curve 3.1 miles south of Hyndman.....		15
Morrison Cove Secondary Track		
Holly and a point 3600 feet south of Holly.....		15
First Curve south of Holly		20
Curve between a point 250 feet north of M. P. 10 and a point 1300 feet south of M. P. 10, two miles south of Holly		20
State Highway Route 880, one mile south of Roaring Spring		25
Bellefonte Secondary Track		
Curve at Bellefonte Station		10
Clearfield Secondary Track		
Through Curwensville (by Ordinance).....		6
Through Clearfield (by Ordinance).....		12
Curve at north end of Bridge No. 38.35, ½ mile south of Field		15
Curve between M. P. 36 and 37, 1½ miles north of Woodland		20
Wallaceton—Reed Street crossing		15
N. Y. C. R. R. crossing—(Phillipsburg)		20
Curve between M. P. 21 and Bridge No. 21.94 one mile north of Maple		20
Phillipsburg Industrial Track		
Burg and end of track		10
Moshannon Secondary Track		
Through Houtzdale (by Ordinance).....		12

Allegheny Division—Contd.		Miles per Hour
Cresson Secondary Track		
Curves from M. P. 8 to 1500 feet north of M. P. 9.....		25
Curve at M. P. 15.....		25
Curves from M. P. 19 to First Curve north of M. P. 24.....		25
Passing over switch in main line at Hastings Jct.....		15
Curve at M. P. 38.....		25
Curve 300 feet north of M.P. 39.....		25
Passing over switch in main line at McGees Jct.....		15
Curve north of HM.....		25
Curves from M. P. 44 to Punxsutawney.....		25
Mahoning Street crossing, Punxsutawney.....		10
Black Lick Secondary Track		
Curves from Ebensburg Jct. to Ebensburg except Winterset Curve.....		20
Winterset Curve west of Winterset.....		15
Ebensburg to Vintondale.....		25
First Curve west of M. P. 31.....		25
First Curve west of M. P. 38.....		25
First Curve west of M. P. 40.....		25
Josephine to Black Lick.....		25
Susquehanna Secondary Track		
Curves Bradley Jct. to Bakerton.....		25
Passing through tunnel.....		15
On north and south legs of Wye at Cherry Tree.....		15
Beaver Secondary Track		
M. P. 5 to M. P. 3, northward freight trains.....		6
M. P. 3 to Lovett, northward freight trains.....		10
Elk Run Ind. track.....		10
Windber Industrial Track		
Between Windber Jct. and Eureka No. 35.....		10

**Pittsburgh Division
Main Line—Philadelphia to Pittsburgh
Division Post—Pitt Tower**

First curve west JD Nos. 1 and 2 tracks.....	60	G. O. No. 122, PAGE 174.
Curve at MP 293 Nos. 1 and 2 tracks.....	50	
Curve at MP 294 Nos. 1 and 2 tracks.....	60	
First and second curves west Signal Bridge 2946-45.....	45	
First curve east MP 298 Nos. 1 and 2 tracks.....	55	
Curve at west of Mile Post 298.....	45	
Curve at Mile Post 300 No. 1-2 tracks.....	50	
Curve at Mile Post 301 No. 1-2 tracks.....	50	
Curve at Mile Post 302 No. 1-2 tracks.....	60	
Curve at Mile Post 305 No. 1-2 tracks.....	60	
Curve at DR No. 1 and No. 2 tracks.....	60	
First curve west of Mile Post 309 No. 1 and No. 2 tracks.....	60	
First curve west of Mile Post 322 on No. 2 track.....	60	
Curves at east and west ends of Radebaugh Tunnel No. 3 track.....	30	
Curves at Mile Post 328.....	50	
Curves between Signal Bridge 3284 and 3304.....	45	
All curves between MP 339 and MP 337 No. 3 track.....	45	
All curves between MP 337 and MP 339 No. 4 track.....	55	
Curve west of Wilmerding.....	45	
Curve west of WG.....	45	
Curve at Perry No. 1 and No. 2 track.....	30	
All curves between MP 340 and second curve west of MP 343.....	35	
All curves between 2500 feet west of Mile Post 343 to Mile Post 345.....	45	
On east and west legs of Wye at CM.....	15	
Curve at East Liberty.....		
No. 1 track.....	40	
No. 2 track.....	35	
Between Mile Post 349 and Mile Post 350.....	40	
Curve west of Mile Post 350.....	35	
First and second curve east of Mile Post 351.....	30	
Curve west of Mile Post 351.....	35	
PITT Interlocking.....	15	

Main Line—Conemaugh

All Curves JD to M. P. 0.....	35
Curve east end Bridge 0.10, Conemaugh River west of M. P. 0.....	20
bridge 0.10 and M. P. 1.....	25
Curves between M. P. 3 and M. P. 4.....	35
First Curve west of M. P. 4.....	30
First curves west of Mile Post 5.....	40
Curve at Mile Post 7.....	40
Curves between Alum Bank and Bridge 8.40.....	
(Market Street, Blairsville).....	30
Curves between M. P. 14 and M. P. 16.....	45
All curves between Atlas and Mile Post 26.....	40
Second and Third Curves west of M. P. 26.....	30

Pittsburgh Division—Contd.		Miles per Hour
Sec	Curves between M. P. 29 and Truxall	30
Cur	Curves between Truxall and M. P. 32	45
Cur	M. P. 32 and M. P. 33	30
M.	Curves between M. P. 33 and M. P. 35	45
Cur	First Curve west of M. P. 35	35
Fin	First Curve west of M. P. 36	40
Fin	Curves between east end of Second Curve west of M. P. 36 and M. P. 39	30
Cur	2500 feet west of M. P. 41 and M. P. 43 on No. 2 track	30
250	No. 2 track between curve at Mile Post 41 and a point 340 feet west thereof	15
No	No. 1 track on curve at Mile Post 41	30
No	Curves between M. P. 43 and M. P. 44	45
Cur	First Curve west of M. P. 45	45
Cur	Curve at M. P. 46	45
Fin	Westward trains with ore destined Butler must not exceed a speed of 15 miles per hour passing Kiski Yard Office where train will be scanned	15
Wa	AJ Interlocking	30
spe	East and west legs Wye AJ	5
tra	Curves between AJ and M. P. 51	45
AJ	First Curve west of M. P. 51	45
East	First Curve west of M. P. 54	40
Cur	First Curve east of West Tarentum	45
Fin	First Curve west of West Tarentum	45
Fin	Curve at M. P. 58	35
Fin	First Curve east of Springdale	45
Fin	Curve at Springdale	45
Cur	Curve at M. P. 62	40
Fin	First and Second Curves west of M. P. 62	40
Cur	Curve at Cheswick	40
Cur	First Curve east of Acme	45
Fin	First Curve west of Acme	45
Cur	Curves between M. P. 64 and M. P. 66	45
Fin	First Curve west of M. P. 70	40
Fin	East and west legs of wye at UY	10
Cur	First Curve west of Mile Post 76 No. 1 track	35
East		
Fin		
Main Line—Pittsburgh to Chicago		
Fin	First Curve west of Bridge 0.33	20
Fin	First Curve west of Federal Street	20
Sec	Second Curve west of Federal Street	30
All	All Curves, Pennsylvania Ave. to and including Curve at Island Ave., No. 4 track	45
All	All Curves Jacks Run to Pennsylvania Ave., No. 1 track	50
Con	Conway—Inbound trains and inter-yard drafts moving by Scanning Towers at east and west end of yard, until train is yarded	8
Cur	Curve at West Conway No. 2 track	50
Cur	Curve at M. P. 25 east of Rochester Freight Station, No. 1 track	60
Cur	Curve at Rochester Station	40
Cur	Curve west of Rochester Block Station, No. 2 track	35
Cur	Curve west of Rochester Block Station, No. 1 track	30
Fin	Curve at M. P. 29	55
Fin	First Curve west of Bridge 29.25 No. 2 track	50
Fin	First Curve west of Bridge 29.25 No. 1 track	60
All	All Curves between M. P. 30 and M. P. 34, except curve at M. P. 33	55
Cur	Curve at M. P. 33	45
Cur	Curve at Wood	45
Main Line—Pittsburgh to St. Louis		
Between	Between Pitt and Elliott	20
Cur	Curves between Elliott and Carnegie	30
Cur	Curves between Carnegie and Mile Post 16	35
Tu	Curves at Mile Post 21	45
Cur	First curve west of Mile Post 21 to a point 3000 feet west of Mile Post 22	50
Cur	First curve east of Mile Post 23	40
Fin	All curves between Mile Post 23 and Burgettstown	50
Be	No. 1 and No. 2 tracks—All curves between Burgettstown and first curve west of Weirton Jct.	35
o	Eastward trains on No. 3 track between Weirton Jct. and NC	20
Fin	First Curve east of Bridge 42.11, Ohio River and Slack Street, Steubenville	30
Cur	Curves between Slack Street, Steubenville and 2000 feet west of M. P. 44	45
No	Curves between 2000 feet west of M. P. 44 and Mingo Junction Interlocking	55
East	Curve at Mingo Interlocking	45
Fin	Curves between Mingo Junction Interlocking and Gould	50
S	Track connecting Main Line and River Branch between Mingo Jct. and Rockville	30
Cur	Track connecting Main Line between east end of Gould Sid- ing and Bridge 20.96, east end Mingo Junction yard	15
Cur	Gould Interlocking	40
Tr	First and Second Curves west of Gould Tunnel	40
Tr	Curves east of MP 52	45
Tr	Curves between MP 52 and MP 67 except the following curves:	55
Tr	Curves between MP 55 and first curve west of MP 56	50
Tu	Curves between MP 62 and MP 63	50
Fin	Curves between MP 66 and MP 67	50
Cur	Curve at MP 68 and first curve west of MP 68	55
Cur	Curve west of Custer and curve west of MP 72	50
G	First curve west of MP 79 and first curve west of MP 80	50
Jev	Curve west of MP 89	45
U	Jewett Street, Dennison and a point 2000 feet west of MP 91	30

Pittsburgh Division—Contd.		Miles per Hour
Turtle Creek Branch		
Curves between Trafford and BY		15
Port Perry Branch		
North and South Legs Wye at PG		10
Allegheny Branch		
First Curve south of M. P. 25		30
Curve at AJ		30
Bridge 28.91		20
Kittanning—M. P. 44 to 46 account City Ordinance		30
Monongahela Branch		
Monongahela Secondary Tracks		
Monon and 1584 feet east of M. P. 0		10
OB Interlocking		30
All crossovers and turnouts at north end of PG Interlocking		10
Between M. P. 20 and West Elizabeth		10
Between MC and 3000 feet north of MC		20
Between M. P. 36 and M. P. 38		20
Bayard Branch		
Between M. P. 18 and M. P. 19		35
Curve, Yellow Creek		20
Terminal Branch—Zane Running Track		
Curve on both approaches to Ohio River Bridge No 1.75		10
Martins Ferry, over street crossing at grade		6
Curve at east approach to Chapline Hill tunnel		15
Wheeling, over street crossing at grade		10
New Cumberland Branch		
Approaching Cove Road crossing, west of CY		15
Crossover at WN leading from single track to New Cumberland secondary track		10
Redstone Secondary Track		
North Leg Brownsville Jct. Wye		15
South Leg Brownsville Jct. Wye		5
East Leg Brownsville Jct. Wye		5
Over Monongahela Ry. crossing, BF		12
RS, over all switches		15
Southwest Secondary Track		
Public Highway crossing, 1500 feet north of M. P. 3		15
Depot Street crossing—Youngwood		10
Public Highway crossing, 3130 feet south of Youngwood		15
Public Highway crossing, 5620 feet south of Youngwood		10
Public Highway crossing at HN		15
Between first grade crossing north of Scottdale Jct. and B. & O. R. R. crossing, 0.1 mile south of SY		12
Between crossing 0.5 mile north of Connellsville and Connellsville		12
Over first street crossing south of Connellsville		6
Bridge 24.56 Youghiogheny River, Connellsville		15
Over first street crossing north of NJ		6
Over first street crossing south of Dunbar		15
RS, over all switches		15
Southwest Industrial Track		
Between VA and Dunbar Street (3500 feet south of VA, Uniontown)		10
Sewickley Industrial Track		
Over grade crossing 2420 feet south of Junction with Southwest secondary track		5
Over grade crossing 6630 feet south of Junction with Southwest secondary track		5
Over grade crossing Weaver's Old Stand		10
Hempfield Industrial Track		
Over Arona road crossing 1.5 miles south of Adamsburg Jct.		6
Coal Lick Industrial Track		
Over street crossings between VA and Rainey Jct.		10
Except over street crossing, Lebanon Ave. (first crossing north of Rainey Jct. Wye)		4
West Brownsville Secondary Track		
BF to West Brownsville and Wye tracks		10
Blairsville Industrial Track		
Curve north leg Wye, Blairsville		10
Market Street and north end Wye		10
Butler Secondary Track		
Curves on east and west leg of Wye, Butler		10
JB and Lane		15
No. 101 and No. 102 Secondary Track		
32nd Street crossing, Pittsburgh, 1812 feet south of M. P. 2		5
Note—Applies to all tracks over this crossing front end of train only		

Pittsburgh Division—Contd.		Miles per Hour
Washington Secondary Track		
No. 105 Secondary Track		
Carnegie, within borough limits	5	
Curves between Mayview and Boyce	20	
Boyce, Over State Highway crossing at grade	20	
Washington between Chestnut Street and Main Street	20	
Between M. P. 13 and M. P. 15	15	
Between Mile Post 16 and Washington when pushing cars over grade crossings not protected by automatic features or not included in other Special Instructions	15	
Wheeling Secondary Track— Wheeling Running Track		
Lazearville siding over crossing at 20th, 22nd, 25th, 26th and 27th Streets, Wellsburg	5	
Wellsburg between 3rd Street and 27th Street	15	
Between Wheeling Station and 14th Street	10	
Powhatan Secondary Track		
GR and a point 2000 feet west of mile post 24	20	
Martins Ferry between Avondale Street and Buckeye Street	20	
BR, over switches leading to yard tracks	15	
Omal Secondary Track		
From a point 1,750 feet west of M. P. 59 to a point 2,200 feet west of M. P. 59	15	
From a point 800 feet east of M. P. 61 to a point 200 feet west of M. P. 61	10	
1,500 feet east of M. P. 62 to a point 200 feet west of M. P. 62	10	
New Cumberland Secondary Track		
Between a point 2200 feet west of M. P. 3 and M. P. 4	10	
Between a point one half mile east of M. P. 8 and a point 1600 feet east of M. P. 9	15	
Between east switch Union Brick Plant and M. P. 10	15	
Northern Division Main Line—Harrisburg to Buffalo		
Main Line		
Second curve west of Mile Post 92	45	
Third curve west of Mile Post 92	40	
First curve west of Mile Post 133	45	
First curve east of Mile Post 135	40	
Horn and 300 feet west of Northumberland station	30	
Through the Borough of Milton	40	
Between Mile Post 270 and Mile Post 271	30	
First curve west of Mile Post 266	45	
Curve at Monty east of Montgomery	15	
First and second curves east of Mile Post 252	40	
First curve east of Mile Post 229	45	
All curves between M. P. 219 and M. P. 221	45	
First and second curves east of Mile Post 218	40	
On and between first and second curves west of Glen Union	40	
Second curve west of Mile Post 207	45	
All curves between Renovo and Mile Post 194	45	
Between CT and west end of curve west of Keating	35	
First curve west of and first curve east of Bridge 171.08	35	
First curve east of Driftwood Station	35	
First curve west of Bridge 155.20 on No. 1 and No. 2 track	30	
JN to and over Alleghany Ave.	10	
Between Sizerville and Distant Signal 1154 No. 1 track, freight trains	35	
Light engines—Mile Post 113 to Keating Summit	30	
Light engines—Keating Summit to NR	30	
Curve south of Mile Post 104 south of NR	40	
Curve at Mile Post 104	40	
Port Allegany, street crossings north and south of Station	20	
Second curve north of Mile Post 79		
No. 1 track	40	
First curve north of Mile Post 71	30	
Union Street, Olean	20	
Between E-L R.R. crossing and Union Street	20	
Between E-L R.R. crossing and Mile Post 69	30	
Mile Post 69 to Signal 683, No. 2 Track, freight trains	40	
Curves south and north of Arcade Station	45	
Main Line—Erie		
Between JN and Mile Post 149	15	
Second curve west of Mile Post 145	45	
First curve west of Mile Post 129	25	
St. Marvs, trains and engines over highway crossings Mile Post 129 and a point 2640 feet east of Mile Post 127	30	
Curve at Mile Post 119	35	
Curve at Ridgway Station	25	
Ridgway, over highway crossings between Mile Post 119 and Mile Post 117	6	

Northern Division—Contd.	Miles per Hour
First curve west of Mile Post 116..... Curve at Mile Post 114 and first curve west of Mile Post 114.. Johnsonburg, over highway crossings Mile Post 111 to a point 1440 feet east of Mile Post 109..... Kane, from Mile Post 96 to a point 2640 feet east of Mile Post 93..... Sheffield, over Main Street crossing..... Curves between Mile Post 70 and Mile Post 69..... Warren-Freight Trains and light engines over highway cross- ings between Mile Post 67 and Mile Post 65..... First curve east of Irvineton..... All curves $\frac{1}{2}$ mile west of Mile Post 49 and $\frac{3}{4}$ mile west of Mile Post 47..... Between Mile Post 38 and MS..... Between MS and Eye..... Union City, over highway crossings..... Belle Valley, west of, while approaching Norcross Road crossing..... Second curve west of Mile Post 6 (5 Mile Curve)..... McClelland Ave. 800 feet east of Mile Post 4.....	45 45 15 15 30 45 15 30 45 35 20 20 30 25 20
Williamsport Branch	
Curve Mile Post 243..... Bridge 242.86..... First curve west of Bridge 242.86..... Newberry, both legs of wye..... Naught "O" Track River and East Linden.....	50 30 30 15 15
Reno Branch	
Between Polk Jct. and Franklin..... Franklin..... Franklin to Reno.....	25 5 15
Valley Branch	
*Dunkirk—N&W Crossing between Home Signals..... Between Mile Post 3.5 and Mile Post 8..... Between Mile Post 15.0 and Mile Post 26.5..... Bridges 21.90..... 26.27..... 29.64..... 47.77..... Through Limits of Warren..... *Falconer Jct., ELRR Crossing, between Home Signals..... *Applies to head end of train.	20 15 15 5 10 5 5 5 20
JF and C Branch	
At Mile Post 125.7..... East end of No. 1 Tunnel at Mile Post 79.9 to 800 ft. east.....	10 10
Mill Hall Branch	
Mill Hall, over Water St. crossing..... Between Mile Post 9.75 and Mile Post 13.5.....	10 15
Jersey Shore Branch	
Within interlocking limits SR..... Jersey Shore, Wye connection track.....	20 15
Elmira Branch	
600 feet north of Mile Post 1 to Mile Post 2..... Curve at Mile Post 9..... First curve north of Mile Post 24..... Second curve north of Mile Post 26..... Mile Post 52 and 1200 feet north of Mile Post 52..... All curves from Cowley to and including the curve at Mile Post 53..... Curve at Mile Post 54..... Curve at Mile Post 55..... Curve $\frac{1}{2}$ mile north of Mile Post 55..... All curves between Mile Post 71 and Mile Post 74.....	30 35 35 35 20 35 25 25 25 30
Wilkes-Barre Branch	
First curve east of Mile Post 59..... First curve west of Mile Post 59..... First and second curves east of Mile Post 58..... Curve at Lomis..... Curve at Mile Post 56..... West Nanticoke track crossing..... Curve 1500 feet east of Mile Post 55..... First curve east of Norca.....	15 30 30 30 30 30 30 30

Northern Division—Contd.		Miles per Hour
Chautauqua Branch		
Engines running light entire Branch.....		30
Between Pross and Bridge 60.44.....		30
Corry within corporate limits between Mile Post 92 and first crossing south of Eye.....		20
Curve at Main Street Crossing at Mile Post 102.5.....		25
Mile Post 121 and North end Titusville Siding.....		25
Curve at Mile Post 121.....		25
Curve North of Bridge 132.29.....		20
First curve north of Mile Post 136.....		25
Bridge to Mile Post 136.....		25
Bridge Interlocking.....		20
Allegheny Branch		
Curve between Sarah Furnace and Madison.....		35
Between M. P. 89 and ½ mile north of M. P. 89 account Local Ordinance.....		25
Curve at Mile Post 93.....		35
Curve north of Mile Post 100.....		30
First curve north of Mile Post 101.....		30
First and second curves north of Kennerdell tunnel.....		30
Curve at Mile Post 111.....		30
First curve south of Mile Post 120.....		35
Bridge Interlocking.....		20
Tidioute Leg of Wye at Bridge.....		15
Shamokin Secondary Track		
Curve at Mile Post 14.....		20
First curve west of Mile Post 14.....		20
First curve east of Mile Post 16.....		15
Locust and State.....		10
Selinsgrove Secondary Track		
Curve at east end Bridge 44.40.....		10
Bridge 44.40 and Bridge 44.04—Susquehanna River.....		10
Selinsgrove, street crossings.....		10
Sal and End of Block.....		15
Second curve east of Mile Post 41.....		15
First curve east of Mile Post 38.....		15
L. V. Junction Secondary Track		
L. V. Junction to a point 1000 feet west.....		10
Watsonstown Secondary Track		
Curve at Mile Post 0.....		15
Curve between Mile Post 1 and Mile Post 2.....		15
First curve east of Mile Post 3.....		15
Bridge 4.19.....		25
First curve east of Mile Post 5.....		15
First curve east of Mile Post 6.....		15
Bridge 14.17.....		25
All curves between Mile Post 18 and Eversgrove Jct.....		15
Between Mile Post 21 and Mile Post 28.....		15
Berwick, Warren and LaSalle St. crossings.....		4
Montandon Secondary Track		
Curve at Montandon.....		15
Between Water Street, Lewisburg and Derr Drive, Lewisburg.....		25
Curve west of Bridge 1.08.....		15
Between Home Signals UR interlocking.....		20
Curves between Mile Post 21 and Mile Post 26.....		20
Curves between Mile Post 30 and Mile Post 37.....		25
Curves between Mile Post 41 and Mile Post 46.....		25
Curves between Mile Post 55 and Mile Post 59.....		25
Low Grade Secondary Track		
Between Mile Post 4 and Mile Post 6.....		25
First curve east of Mile Post 8.....		20
Between Mile Post 12 and Mile Post 16.....		25
First curve east of Mile Post 16.....		25
Curve at Mile Post 17.....		20
1000 feet east of to a point 1000 feet west of SU Block Station.....		20
1000 feet east of to a point 1000 feet west of GH Block Station.....		20
Falls Creek, B&O R.R. Crossing.....		20
DuBois, head end of trains while passing over DuBois Street and Liberty Blvd. crossings at grade.....		10
Summit tunnel.....		25
Curve at Mile Post 71.....		25
First curve east of Mile Post 87.....		25
First curve west of Bridge 108.86.....		25
Curve at DF Bridge 109.79.....		20

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

Monongahela Secondary Track:

Between a point 1400 feet north to a point 2150 feet south of Mile Post 37.

West Brownsville Secondary Track:

Between a point 3800 feet south of West Brownsville to a point 4800 feet south of West Brownsville.

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

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

Between 200 feet south and 1700 feet south of Mile Post 61.

Ellsworth and Marianna Secondary Tracks:

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

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

Between north end and south end of Scenery Hill Siding.

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

Indiana Secondary Track:

Mile Post 6 and a point 2500 feet south thereof.

Butler Secondary Track:

Mile Post 1 and Mile Post 8.

Reno and J.F.C. Branches:

Proceed at reduced speeds at all exposed points looking out for slides and falling rocks.

ENGINES—ALL DIVISIONS

1157-G1. Normal Speeds, unless otherwise restricted

Class	Mile per Hour	
	Multiple Light	With Train
Diesel Units:		
EP20, EP22	60	80
EPF15	60	75
Freight, except EF15, ERS17	60	70
EF15, ERS17	60	65
Shifter Types		
All classes, except following:	50	60
ARS16, ARS18, ERS15, FRS16, FRS20X	50	65
ARS24S	60	75
ERS15AX	—	55
PRSL RS15, BS16 except 6011-6016, 6024 to 6027	50	65
PRSL BS16MS 6011-6016, 6024—6027	50	80
Single Units—Light		
All classes	30	
Rail Motor Car or Cars	65	
Rail Detector Cars	50	

NOTE—

Diesel unit type designations:

Second letter (and third where used) in type designation indicates service as follows:

- “P” — Passenger.
- “F” — Freight.
- “FP” — Freight-Passenger.
- “RS” — Road-Switcher.
- “S” — Yard-Switcher.

Numerals indicate engine horsepower in nearest hundreds.

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Normal Speeds unless otherwise specified

Allegheny Division

Track	Between	And	Miles per Hour
A	Deer	Hunt	30
C	Hunt	Deer	30
No. 1	Rose	Antis	30
No. 2	Antis	Rose	30
H. & P.	Pete	Frank	30
H. & P. No. 1	Wye	Holly	30
H. & P. No. 2	Holly	Wye	30
Springfield	Ganister	Oreminea	10
Morrison Cove	Holly	Curry	30
Bedford	Brook	State Line	30
Mt. Dallas	Creek	Dallas	15
Clearfield	Cur	Grampian	10
Clearfield	Grampian	Mills	30
	Mills	Summit	20
Clearfield	Summit	Park	15
Moshannon	Mills	Madera	20
Moshannon	Madera	McCartney	10
Moshannon and Clearfield	Jct. Moshannon Secondary Track	Brookwood shaft	10
New Portage	Wye	SF	20
Cresson	EP	RU	25
Hastings	Hastings Jct.	Hastings	10
McGees	McGees Jct.	Glen Campbell	25
Susquehanna	DF	DC	25
Black Lick	KY	ZD	25
South Fork	LV	HC	20
All other Secondary Tracks, Sidings and Running Tracks			15
Coal Run	Entire Track		10

Pittsburgh Division

Track	Between	And	Miles per Hour
Hall	OB	Kenny	15
Monongahela	MC	BF	30
West Brownsville	BF	Ten Mile Run Jct.	20
Southwest	RG	County Jct .	25
Southwest	County Jct.	VA	30
Redsone	BF	RS	20
Yukon	Yukon Jct.	Cowansburg	20
Indiana	D	Black Lick	30
Indiana	Black Lick	M. P. 15	25
Indiana	M. P. 15	M. P. 18	10
Butler	JB	Butler	20
Washington	Glenn	WH	30
Waynesburg	Waynesburg	WH	10
Wheeling	Weirton Jct.	UN	30
Powhatan	GR	Bellaire	30
Powhatan	Bellaire	PN	25
Omal	PN	Omal	25
Captina	Captina Jct.	Norton Mine No. 3	25
Weirton	CY	WN	20
New Cumberland	WN	HS	20
Cadiz	Cadiz Jct.	Georgetown Jct.	20
Hanna	Georgetown Jct.	Hanna	20
Gould Siding	.....	.....	30
No. 101	Uhrich	Dyke	15
All other Secondary Tracks, Sidings and Running Tracks	.....	.....	15

Northern Division

13	AD	Bill	15
Clermont	Clermont Jct.	End of Track	12
Farmers Valley	Coryville	Farmers Valley	20
Oil City	Bridge	Mile Post 36	20
Ridgway	Ridgway	Falls Creek	20
Watsonstown	Watsonstown	Eyersgrove Junction	30
	Eyersgrove Junction	Light St.	15
		Between Light St. and Berwick	20
Montandon	Montandon	White	30
L. V. Junction	L. V. Junction	Lykens	20
Selinsgrove	Selinsgrove Junction	Sal	10
	Sal	End of Block	15
Shamokin	Kase	Tenth Street, East Sunbury	20
	Tenth Street, East Sunbury	Mile Post 18	30
	Mile Post 18	Luke	20
	Luke	1,129 ft. West of Mile Post 25	30
Sodus Bay	Himrod Jct.	Point	30
Low Grade	Brady	528 feet east of Mile Post 2	25
	528 feet east of Mile Post 2	DF (Main Line)	30
401	Crossover South end Phillipston Yard	Brady	10
Running Tracks— Scale	Scale	Rich	15

Track	Between	And	Miles per Hour
Sidings—			
Rockville	Rockville	Stoney	30
Ferry	East Ferry	West Ferry	30
Miller	East Miller	West Miller	30
Boyles	East Boyles	West Boyles	30
Kase	Horn	Northumberland	20
Northumberland	Northumberland	Molly	30
Fair	East Fair	West Fair	30
Muncy	East Muncy	West Muncy	30
W. Linden	Linden	West Bud	30
E. Linden	West Allens	East Linden	30
Pine	Pine	Rich	30
Neff	North Neff	South Neff	30
Panama	North Pan	South Pan	30
Tryonville	North Try	South Try	30
All other Secondary Tracks, Sidings and Running Tracks			15

1157-J1. All Divisions. In the application of Rule 113, movement on the following tracks must not exceed the speed indicated, prepared to stop short of other movements, obstruction, or switch not properly lined.

Track	Between	And	Miles per Hour
Patton No. 2 and 3	Junction	End of Track	10
Kobuta Industrial	Chester	Kobuta	20
Jackson Industrial	Houston Jct.	End of Track also Buckeye mine track	10 10
Bear Run Industrial			10
Alexandria Industrial	M. P. 9	M. P. 11	5
Brookville Industrial			5

FREIGHT TRAIN RESTRICTIONS

Monongahela Branch

1159-A1. Oil hand lamps, or any other type of lamp having an open flame, must not be used while working in Pennsylvania Industrial Chemical Co. Electric hand lamps must be lighted before entering and must not be extinguished until after leaving the plant. Smoking on the premises prohibited.

Wheeling Secondary Track

1159-A2. (a) Lower Ferry—Account fire hazard, smoking or the use of open flame lights is prohibited in plant of Koppers Company Tar and Chemical Division beyond restriction boards.

(b) Wellsburg—Cars or engines must not be left standing within 80 feet of Highway Crossings at 5th and 19th Streets, Wellsburg.

Kobuta Industrial Track

1159-A3. Kobuta—Account fire hazard, the use of open flame lights is prohibited beyond restriction boards in plant of Koppers United Co.

Smoking is prohibited within the gates of this plant.

ENGINE AND SPECIAL LOAD RESTRICTIONS

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

NOTE—Letters and figures indicate:

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

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

The small letter in parenthesis shown in location column indicate reference NOTE shown at end of table.

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

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this Instruction.

COLUMN	CLASS OF ENGINES					SPECIAL LOADS			
	1	2	3	4	5	L	M	I	J
LOCATION	AS6, BS6, BS7, BS7M, ES6. AS10, AS10A, ARS10, ARS10SX, ARS10S, AS10M, ARS18, BS10, BS10M, BRS10SX, BS12, BS12M, BRS12, BRS12S, BRS12SX, ES10, ES12, ES12M, FS10, AF24, A-24A. ARS15, ARS16A, ARS16S, ARS16SX, ARS17, EF17, EF25, EF15A, EFP15, FS12, FS12M, FRS16, FRS20X, FRS20, GF25, EF22, AF25. ARS18A, ARS24, BRS16, EP20, EP22. ARS16A, ARS24S, ERS15AX, GF25A, AF27, EF25A, AEF30A, EF30A, ERS17A, FRS24, GF28A, AF30, E-36 GF33A, AF36. GF28A, AF30, EF36, GF33A, AF36.						M	I	J
ALLEGHENY DIVISION									
NEWPORT: F. M. Snyder trestle.....			X	X	X	X	X	X	X
Bridge 132.16.....									X 40
MIFFLIN: W. H. Manbeck trestles.....			X	X	X	X	X	X	X
HAWSTONE: Hill track.....			X	X	X				
MP 175 WEST OF: Penna. Glass Co. (tracks leading to Sand Plant only).....			X	X	X				
McVEYTOWN: H. O. Andrews & Son.....			X	X	X				

COLUMN	1	2	3	4	5	L	M	I	J
MT. UNION:									
Track east of Franklin St.....			X	X	X				
Freight Station track.....			X	X	X				
E. A. Beaver Co.....			X	X	X				
Harbison Walker.....			X	X	X				
MAPLETON:									
Siding West of Bridge St.....			X	X	X				
Bridgeport track at tool house curve.....			X	X	X				
HUNTINGDON:									
Martin Heine track.....			X	X	X	X	X	X	X
South of Hunt—Bridge 0.12.....							X	X	X
Laney Fink track.....			X	X	X				
Freight Station tracks.....			X	X	X				
Huntingdon Wholesale Co.....			X	X	X				
Radiator Corp.....			X	X	X				
WEST OF ANTIS:									
Bridge 232.94.....									40
ALTOONA:									
Juniata Scale Dump.....			X	X	X				
People Coal and PRR Public delivery tracks.....			X	X	X	X	X	X	X
Juniata side track.....			X	X	X				
Mannino Cosmo Inc.....		X	X	X	X				
Montgomery Concrete Siding.....			X	X	X				
People Natural Gas Co. 1st St.....			X	X	X				
Radio Service 7th St.....	X	X	X	X	X				
Quaker Products 8th St.....		X	X	X	X				
East Side Coal & Supply Co. 8th St.....			X	X	X				
Montgomery Concrete Co., 9th St.....			X	X	X				
J. I. Gleichert 10th St.....			X	X	X				
L. B. Mackey 10th St.....	X	X	X	X	X				
American Radiator Co. 16th St.....			X	X	X				
Altoona Brewery Co. (1 & 2) 17th St.....			X	X	X				
Boyer Candy Co. 17th St.....			X	X	X				
Altoona Pipe and Steel Co. at 17th St.....			X	X	X				
Armour & Co. 18th St.....			X	X	X				
Altoona Pipe and Steel Co. 18th St.....			X	X	X				
Curry-Canan Co. 19th St.....			X	X	X				
Filer's Storage Co. 19th St.....			X	X	X				
Keebler Biscuit Co. 26th St.....			X	X	X				
Atlantic Refining Co. 27th St.....			X	X	X				
Meyer Bros. Co. track 27th St.....			X	X	X				
Marhoefer's Baking Co. 28th St.....			X	X	X				
City of Altoona (1 & 2) 30th St.....		E	E	E	E				
City of Altoona (3) 30th St.....		E	E	E	E				
Economy Wholesale Groc. Co.....			X	X	X				
J. C. Ivory & Son 31st St.....			X	X	X				
A. E. Namey Co. track 31st St.....			X	X	X				
United Home Dressed Meat Co.....			X	X	X				
Independent Oil Co. 32nd St.....			X	X	X				
Butcher & Hart Mfg. Co.....			X	X	X				
Sydney Chairs, Inc.....			X	X	X				
D & H Distributing Co.....			X	X	X				
GALLITZIN:									
Bridge 248.32.....						30	20	10	10
GALLITZIN YARD:									
No. 9 track.....				X	X				
ELDORADO:									
McKesson Robbins Co. Crossing.....	X	X	X	X	X	X	X	X	X
BALD EAGLE BRANCH:									
LOCK HAVEN (Nor. Div.):									
Penn. Woven Wire Co.....					X	X	X	X	X
Hoberman Coal & Junk Yard.....					X				
American Aniline Prod. Co.....			X	X	X				
N. Y. & Penna. Paper Co.....			X	X	X				
Castanea Paper Co.....				X	X	X	X	X	X
BALD EAGLE:									
Bridge 6.17.....								40	30
TYRONE:									
Bridge 0.24 10th St.....									15
West Virginia Pulp & Paper Co. tracks 1, 2, 4, 5, 6, 7, 8, 9, 10, 11.....			X	X	X	X	X	X	X
Bayer-Gilliam Co.....			X	X	X	X	X	X	X
BELLEFONTE SECONDARY TRACK:									
All Industrial Tracks Font to White.....			X	X	X		X	X	X
BELLEFONTE CENTRAL RAILROAD:	30	30	30	30	30	30	X	X	X
FAIRBROOK IND.						X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
MILROY SECONDARY TRACK.							X	X	X
NAGINEY:									
Bethlehem Mines Corporation bridge at west end of loaded track.			X	X	X	X	X	X	X
LEWISTOWN SECONDARY TRACK.						15	X	X	X
LEWISTOWN:									
Goss Feed Co. trestle.	X	X	X	X	X	X	X	X	X
C. A. Hoffman trestle.			X	X	X	X	X	X	X
H. & P. SECONDARY TRACK:									
PETERSBURG:									
Bridge 0.72.								30	20
Bridge 0.90.								25	15
BLAIRFOUR:									
Bridge 11.51.								25	15
Bridge 11.67.								25	15
CLOVER CREEK INDUSTRIAL TRACK						X	X	X	X
Bassalt track.						X	X	X	X
SPRINGFIELD SECONDARY TRACK						X	X	X	X
Oremine track.						X	X	X	X
WILLIAMSBURG:									
West Virginia Pulp & Paper Co. trestles			X	X	X	X	X	X	X
Penna. Electric Co. trestle.			X	X	X	X	X	X	X
HORRELL:									
Bridge 24.37.								25	15
HOLLIDAYSBURG:									
McLanahan Stone Machinery Co. track	X	X	X	X	X				
Blair County Oil & Supply Co.	5	5	5	5	X				
DUNCANSVILLE:									
W. P. Appleyard trestle.			X	X	X	X	X	X	X
Swope trestle and track.			X	X	X	X	X	X	X
All other individual tracks.			X	X	X				
MORRISON COVE:									
SECONDARY TRACK:									
Between Holly and Brook.							15	10	10
Between Brook and Curry.								25	25
ROARING SPRINGS:									
Coal Trestle.			X	X	X	X	X	X	X
BEDFORD SECONDARY TRACK						25	15	X	X
Cassina Station.		X	X	X	X	X	X	X	X
Bedford—H. C. Heckerman Co.		X	X	X	X	X	X	X	X
WESTERN MARYLAND RR:									
State Line to Cumberland.				X	X	X	X	X	X
MT. DALLAS SECONDARY TRACK.				20		15	X	X	X
CLEARFIELD SECONDARY TRACK.					X			20	20
MOSHANNON SECONDARY TRACK & CONNECTING TRACKS:									
Mills to McCartney.						X	X	X	X
GRESSION SECONDARY TRACK.							20	X	X
BLACK LICK SECONDARY TRACK.								25	15
LUTHER INDUSTRIAL.									X
HASTINGS SECONDARY.									15
McGEES SECONDARY.									15
ELK RUN INDUSTRIAL TRACK.							X	X	X
Bridge 0.38 Punxsutawney.						5	X	X	X
BEAVER SECONDARY:									
Industrial Tracks except to Burkett Mine (F-78).							5	10	5
PAINT CREEK BRANCH.									
Bridge 0.57 Scalp Level.									10
SHADE CREEK BRANCH:									
Constantino Coal Mining Track beyond the Tipple.	X	X	X	X	X				

COLUMN	1	2	3	4	5	L	M	I	J
PITTSBURGH DIVISION									
CONEMAUGH DIST.:									
MILE POST 0:									
Garfield Fire Brick Co. track.....				X	X				
Bridge 0.10 No. 2 track.....								40	30
BRIDGE 8.75:									
East of Bl.....							40	30	20
BLAIRSVILLE:									
On Track Scales.....	X	X	X	X	X				
SALINA:									
Bridge 26.59.....							35	35	35
Jamison Industrial Tracks.....				X	X				
Cochran Coal Co. track West of tipple..	X	X	X	X	X				
BRIDGE 34.74:									
W. Apollo No. 2 track.....								40	30
INDIANA SECONDARY TRACK:									
Potter Coal Co. track.....					X				
Bridge 16.10.....								15	15
Bridge 17.79.....								15	15
YELLOW CREEK INDUSTRIAL TRACK:				X	X	X	X	X	X
DERRY:									
Sand Rock Track.....				X	X				
LATROBE:									
Superior Spur.....				5	5				
Freight House Track.....				X	X				
LATROBE INDUSTRIAL TRACK:									
Vulcan Mold Spur.....				X	X				
Latrobe Electric Steel Spur.....				X	X				
DONOHUE:									
400 feet east of Connection from No. 4 track to Alexandria Industrial Track.....			X	X	X				
PORT PERRY BRANCH:									
Bridge 10.19.....									10
WILKINSBURG TO CM:									
Industrial Tracks.....				X	X	X	X	X	X
CM:									
City of Pittsburgh Industrial track off east leg of Wye.....			X	X	X	X	X	X	X
All other Industrial tracks.....				X	X	X	X	X	X
EAST LIBERTY TO MILE POST 351:									
All Industrial tracks off No. 2 track.....				X	X	X	X	X	X
33rd ST., PITTSBURGH:									
Industrial track.....				X	X				
PITT									
Interlocked crossovers and turnouts.....				5	5				
BRILLIANT BRANCH:									
Bridge 0.68, Allegheny River.....									10
UNITY INDUSTRIAL TRACK:									
Palmer to Hostetter.....				X	X				
First curve south of Palmers.....			5	X	X				
American Locomotive Spur.....			D	X	X	X	X	X	X
Whitney Spur.....							X	X	X
Industrial Tracks.....							X	X	X
ALEXANDRIA INDUSTRIAL TRACK.....									
Dundale Wye track.....				5	5				
Coke tracks at Salem Coke Works be- yond coke loading platform and No. 5 track.....	X	X	X	X	X	X	X	X	X
BRUSH CREEK.....									X
JEANNETTE.....				X	X		X	X	X
TURTLE CREEK BRANCH.....							X	X	X
TURTLE CREEK INDUSTRIAL TRACK:									
Remaleys Indl. track (5447) Wm. Penn Hwy. to end of track.....				X	X	X	X	X	X
Seanor Mine Tracks Nos. 1, 2, 3 and 4 Under Tipple.....	X	X	X	X	X	X	X	X	X
Seanor Mine to Saltsburg.....							X		X
EAST PITTSBURGH INDUSTRIAL TRACK.....					X				

COLUMN	1	2	3	4	5	L	M	I	J
MONONGAHELA BRANCH: South of northern end of loading ramp on track leading from switch off No. 1 track, 2800 feet south of MP 28.....	X	X	X	X	X	X	X	X	X
MONONGAHELA SECONDARY TRK.: Monongahela Iron and Metal Co., tracks tracks A and B: Track A beyond a point 1500 feet, Track B beyond a point 1400 feet from switch leading from running track at point 2230 feet north of MP 31.....	X	X	X	X	X	X	X	X	X
OB: Whitehall track..... Industrial track.....				X X	X X				
HAYS: Axle Works track..... Harbison-Walker trestle..... Other Industrial tracks.....				X X X	X X X	X X X	X X X	X X X	
CLAIRTON: Carnegie-Illinois Steel Co. yard, south of Clairton.....					5				
FLOREFFE: Vesta Coal Co. Marine Ways..... Mississippi Glass Co.—run-around track All other tracks.....	X	X	X	X	X	X X X	X X X	X X X	X X X
SHIRE OAKS: Duquesne Light Co..... Loaded car repair tracks..... Power house track..... Transfer tipple—low track.....	5	5	5	5	5	X X 5 5	X X X X	X X 5 5	X X X X
MONONGAHELA: Courtney Pillsbury Coal Co..... New Eagle Industrial tracks..... All industrial tracks Second and Third Wards.....						5	X X X	X X X	X X X
DONORA: A. S. & W. Co. furnace yard—No. 5 track to clearance point..... A. S. & W. Co. furnace yard—No. 6 track A. S. & W. Co. furnace yard except No. 5 and No. 6 tracks.....				5 5 5	5 5 5	5 X 5	X X X	5 X X	X X X
CHARLEROI: Latchem Transfer Co..... Corning Glass Works Co. A and E tracks..... B and C tracks..... Charleroi Supply Co..... Tri-Cities Water Co.....				X X X X X	X X X X X	X X X X X	X X X X X	X X X X X	X X X X X
ALLENPORT: Pittsburgh Steel Co.....				X	X	X	X	X	X
BRIDGE 48.50 Public Delivery tracks.....				40	40	30	30	20	15
McKEESPORT SECONDARY TRACK: Between south end of McKeesport yard and McKeesport..... When two or more diesel units are used on Bridge 12.19 there must be at least eight cars between units.	D	D	D	D	D	D10	X	X	X
PETERS CREEK INDUSTRIAL TRACK: Between Peters Creek Jct. and MP 3..... South Leg of Wye.....				10 5	10 5			X	X
ELLSWORTH SECONDARY TRACK: Between: MC and Cokeburg Jct.....							X	X	X
HAZELKIRK: U. S. Steel, Maple Creek Mine Supply track..... Bethlehem No. 58 Mine.....				5 5	5 5	X 5	X X	X X	X X
ELLSWORTH: Bethlehem No. 51 Mine, all tracks under tipple..... Bethlehem No. 52 Mine, Mine Supply track..... Bethlehem No. 52 Mine track under tipple..... Industrial tracks.....	X X	X X	X X	X 5 X	X 5 X	 5	 X	 X	 X

COLUMN	1	2	3	4	5	L	M	I	J
MARIANNA SECONDARY TRACK:									
Between:									
Cokeburg Jct. and Marianna.....	X	X	X	X	X	X	X	X	X
Marianna Lumber Co. trestle.....									
COKEBURG SECONDARY TRACK:									
Between Cokeburg Jct. and Cokeburg.....							X	X	X
ONTARIO INDUSTRIAL TRACK:									
Between Ontario Jct. and Ontario mine tipple.....							X	X	X
Ontario Mine tracks north of tipple.....				5	5				
BROWNSVILLE JCT. WYE:									
North Leg of Wye.....				5	5				
South Leg of Wye.....	5	5	5	5	5				
East Leg of Wye.....	5	5	5	5	5				
FH:									
Colonial No. 1 Mine.....			5	5	5				
Delivery track.....			5	5	5				
RS:									
North Leg of Wye.....				5	5				
SOUTHWEST SECONDARY TRACK:									
Between:									
Industrial tracks.....							X	X	X
BRIDGE 24.58:									
South of Connellsville.....	15	15	15	15	15	15	X	X	X
NJ:									
Connellsville Stone and Work track.....				X	X	X	X	X	X
Connellsville Manufacturing & Mine Supply Co.....				X	X	X	X	X	X
Other Industrial tracks.....							X	X	X
GREENSBURG SECONDARY TRACK:									
Hempfield Foundry Co.....						X	X	X	X
Walworth Company.....						X	X	X	X
Huff Secondary track.....						10	10	10	10
Other Industrial tracks.....							X	X	X
SEWICKLEY INDUSTRIAL TRACK:									
Between:									
South end of Storage track and Bessemer Jct.....							X	X	X
SCOTSDALE SECONDARY TRACK:									
Between:									
Scottdale Jct. and 1.0 mile south thereof.....							X	X	X
1.0 mile south of Scottdale Jct. and end of track.....							X	X	X
OPOSSUM RUN INDUSTRIAL TRACK:									
Between Opossum Run Jct. and end of track.....							X	X	X
COAL LICK RUN INDUSTRIAL TRACK:									
Fayette Milling & Feed Co.....				5	5	X	X	X	X
Hygeia Ice Co.....				X	X	X	X	X	X
J. F. Hogsett & Son.....				5	5	X	X	X	X
H. C. Frick Coke Co., Continental No. 1 Mine.....				X	X	X	X	X	X
Other Industrial tracks.....						X	X	X	X
VANDERGRIFT:									
East and West end of tracks Nos. 3, 5, 6, 7 and 8.....				X	X				
VANDERGRIFT YARD TO MP 45:									
All Industrial tracks.....				X	X				
LEECHBURG:									
Storage track, within 200 ft. E. E.....	X	X	X	X	X				
FREEPORT:									
Bridge 0.60, P&S RR Interchange tracks.....					X		15	15	15
NATRONA:									
Beyond gate to Pennsylvania Salt Co. track.....					X				
NATRONA:									
Between Natrona and Tarentum on all yard tracks.....				X	X				
WEST TARENTUM:									
Tarentum Paper Products Co. track.....			X	X	X				
CREIGHTON:									
Baileys Run track.....				X	X				
ACME:									
Womsley track.....				X	X				
Cemline Tank Corp. track.....				X	X				

COLUMN	1	2	3	4	5	L	M	I	J
HARMAR:									
Bridge 64.97.....									40
ASPINWALL:									
Boro. Elec. Light track.....				X	X				
Pittsburgh Machinery & Equip. Co. track.....				X	X				
SHARPSBURG:									
Fort Pitt Brewing Co. track.....				X	X				
Pittsburgh Elec. Galvanizing Co. track.....			X	X	X				
Boro. Coal trestle.....				X	X				
ETNA:									
Crossover to Spang Chalfant tracks.....				X	X				
CO TO HERRS ISLAND:									
E. E. Bridge 0.10 to Herrs Island.....							X	X	X
HERRS ISLAND:									
Pgh. Prov. & Pkg. Co. Ice House track.....				X	X				
Curved portion of loop tracks.....				X	X				
CO TO FEDERAL ST.:									
National Lead & Paint Co. track.....				X	X				
Standard Ice Co. track.....				X	X				
Madison St. yard tracks.....				X	X				
May Stern Warehouse track.....				X	X				
Jokel Coal Co. tracks.....				X	X				
No. 4 and 5 tracks, Federal St. Freight Station.....				X	X				
No. 101 and No. 102									
SECONDARY TRACKS:									
Between:									
Penn Street Freight Station and Yard Tracks.....			X	X	X				
Girder Rail Turnouts:									
12th St.—Chas. Koch & Co. track.....			X	X	X				
12th St.—Felix Half & Bro. Inc. track.....			X	X	X				
12th St.—H. J. Heinz track.....			X	X	X				
23rd St.—Armstrong Cork Co. track.....			X	X	X				
24th St.—Monroe & Sons track.....			X	X	X				
26th St.—S. Hausman Sons Co. track.....			X	X	X				
29th St.—yard tracks.....			X	X	X				
29th St.—Colonial Supply Co. track.....			X	X	X				
30th St.—Crucible Steel Co. track.....			X	X	X				
31st St.—South end of local track.....			X	X	X				
32nd St.—Lectrone Steel Co. track.....			X	X	X				
33rd St.—Penn. Lub. Co. track.....			X	X	X				
33rd St.—Standard Oil Co. track.....			X	X	X				
36th St.—Harrison Shields track.....			X	X	X				
40th St.—Arsenal track.....			X	X	X				
48th St.—McConway & Torley Co. track.....			X	X	X				
48th St.—Heppenstall Forge & Knife Co. tracks.....			X	X	X				
49th St.—J. P. Devine House track.....			X	X	X				
51st St.—J. P. Devine track.....			X	X	X				
51st St.—Crane & Truck Service, Inc. track.....			X	X	X				
Sears, Roebuck & Co. track.....			X	X	X				
North Star Concrete Block Co., Apt. Steel Co. track.....			X	X	X				
McCandless Ave.—Am. Bridge Co. track.....			X	X	X				
Pittsburgh Spring & Steel Co. track.....			X	X	X				
54th St.—Pennsoil tracks.....			X	X	X				
55th St.—Kroger Co. track.....			X	X	X				
55th St.—United Engineering Co., F. Kneeland Plant track.....			X	X	X				
56th St.—Hanlon & Gregory track.....			X	X	X				
57th St.—Atlantic Rfg. Co. tracks.....			X	X	X				
62nd St.—Hubbard & Co. track.....			X	X	X				
62nd St.—Union Steel Casting Co. tracks.....			X	X	X				
ALLEGHENY BRANCH									
OAKMONT:									
Edgewater Steel Co. track.....			X	X	X				
Scaife & Sons Co. and Walters Mfg. Co. track.....			X	X	X				
U. S. Gypsum Co. track.....			X	X	X				
NEW KENSINGTON:									
Gen. Elec. Co. tracks.....			X	X	X				
Standard Ry. Equip. Mfg. Co. track.....			X	X	X				
Burrell Const. Co.....			X	X	X				
American Shim Steel Co., 2nd Ave. track.....			X	X	X				
Ken Iron & Steel Co. track.....			X	X	X				
H. C. Altman track.....			X	X	X				
Aluminum Co. track—Arnold Plant.....			X	X	X				
Aluminum Co. track—9th St.....			X	X	X				
Spg. Wks. River tracks.....			X	X	X				
J. K. Davison & Bro. track.....			X	X	X				
ARNOLD:									
West Penn Power Co. track, 2260 ft. north of Arnold.....			X	X	X				

COLUMN	1	2	3	4	5	L	M	I	J
BRIDGE 28.91: Kiskiminetas River.....	20	20	20	20	20	20	20	20	20
SCHENLEY: Finch & Co. Back track No. 3.....			X	X	X				
KITTANNING: McNesse-Reese Brick Co. track..... Duck Run track beyond tracks to Freight Station.....			X	X	X				
BUTLER SECONDARY TRACK: Butler Stand, Plate Glass Co. Bridge.....			10	10	10				
WINFIELD RR: WA Block-Limit Station to 2000 feet East thereof..... 2000 feet East of WA Block-Limit Sta- tion and Winfield.....			X	X	X				
MAIN LINE—Pittsburgh to Chicago PITTSBURGH: Swift & Co. and Armour & Co. side track east and west end of Swift & Co. Bldg. D. L. Clark Co. tracks..... North Avenue, Freight House No. 31 track..... Preble Avenue Industrial tracks..... All tracks leading to No. 0 track between Verner and Penna. Ave. Yard, except straight ladder..... Pennsylvania Avenue Yard..... Westbound Yard, Island Avenue, East end tracks 39, 43, 47, 49, 51, 53, 55 and 57—west end tracks 47, 49, 51, 53 and 55..... Curve, on lead track Standard Sanitary Manufacturing Company, between 0 track and Preble Avenue..... Island Avenue:— Through crossovers and turnouts not otherwise restricted at east and west ends of east and west-bound yards..... Connection to No. 0 track..... Manchester Yard, except No. 60 track..... Verner Yard, under shake-out apparatus at coal dock.....	X	X	X	X	X				
EMSWORTH: Tejan Coal & Supply Co., track and trestle, from a point 500 feet east of entrance from main track.....	X	X	X	X	X	X	X	X	X
HAYSVILLE: Sterling Varnish track.....				X	X				
EDGEWORTH: Industrial Lining Engineers trestle.....	X	X	X	X	X	X	X	X	X
LEETSDALE: Buncher Co., Industrial Sites Track..... {Bethlehem Steel Co., Lead track..... {All tracks in plant..... American Bridge Co., Greater Pgh. Warehouse Co. tracks.....				X	X				
AMBRIDGE: Team track beyond switch to Ambridge Supply Co..... Steel City Lumber Co., from west end of Undergrade Bridge to east end of track.....	X	X	X	X	X	X	X	X	X
ECONOMY INDUSTRIAL TRACK: Bridge No. 0.45..... A. M. Byers Co..... Spang Chalfant & Co., except receiving and delivery tracks.....				X	X		X	X	X
FREEDOM: West Conway and Rochester—Industrial tracks off No. 0 (naught) track.....				X	X				
WEST ROCHESTER: Rochester Box Co. track..... Rochester Box Co. trestle.....		X	X	X	X	X	X	X	X
NEW BRIGHTON: North Rochester Ind. track..... Hydrill Co. trestle..... Block House Run Ind. track.....				X	X	X	X	X	X
BEAVER FALLS: Oil Street Ind. track..... Morgan Bro's. Ind. track.....	15	X	X	X	X				

COLUMN	1	2	3	4	5	L	M	I	J
MORADO: Babcock & Wilcox Tube Co., South side must not go more than 580 feet inside of Industry gate.....		X	X	X	X				
BAYARD BRANCH LAUGHLIN: National Drawn Steel Co.....			X	X	X				
The Patterson Foundry and Machine Co.			X	X	X				
The Patterson Foundry and Machine Co. trestle.....	X	X	X	X	X	X	X	X	X
Hall China Co.....			X	X	X				
Louthan Pennz Oil.....			X	X	X				
Smith-Phillips China Co.....			X	X	X				
Potters Mining & Milling Co., No. 2 track.....			X	X	X				
Team track.....			X	X	X				
Patterson Foundry and Machine Co. (Refractories Dept.).....			X	X	X				
American Vitriified Products Co.....			X	X	X				
Kerr Lumber Co.....			X	X	X				
EAST LIVERPOOL: South Siding between Union St. and Broadway.....				X	X				
Hill track except Enterprise Coal Co. trestle.....	X	X	X	X	X	X	X	X	X
Bridge 0.84, Enterprise Coal Co. trestle..	X	X	X	X	X	X	X	X	X
Market St. Team Yard No. 116.....		X	X	X	X				
WELLSVILLE: McLain Brick Co. (Champion Works).....			X	X	X				
Stevenson Foundry, all engines restricted beyond a point 300 feet from switch.....			X	X	X				
Belt Line.....			X	X	X				
BEAVER VALLEY SECONDARY TRACK: Side Tracks, Buffalo St. to Fair Ave., 1.3 miles east thereof.....			X	X	X				
MAIN LINE PANHANDLE DIST. FOURTH AVENUE: Try Street Yard.....				X	X				
MONON: East leg of Wye.....	5	5	5	5	5				
POINT BRIDGE: Elevator trestle.....	X	X	X	X	X	X	X	X	X
CORLISS: Yard tracks.....				X	X				
West end of No. 6 track.....				X	X				
Phillip Carey Co. track.....				X	X				
Over hoppers at Corliss Coal Co.....	X	X	X	X	X	X	X	X	X
ROSSLYN: Perlite Co. tracks.....			X	X	X				
CARNEGIE: Yard tracks.....				X	X				
L. B. Foster Co. No. 1 and No. 3 tracks..			X	X	X				
L. B. Foster Co. No. 2 and No. 4 tracks..	X	X	X	X	X				
SUPERIOR MILL INDUSTRIAL TRACK: Bridge No. 0.09.....				X	X	X	X	X	
Bridge No. 0.62.....				X	X	X	X	X	
Beyond frog on Superior Steel Co. No. 1 and No. 2 tracks.....			X	X	X				
Keystone Butcher Co., track beyond first curve east of frog.....			X	X	X				
FORT PITT: Viviano track beyond switch to M. K. Frank track.....				X	X				
Viviano platform track and M. K. Frank tracks.....			X	X	X				
WALKERS MILL: Tuboscope Co. tracks.....				X	X				
OAKDALE: Industrial tracks.....				X	X				
NOBLESTOWN: Industrial tracks.....				X	X				
MCDONALD: West of house track frog.....				X	X				
Industrial tracks beyond frog loading to McCarthy track.....				X	X				
JO Yard tracks.....				X	X				
Bridge leading to Montour RR Inter- change track.....					X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
M. & O. INDUSTRIAL TRACK:				X	X				
Primrose Mine tracks under tipple.....	X	X	X	X	X				
BURGETTSTOWN:									
Florence Industrial track beyond a point 400 feet from main track.....				X	X				
HANLIN:									
Jefferson Coal Co. from main track switch to tipple.....				X	X				
Jefferson Coal Co. under tipple.....	X	X	X	X	X				
BRIDGE 35.54:									
East of Collier, No. 1 and No. 2 tracks.....								45	30
STUBENVILLE:									
Chicago Wall Paper Co. track.....			X	X	X				
Central Sewer Pipe Co. No. 9 track.....			X	X	X				
Ohio Foundry Co., track beyond frog.....			X	X	X				
MILE POST 52 (West of):									
Jefferson Coal Co., Sidney No. 2 mine, on empty tracks west of tipple.....	X	X	X	X	X	X	X	X	X
MINGO JCT.:									
Wheeling Steel Co., all bridges and ore trestles except Cross Creek Bridge.....		X	X	X	X	X	X	X	X
Ohio Nut and Washer Co., track.....		X	X	X	X				
Standard Slag Co., all tracks.....		X	X	X	X				
SCULLY BRANCH									
SCULLY ROAD:									
Nos. 1 to 9 steel car tracks.....			X	X	X				
OHIO CONNECTING BRIDGE:									
Duquesne Light Co. track.....							X	X	X
Beyond derail Duquesne Light Co. track.....				X	X		X	X	X
WASHINGTON SECONDARY TRACK.									
CARNEGIE:									
Freight house bridge and Freight house run-around track.....						X	X	X	X
BRIDGE 3.54:									
West of Kirwan.....								20	10
BRIDGEVILLE:									
Mayer Brick Co. track.....	X	X	X	X	X				
Universal mill on all other tracks.....	X	X	X	X	X				
BRIDGE 11.78:									
West of Van Emmen.....							30	20	10
BRIDGE 12.25:								25	15
RICHFOL:									
Pennsylvania Transformer Co., Building No. 55.....			X	X	X				
CANONSBURG:									
Patsch mine empty track beyond Fort Pitt Bridge Co. crossing.....			X	X	X				
Canonsburg Iron and Steel Co. on trestle Fort Pitt Bridge works, empty track.....	X	X	X	X	X	X	X	X	X
Trucks serving Fort Pitt Bridge works located 575 ft. east of mile post 14, beyond bridge over Chartiers Creek.....	X	X	X	X	X	X	X	X	X
Taylor Lumber Co. tracks.....	E	E	E	E	E				
BRIDGE 15.85:									
West of Houston.....							30	20	10
ARDEN:									
Rich Hill Mine, beyond clearance point empty end.....	E	E	E	E	E				
BRIDGE 21.73:									
East of Tylerdale.....								20	15
WASHINGTON:									
All Industrial tracks between MP 20 and Power plant, Washington, Inclusive.....			X		X				
McElroy Mill tracks.....			X	X	X				
Richman scrap, transfer yard, scale track and engine house lead at Maiden St. Northrup track, beyond a point 200 ft. from switch point.....	E	E	E	E	E				
Lytle lumber track.....			X	X	X				
Lytle lumber track beyond 50 ft. from switch.....	X	X	X	X	X				
WAYNESBURG SECONDARY TRACK:			X	X	X	(Entire Track)			
Beyond a point 1000 feet west of Main Street crossing Washington.....	X	X	X	X	X	X	X	X	X
Hazel Atlas Glass Co. (Atlas Factory) on bridge.....			X		X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
B. & M. INDUSTRIAL TRACK:									
Mayer Lumber Co. track.....	X	X	X	X	X				
McClain Coal Co. tracks on bridge.....	X	X	X	X	X	X	X	X	X
WESTLAND INDUSTRIAL TRACK.....								X	X
Beyond a point 1000 ft. west of Bridge 3.91.....	X	X	X	X	X	X	X	X	X
ATLASBURG INDUSTRIAL TRACK.....								X	X
CHERRY VALLEY INDUSTRIAL TRACK.....							X	X	X
Between Bridge 0.12 located 900 ft. east of Center Ave. and a point 1500 ft. east of Bridge 2.52 two and one-half miles east of Center Avenue.....							X	X	X
Wye track connections.....	5	5	5	5	5				
STUDA INDUSTRIAL TRACK.....								15	15
Langeloth Mine tracks on trestle.....	X	X	X	X	X	X	X	X	X
NEW CUMBERLAND SECONDARY TRACK:								15	15
Weirton to Chester.....									
WEIRTON JCT.:									
Wye tracks.....	10	10	10	10	10				
DENNISON:									
East end west bound yard, track Nos. 11, 13, and 15.....						X	X	X	X
Superior No. 2 plant.....						X	X	X	X
Ferguson-Edmundson Tracks.....						X	X	X	X
Dennison Sewer Pipe Co. lead track.....						X	X	X	X
Dennison Sewer Pipe Co., track beyond a point 50 ft. east of crossing.....						X	X	X	X
Beyond a point 200 ft. west of switch leading to tracks east of inspection shed.....						X	X	X	X
Old wreck train, Oil house, High-Ball and Work train tracks beyond in- bound switch.....						X	X	X	X
Coal dock, alley tracks and shop yard.....						X	X	X	X
Beyond No. 14 switch west and east- ward yard.....						X	X	X	X
Beyond point of switch to No. 12 track, east end of eastward yard.....						X	X	X	X
West end No. 10 Shop track.....						X	X	X	X
UHRICHSVILLE:									
Freight Station track.....						X	X	X	X
Twin City Gro. Co. track.....						X	X	X	X
Farm Bureau Cooperative track.....	X	X	X	X	X	X	X	X	X
NEW CUMBERLAND:									
Acme Clay track beyond main track frog.....	X	X	X	X	X				
KENILWORTH:									
J. Porter track on coal trestle.....	X	X	X	X	X	X	X	X	X
CHESTER:									
Wye tracks.....	5	5	5	5	5				
Taylor Smith and Taylor track No. 3.....		X	X	X	X				
KOBUTA:									
Beyond restriction boards, Koppers United Co.....	X	X	X	X	X				
WHEELING SECONDARY AND RUNNING TRACK:									
WEIRTON JCT.:									
Car cleaning track, 4059 feet east of Mile Post 1 between a point 10 car lengths west of facing switch at east end of track and a point 10 car lengths east of facing switch at west end of track.....	X	X	X	X	X	X	X	X	X
BRIDGE 151.19:									
West of Short Creek.....							30	20	10
EAST WARWOOD:									
Blaw Knox Warwood Works Scale tracks.....	X	X	X	X	X				
WHEELING:									
Bloch Bros. tracks.....			X	X	X				
Sylvania Elect. Prod. Co., 48th St., beyond building line, south side of Water St.....			X	X	X				
BRILLIANT									
Ferro Alloy on girders over pit.....				X	X	X	X	X	X
N&W RAIL ROAD:									
Between Warrenton and east end of first bridge east of Warrenton.....							X	X	X
Beyond east end of first bridge east of Warrenton.....						X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
BRIDGE No. 32.61:									
West of Tiltonville.....								20	20
RIVER BRANCH:									
Empire.....									
Union Fire Clay Co. track between second road crossing 165 feet west of frog.....			X	X	X			25	25
Bridge 5.62.....								25	25
TORONTO:									
Toronto Paper Mfg. Co.....				X	X				
Kaul Clay Co.....				X	X				
STEBENVILLE:									
Eastern Ohio Sand and Supply, both tracks beyond sand storage bins.....	X	X	X	X	X				
Wheeling Steel Corporation, Steubenville Works, tracks on bridge, trestle and open hearth stock house trestle.....	X	X	X	X	X	X	X	X	X
Weirton Steel Co., tracks at west end.....			X	X	X				
POWHATAN SECONDARY TRACK:									
POWHATAN:									
Neff Lumber Co., track beyond a point 300 ft. from main track switch.....	E	E	E	E	E				
Powhatan Mine Loaded Tracks.....	E	E	E	E	E				
MARTINS FERRY:									
Bridge 1.67, Jefferson St.....						10	X	X	X
Art Craft track.....			X	X	X				
TERMINAL BRANCH:									
BRIDGE No. 1.75:									
Ohio River.....						10	X	X	X
PENINSULA:									
Blaw Knox Co. tracks.....			X	X	X				
Blaw Knox Co. scale track.....	X	X	X	X	X	X	X	X	X
Hamburg Bros., tracks beyond switch located on Bridge 0.14.....						X	X	X	X
CHAPLINE									
Wheeling Steel Co., Whitaker Works.....			X	X	X				
WHEELING SECONDARY TRACK:									
WHEELING (18th St. Yard):									
Tracks 2 and 9.....			X	X	X		X	X	X
All other tracks in 18th Street yard.....									
WHEELING:									
Hazel-Atlas, tracks on trestle.....		X	X	X	X	X	X	X	X
29th Street Yard tracks.....			X	X	X				
Labelle track. All Industrial tracks, except A. & P. Warehouse track.....			X	X	X				
CADIZ SECONDARY TRACK:									
On turn-out leading from Cadiz Secondary track to west end of Cadiz Mine track when moving to or from Cadiz Secondary track.....						X	X	X	X
NORTHERN DIVISION									
EAST AURORA:									
Freight House Tracks.....									
Griggs & Ball.....			X	X	X	E	E	E	E
E. E. Godfrey.....				X	X	E	E	E	E
Tenney Lumber.....				X	X	E	E	E	E
Fisher Price Toys, Inc.....				X	X				
East Aurora Lumber Co.....			X	X	X				
MACHIAS:									
Olean Gravel Inc.: under tippie.....	X	X	X	X	X	X	X	X	X
B&O RR Connection.....					B5		10	10	10
MILE POST 47, NORTH OF:									
Buffalo Slag Co.....				X	X				
FRANKLINVILLE:									
J. H. Gray Milling Co. and Ontario Knife Co.....			X	X	X				
Jones Old Track.....			X	X	X				

COLUMN	1	2	3	4	5	L	M	I	J
OLEAN:									
Clark Bros. Tracks.....	X	X	X	X	X	E	E	E	E
Olean Transfer Co.....				X		E	E	E	E
Olean Transfer Co., beyond first coal Trestle.....				X	X	X	X	X	X
Foss Bros. Co.....				X	X	E	E	E	E
Van der Horst Corp. of America.....									
Daystrom Corp. No. 2 Track to Franklin Ave.....				X	X	E	E	E	E
Daystrom Corp. No. 2 Track beyond Franklin Ave.....			X	X	X	E	E	E	E
I. W. Miller & Son to door of building.....				X	X	E	E	E	E
I. W. Miller & Son beyond door of building.....		X	X	X	X	E	E	E	E
Armour & Co. siding.....			X	X	X				
Socony Vacuum Oil Plant.....			X	X	X				
E-L RR Interchange No. 1.....	5	5	5	X	X				
E-L RR Interchange No. 3.....			X	X	X				
E-L RR Interchange No. 4.....			X	X	X				
Olean Branch Side Track.....	5	5	5	X	X	5	5	5	5
Olean Branch Side Track beyond Henley St.....	5	5	5	X	X	E	E	E	E
Red Line and all connecting tracks to a point 50 feet west of South Union St. Crossing and all connecting tracks to a point 180 feet west of South Barry St. Crossing.....	5	5	X	X	X	X	X	X	X
Olean Creek Bridge on side track South of E. State St.....	5	5	X	X	X	X	X	X	X
Trestle, Quirin Coal Co.....	X	X	X	X	X	X	X	X	X
Trestles, on Olean Tile Co. and Public Deliv. Tracks.....	10	X	X	X	X	X	X	X	X
England Walton & Co. beyond a point 270 feet from switch.....	E	E	E	E	E	E	E	E	E
OW: NORTH OF:									
Wholesale Grocery Co-op.....			X	X	X				
Line Material Co. Track.....	5	5	5	5	5				
Zukerman Track.....	5	5	5	5	5				
PORTVILLE:									
Dairymen's League Switch.....				X	X	E	E	E	E
CLERMONT SECONDARY TRACK:									
Between Clermont Jct. and Mile Post 5, Farmers Valley.....				E	E	E	E	E	E
Mile Post 5, Farmers Valley.....	10	10	10	E	E	E	E	E	E
FARMERS VALLEY SECONDARY TRACK:									
Between Coryville and Farmers Valley.....				E	E	E	E	E	E
Quaker State Refg. Co.: Tracks Nos. 2, 3 and 4 beyond a point 370 feet from point of switch.....				X	X				
Quaker State Refg. Co.: Tracks Nos. 5 and 6 beyond a point 350 feet from Secondary Track Switch.....				X	X				
PORT ALLEGANY:									
Trestle on Andy Anderson Track.....		X	X	X	X	X	X	X	X
Pierce Glass Co. Track.....			X	X	X				
Planing Mill Co.....				E	E	E	E	E	E
American Extract Slab Stack Track.....	X	X	X	X	X	X	X	X	X
Old C&PA RR Interchange No. 1 Abbott Milk Track.....				E	E	E	E	E	E
All other C&PA Tracks.....				X	X	X	X	X	X
BRIDGE 97.07:									
South of Port Allegany.....				40	40		40	30	20
EMPORIUM:									
North Leg Wye.....				X	X				
Mallory Lumber Co.....				X	X				
BRIDGE 155.20:									
East of Cameron: (No. 1 Track.....	40	40	45	45	45	45	40	30	15
(No. 2 Track.....	40	40	45	45	45	45	40	30	15
BRIDGE 158.70:									
Sterling Run.....	40	40	45	45	45	45	45	35	20
BRIDGE 165.18:									
East of HY.....	40	40	45	45	45	45	40	30	20
BRIDGE 167.17:									
West of Driftwood.....	40	40	45	45	45	45	40	30	20
BRIDGE 171.08:									
Sinnemahoning.....	40	40	45	45	45	45	40	30	20
BRIDGE 183.00:									
Keating.....	40	40	45	45	45	45	40	30	20
BRIDGE 189.23:									
Westport.....	40	40	45	45	50	45	40	30	20

COLUMN	1	2	3	4	5	L	M	I	J
NORTH BEND:									
Bridge 198.92.....								45	20
FARRANDSVILLE									
(River) Bridge 218.97.....							45	30	20
No. 1 Track—Bridge 217.49.....							45	30	20
LOCK HAVEN:									
West Leg wye to B. E. Boh.....				X	X	X	X	X	X
Canal Track, Jay St.....			X	X	X	X	X	X	X
Clinton Paper Co. and M. L. Claster & Son Lbr. Yard.....			X	X	X	X	X	X	X
Lock Haven Chair Co.....				X	X	X	X	X	X
McELHATTAN:									
Bridge 227.19.....									20
MONTGOMERY:									
(River) Bridge 265.16.....							55	45	35
WATSONTOWN									
Watson town Brick Co. Trestle.....				X	X	X	X	X	X
Watson town Fdy. & Machine Co.....			X	X	X				
Watson town Cab. Co.....				X	X				
Glen Gery Brick Co. Trestle.....				X	X	X	X	X	X
MILTON									
Ann Home Foods, Inc., track.....			X	X	X	X	X	X	X
Merritt, Chapman & Scott Corp., track.....			X	X	X	X	X	X	X
Milton Mfg. Co., all tracks.....				X	X	X	X	X	X
E. of—Bridge 275.25.....								35	30
E. of—Bridge 275.22.....								35	30
Canal Track.....				X	X				
A. C. & F. Co. tracks.....			X	X	X	X	X	X	X
Canal track, from a point 250 feet west of Locust St. to end of track.....			X	X	X	X	X	X	X
West of East Fair, Bridge 273.28.....								40	30
NORTHUMBERLAND									
Keystone Forging Co. Coal Trestle.....			X	X	X	X	X	X	X
SUNBURY									
Sunbury Barret Div. Allied Chemical.....			X	X	X	X	X	X	X
MILLERSBURG:									
Trestle on F. G. Boyer Track.....	X	X	X	X	X	X	X	X	X
MILE POST 5, WEST OF:									
Atlas Construction Co.....				X	X	E	E	E	E
MILE POST 7:									
Schrinner Brothers.....				X	X			E	E
WATERFORD:									
Station Tracks.....				X	X		E	E	E
Bridge 24.72.....							25	20	15
UNION CITY:									
Tracks leading to York and Foster, Inc.....				X	X	E	E	E	E
Union City Chair Co.....				X	X		E	E	E
G.L.F. Co-op, Ass'n.....				X	X		E	E	E
Nos. 3, 4 and 5 Yard Tracks.....			X	X	X		E	E	E
CORRY:									
McInnes Steel Co.....				X	X		E	E	E
Howard Tannery Co.....				X	X		E	E	E
YOUNGSVILLE:									
Feed Mill Track.....				X	X				
IRVINGTON:									
Yard Tracks south of Main Track.....				X	X				
STARBRICK:									
Penna. Elec. Co.....				X	X				
Warren Tank Car Co. Tracks Nos 2, 3 and 4.....	X	X	X	X	X	X	X	X	X
WARREN:									
South of Tank Car Company's Switch on DeLuxe Track.....	X	X	X	X	X	X	X	X	X
DeLuxe Metal Furniture Co.....				X	X				
Fourth Street Track.....				X	X				
Penn. Furn. & Iron Co.....				X	X				
Switches from old scale Track at east end Freight House.....				X	X				
Switch at east end No. 2 House Track.....				X	X				
Smith Horton Co.....				X	X				
Thomas Flexible Coupling Co.....				X	X				
Warren Planing Mill Co. beyond Yard Limit board.....				X	X				
Gravel Pit.....				X	X				
CLARENDON:									
Tiona Refining Co. No. 2.....						E	E	E	E
Dunn Siding.....						E	E	E	E
Barrel Works.....									

COLUMN	1	2	3	4	5	L	M	I	J
SHEFFIELD:									
Storage Track.....					X				
KANE:									
Richgas Co.....				X	X				
Track leading to Kane Mfg. Co.....				X	X	E	E	E	E
Miles-Kane Co. No. 1.....			X	X	X	E	E	E	E
Connection to B&O RR.....					X				
Board of Trade to restricting sign.....					X	E	E	E	E
Kane Lumber and Fuel Co., as far as derail.....			X	X	X				
SERGEANT:									
Sergeant Glass Co.....					X				
Otto Chemical Co.....					X	E	E	E	E
JOHNSONBURG:									
N. Y. & Pa. Co., Inc. beyond 300 feet east of east end of bridge.....				X	X	X	X	X	X
N. Y. & Pa. Co., Inc. Wood yard track and connections.....				X	X	X	E	X	E
Connection to Rolfe RR.....				X	X	X			
New Track.....				X	X				
Old Track.....			X	X	X	E	E	E	E
Track leading to Smith Lumber Co. and Sinclair Refining Co.....				X	X	E	E	E	E
Freight House Deliv.....				X	X				
Old Scale.....				X	X		E	E	E
West Yard Nos. 2, 3 and 4.....				X	X				
General Chemical Co.....				X	X				
RIDGWAY:									
Connection to Keystone Tanning & Glue Co., track No. 5.....				X	X	E	E	E	E
Hyde Murphy Co.....						E	E	E	E
Russell Car and Snow Plow Co. beyond restricting sign.....	X	X	X	X	X	E	E	E	E
Russell Car and Snow Plow Co. connection.....						E	E	E	E
ST. MARYS—EAST YARD:									
Industrial Track.....				X	X	E	E	E	E
Harvey Esso and St. Marys Block Co.....						E	E	E	E
Builders Supply Co.....						E	E	E	E
Thompson WE.....						E	E	E	E
St. Marys Sewer Co.....				X	X	E	E	E	E
All other Tracks.....				X	X	E	E	E	E
CHAUTAUQUA BRANCH:									
BROCTON:									
Brocton Preserving Co. and Brocton Mills.....			X	X	X				
BRIDGE 60.44:									
South of Pross.....							35	35	35
MAYVILLE:									
South end of Bell's.....				X	X				
Chautauqua Cabinet Co.....				X	X				
CORRY:									
Ajax Iron Works beyond frog.....	X	X	X	X	X	X	X	X	X
SPARTANSBURG: BRIDGE 102.35:									
On Mill Track.....	5	5	5	X	X	X	X	X	X
TITUSVILLE:									
Mechanic St. Team Track.....				E	E	E	E	E	E
Pioneer Track.....				E	E	E	E	E	E
Water Works Track beyond Clearance Point.....				E	E	E	E	E	E
Titusville Iron Works.....				E	E	E	E	E	E
Dillon Track.....				E	E	E	E	E	E
Meyers Track.....				E	E	E	E	E	E
Hale Track.....				E	E	E	E	E	E
BRIDGE 130.27:									
South of Petroleum Center.....								30	30
OIL CITY:									
Continental Refining Co.....				X	X				
Pennzoil Plant No. 1.....					X				
Pennzoil Plant No. 2—Hole Track.....					X				
Pennzoil Plant No. 2—Fuel Oil Track.....				X	X				
J. B. Berry Sons Co.....					X				
Upper Yard Tracks.....				X	X				
Borland Lumber Co.....			X	X	X				

COLUMN	1	2	3	4	5	L	M	I	J
OIL CITY SECONDARY TRACK:									
BRIDGE 26.04:									
South of West Hickory.....							20	20	20
STRUTHERS RUNNING TRACK:									
Seneca Works No. 1.....				X	X				
L. Segel Track.....				X	X				
Phenix Furniture Co. and Public Delivery Track.....				X	X				
Seneca Works No. 2.....				X	X				
Warren Axe and Tool Co.....				X	X				
Rogers Spur.....				X	X				
Crew Levick Co.....				X	X				
Cooperative GLF Farm Supplies Nos. 1 and 2 Tracks.....				X	X				
Pure Oil Co.....				X	X				
Nu-Guard Chemicals, Inc.....				X	X				
Warren Lamp Co.....				X	X				
Hammond Iron Works, Nos 1 to 3 inclusive.....				X	X				
Riverside Acid Works.....				X	X				
United Refinery Co., Tannery Tracks.....				X	X				
Warren Water Co. Track.....				X	X				
SALAMANCA SECONDARY TRACK:									
BRIDGE 115.23:									
South of Bill.....							15	15	15
OLEAN:									
South end No. 5 Coach Yard.....				X	X	X	X	X	X
Engine Storage Yard.....						X	X	X	X
Cabin Track.....				X	X				
Dailey Mills, No. 4 Track.....				X	X				
South end Olean Yard On Track Scales..	X	X	X	X	X	X	X	X	X
RIDGWAY SECONDARY TRACK:									
End of block sign south of Ridgway to Falls Creek.....				20	20				
RIDGWAY:									
No. 4 Team Track and No. 1 Freight House Track.....				X	X				
Hyde-Murphy Co. and C. O. Salberg.....				X	X	E	E	E	E
Penn Ridge Ice Co.....				X	X	E	E	E	E
Switch at North end Hungarian Track.....									
BROCKWAY:									
McCauley & McKay Track.....		X	X	X	X	E	E	E	E
Brockway Glass Co., coal trestle.....	X	X	X	X	X	E	E	E	E
ALLEGHENY BRANCH:									
FOXBURG:									
Keystone Supply Co. Track.....							E	E	E
EMLENTON:									
Freight Station Track.....				X	X				
OIL CITY:									
Oil City Milling Co.....				X	X				
Retail Tracks.....				X	X				
LOW GRADE SECONDARY TRACK:									
Jct. Allegheny Branch and Mile Post 2..				15	15				
Mile Post 2 to Falls Creek.....				20	20				
Falls Creek to Driftwood.....				20	20				
LAWSONHAM:									
River storage track.....				X	X				
Switch to Sligo Running Track.....				X	X				
BRIDGE 14.90:									
St. Charles.....	20	20	20	20	20	15	15	15	X
CLIMAX:									
Switch to Tile Co. track.....				X	X				
BOSTONIA:									
Bostonia track.....				X	X				
NEW BETHLEHEM:									
Tile Co. track.....				X	X				
BRIDGE 22.27:									
West of OD.....	20	20	20	20	20	20	15	15	X
OAK RIDGE:									
Crawford Furn. Co. Track.....				X	X				
HAWTHORN:									
Sherman Mine tracks beyond tippie.....				X	X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
BRIDGE 30.76: West of Heathville.....	20	20	20	20	20	20	15	15	X
BRIDGE 35.63: Second bridge east of SU.....	20	20	20	20	20	20	20	20	X
BRIDGE 35.92: Third bridge east of SU.....	20	20	20	20	20	20	15	15	X
BRIDGE 41.00: East of GH.....	20	20	20	20	20	20	20	20	X
BRIDGE 42.36: East of Brookville.....	20	20	20	20	20	20	15	15	X
BROOKVILLE: Brookville track.....				X	X		E	E	E
Locomotive Works track.....				X	X				
BRIDGE 47.68: East of BE.....	20	20	20	20	20	20	15	15	X
BRIDGE 51.68: West of Mile Post 52.....	20	20	20	20	20	20	15	15	X
BRIDGE 53.29: East of Mile Post 53.....	20	20	20	20	20	20	20	20	X
BRIDGE 53.50: Second bridge east of Mile Post 53.....	20	20	20	20	20	20	20	20	X
BRIDGE 53.66: Third bridge east of Mile Post 53.....	20	20	20	20	20	20	15	15	X
BRIDGE 54.41: Second bridge west of RS.....	20	20	20	20	20	20	15	15	X
REYNOLDSVILLE: Cabin track.....				X	X				
Glass Works track.....				X	X				
West End RS siding.....				A	A				
FALLS CREEK: Bridge 62.64.....	20	20	20	20	20	20	20	20	X
All connections north side main track except east end warehouse track.....				X	X				
B&O RR connection from siding.....				X	X				
Jackson China Co. spur.....				X	X				
BRIDGE 63.11: East of Falls Creek.....	20	20	20	20	20	20	20	20	X
BRIDGE 64.35: Second bridge west of DB.....	20	20	20	20	20	20	15	15	X
DUBOIS: Industrial track west of B&O RR connection.....				X	X				
Old Clay track.....				X	X				
Trestle-Kohlhepp's coal track.....				X	X	X	X	X	X
Shakespeare's scrap yard beyond clear- ance point.....				X	X				
All other tracks except DB siding.....				X	X				
TYLER: Crossover between tracks of New Shaw- mut Mining Co., west of tipple.....	X	X	X	X	X	X	X	X	X
BRIDGE 85.69: Fourth bridge east of VI.....	20	20	20	20	20	20	15	15	X
BRIDGE 90.21: Second bridge west of Medix Run.....	20	20	20	20	20	20	15	15	X
SLIGO RUNNING TRACK: AW to SLIGO.....				X	X				
LOCK HAVEN: Hoberman Coal and Junk Yard.....			X	X	X	X	X	X	X
American Aniline Prod. Co.....			X	X	X	X	X	X	X
N. Y. & Penna. Paper Co.....			X	X	X	X	X	X	X
Castanea Paper Co.....				X	X	X	X	X	X
L. V. JUNCTION SECONDARY TRACK: MP 1 to Lykens.....				X	X	X	X	X	X
SELINGSGROVE SECONDARY TRACK: Selingsgrove Jct. to Selingsgrove.....					X	10	X	X	X
Selingsgrove to End of Block.....				X	X	X	X	X	X
Bridge 44.04, Susquehanna River.....	10	10	10	10	10	10	X	X	X
Bridge 44.40, Susquehanna River.....	10	10	10	10	10	10	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
WILLIAMSPORT BRANCH:									
WILLIAMSPORT:									
3d St. Undergrade Bridge 249.40.....	X	X	X	X	X	X	35	20	10
Trestle at Gas Co.....							X	X	X
Campbell St. Undergrade Bridge 247.88.....			X	X	X	X	X	X	20
Hepburn Street Trestle, Lumber Track.....			X	X	X				X
Wmspt. Storage (Rose St.).....			X	X	X				
Canal, Lumber Tracks.....			X	X	X				
Lycoming Creek Bridge 246.53.....							45	30	20
LINDEN									
E. of—(River) Bridge 242.86.....							45	30	20
SHAMOKIN SECONDARY TRACK:									
CROWL:									
West of, Bridge 10.63.....									15
ADAM—EAST OF:									
Bridge 2.85.....									20
Bridge 1.47.....									15
EAST SUNBURY:									
All Industrial Tracks between Horn and Adam.....			X	X	X				
Bridge 0.63.....									15
Bridge 0.48.....									15
HAAS LEAD:									
All Industrial and Station Tracks between Adam and Front St., Sunbury..			X	X	X				
Sunbury Supply Co.....	X	X	X	X	X	X	X	X	X
MT. CARMEL:									
Montelius Track.....				X	X				
Public Delivery Track, beyond east end of A. Ondo produce house.....	X	X	X	X	X				
BRIDGE 22.39:							10	10	10
BRIDGE 22.30:									
164 feet east of MP 22.....							15	15	15
SCOTT TRACK:				X	X	X	X	X	X
BRIDGE 20.59:									
1,697 feet east of MP 20.....								25	25
BRIDGE 19.81:									
275 feet east of Luke.....									15
SHAMOKIN:									
Freight Sta. Tracks.....				X	X				
All Industrial Tracks.....				X	X				
GLENBURN:									
Empty Car Track.....				X	X				
WILKES-BARRE BRANCH:									
WILKES-BARRE:									
Freight Station and Industrial Tracks.....			X	X	X				
Hazard Wire Rope.....	X	X	X	X	X				
HART—WEST OF:									
Spur Tracks leading off Vulcan Iron Works Track.....	X	X	X	X	X				
BUTTONWOOD:									
All Industrial tracks.....			X	X	X				
NANTICOKE:									
Station and all Industrial Tracks.....				X	X				
WEST NANTICOKE TRACK.....				X	X	X	X	X	X
GLEN LYON TRACK.....				X	X				
Breaker No. 6, empty car tracks, Nos. 5 and 6 beyond clearance point.....	X	X	X	X	X				
NESCOPECK:									
Lumber Co. Track.....				X	X				
Station Tracks.....				X	X				
Storage Tracks 2 and 3.....				X	X				
Other Industrial Tracks.....				X	X				
CATAWISSA:									
Station Tracks.....				X	X				
SOUTH DANVILLE:									
Ammonia tracks Nos. 1 and 2 and Power House track.....				X	X				
MONTANDON SECONDARY TRACK:									
1000 feet west of Montandon to White.....				X	X		X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
VICKSBURG: W. of MP 7, Bridge 7.21.....						20	X	X	X
LINDEN HALL: Bridge 54.69.....						20	X	X	X
Bridge 55.19.....						20	X	X	X
OAK HALL: Bridge 57.09.....						20	X	X	X
LEMONT: E. C. Ross Trestle.....						X	X	X	X
WATSONTOWN SECONDARY TRACK: 1000 feet east of connection with main line, Wats'n to Berwick.....				X	X	X	X	X	X
OTTAWA: E. C. Smith Trestle.....				X	X	X	X	X	X
SOUTH WILLIAMSPORT: West Branch Grocery.....				X	X	X	X	X	X
Keystone Friction Hinge.....				X	X	X	X	X	X
ELMIRA BRANCH: Over Entire Branch.....					30				X
See Special Instruction 1160-A4.									
NEWBERRY: Lundy Lumber Co.....				X	X				
Bridge 2.09.....								35	X
Bridge 2.64.....							20	20	X
Bridge 3.84.....								30	X
COGAN: Bridge 6.23.....								30	X
Bridge 6.56.....								35	X
TROUT RUN: Bridge 13.91.....								30	X
Bridge 15.09.....								30	X
Bridge 15.60.....							35	30	X
Bridge 17.60.....								30	X
BODINE: Bridge 18.91.....							35	25	X
BERGAN: Bridge 20.23.....								35	X
Bridge 20.81.....								30	X
Bridge 21.21.....								30	X
RALSTON: Bridge 22.64.....						20	20	20	X
Bridge 23.02.....								30	X
Bridge 23.43.....								35	X
GROVER: Bridge 35.89.....							35	35	X
CANTON: Bridge 38.33.....							35	25	X
TROY: Bridge 53.54.....							35	35	X
FASSETT: Bridge 73.69.....								30	X
Bridge 73.94.....							10	10	X

1160-A2. Gray—Engines must not be operated over Car Dumper of Pennsylvania Electric Co.

1160-A3. Northern Div. Class EP 22 and AS 24 diesel engines are permitted on north leg of wye track at Emporium.

2160-A4. Northern Div. Class GF-25 diesel engines are restricted to a maximum speed of 30 miles per hour over entire Elmira Branch.

1160-A5. Pittsburgh Div. Class EF-30a diesel engines are prohibited from using No. 101 Secondary track to 11th St., lower level bridge No. 0.33.

1160-A6. (Northern Div.) All engines with six wheel trucks (AF-27, EF-25a, GF-25a, etc.) are prohibited on Circle track, Northumberland Yard.

***1160-A7. (All Divs.).** When a train containing loaded foreign covered hoppers of 90 to 100 ton capacity and/or Norfolk and Western loaded hoppers of 90 to 100 ton capacity cannot maintain a speed of 25 miles per hour or more, speed must be reduced to not exceeding 10 miles per hour. If excessive rocking is observed speed must be reduced accordingly.

When such cars originate on Central Region, Agents or Yardmasters at point of origin must notify Conductor and Dispatcher. Conductor must notify Engineman.

For interdivisional trains, Dispatcher will notify connecting division and for relay trains, Conductor and Engineman must notify relieving Conductor and Engineman.

Conductors on trains from connecting regions must assure themselves that Engineman of train and dispatcher has been notified before entering Central Region.

*Does not apply to former PRR or NYC equipment.

1160-A8. All classes of engines are prohibited from operating under Tipples at following localities:

Snow Shoe Branch

Cunard: Cunard Slope No. 1 Track

Woodland: Woolridge No. 1 and No. 2 Track

Clearfield: Hyland Mine Track

Windburne: Windburne Track Windburne to end

Phillipsburg Branch

Munson and Phillipsburg, including Mine Branches: Belfast No. 14

Boardman Branch

Potts Run No. 3 and Lost Run

Cherry Tree Branch

Bell Run: Good No. 22 Tracks

Rowles: Shannon No. 1 Mine Tracks

Hooverhurst Branch

Dowler Jct. and Hooverhurst, including Mine Branches: Arcadia No. 43 Mine Track

WBV Branch

Gray: Aurora No. 2 Mine Track

Surveyor: Penoyer Mine Track

Walton: Mt. Vernon No. 1 Mine Track

Frenchville: Aura No. 5 Mine Track

Mowry: River Hill, Bailev and Mt. Carmel No. 2 Mine Tracks

Loop Run: Fink Mine Tracks

1160-A9. (Pittsburgh Div.). Class EF-30A Nos. 6040 through 6104 and class EF-36 Nos. 6105 through 6234 Diesel engines are prohibited on East Leg of Wye at AJ, except as a single unit moving lite.

1160-A10. (Pittsburgh & Allegheny Divs.). Class GF25A engines, Series 6500 through 6519 are prohibited on Butler Secondary track except when picking up or setting off at Butler Jct. Yard, also prohibited on Irvona, South Fork and Paint and Shade Creek Branches, Cresson, Black Lick, Susquehanna, South Fork, Cadiz, Hanna, Ellsworth, Marianna and Cokeburg Secondary tracks.

1160-A11. (Northern Div.). Jersey Shore. Central Lumber & Coal Co. side track—engine must not enter building.

1160-A12. Engines and cars exceeding 12 ft. 10" in height are restricted from movement through doorway of Jersey Shore Steel Company at Avis.

1160-A13. Unless otherwise instructed trains containing 90 to 100 tons capacity loaded hoppers are restricted between following points.

Track	Between	And	Miles Per Hour
Cherry Tree Branch	Mile Post 3	Mile Post 5	10
	Mile Post 7.3	Mile Post 9.1	10
Snow Shoe Branch	Mile Post 46	Mile Post 67.2	10
	All Tracks	Clearfield Yard	10
Main Line— Pittsburgh-St. Louis (TLDX and/or NW Hoppers only)	Mile Post 30	Mile Post 40	10

1160-A14. Unless otherwise instructed trains containing 90 to 100 tons capacity loaded covered hoppers are restricted between the following points:

Track	Between	And	Miles Per Hour
Cherry Tree Branch	Mile Post 3	Mile Post 5	10
	Mile Post 7.3	Mile Post 7.3	10
Snow Shoe Branch	Mile Post 46	Mile Post 67.2	10
	All Tracks	Clearfield Yard	10
Main Line— Pittsburgh-St. Louis (TLDX and/or NW Hoppers only)	Mile Post 30	Mile Post 40	10

1160-A15. Cars with height of 16 feet 10 inches or higher from top of rail prohibited between the following points.

Track	Between	And
Mill Hill Branch	Browns	Bald Eagle Jct.

1160-A16. Cars with height of 15 feet 6 inches or higher from top of rail prohibited between the following points.

Track	Between	And
Snow Shoe Branch	Snow Shoe	Viaduct

1160-A17. Cars having a combined weight of car and lading exceeding 220,000 lbs. are prohibited as follows:

Track	Between	And
Madera Branch	Clearfield Jct.	Irvona
Boardman Branch	Potts Run Jct.	Boardman

Equipment Restrictions

ALL DIVISIONS

1160-B1. Cars having a combined weight of car and lading, as shown below, are subject to the following restrictions as to speed over certain bridges, etc.:

Combined Weight of car and Lading in Lbs.	Minimum Coupled Length	Restrictions
150,000 to 170,000	40'-0"	Same as Column 2
170,000 to 220,000	42'-0"	Same as Column 5
220,000 to 263,000	48'-0"	Same as Column L

Cars in the above weight classification, but shorter than the minimum coupled length specified, are subject to special restrictions.

The above restrictions do not apply to Jenny type hopper or gondola cars. These cars have a gross weight up to 220,000 lbs. and a coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and trains with loaded coupled Jenny type Iron Ore cars are subject to restrictions in Special Instruction 1160-A1 as follows:

Two or more loaded coupled cars—Column I or J special load restrictions.

Cars having a combined weight of car and lading in excess of 263,000 pounds, must not be accepted from shippers or connecting railroads without first obtaining authority from General Manager Transportation.

Special Handling of Multiple Loads

1160-B2. A multiple load requiring the use of two carrying cars, separated by an idler car, is restricted from operation over crest of a hump whenever practicable; when humping operation is necessary, movement must be carefully made under close observation of yard crew and load must not be humped with motive power detached.

A multiple load requiring the use of two end carrying cars, separated by two idler cars, is restricted from movement over crest of hump.

After multiple loads have been carefully placed on classification track, care must be exercised to prevent humped cars, routed to same classification track, from coupling to multiple load at a speed in excess of four miles per hour.

1160-B3. On tracks designated "X", "A" or "B", Columns 1 or 2, under Special Instruction 1160-A1, Cushion Underframe cars of foreign ownership are to be moved with caution, not exceeding 3 mile per hour, through curves on such side tracks, and observed closely for indication of impending derailment. Such cars may be recognized by the unusual projection of the couplers beyond the body of the car, two to three feet, and by such signs on the side as "Shock Control" and "Hydra-Cushion."

ALL DIVISIONS

1160-B4. Engine limit board will indicate portions of track on which engines are prohibited.

Snow Plows and Flangers

1160-B5. 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 and at all other points where there is any interference by switches, frogs, guard rail, dragging equipment detectors, road crossings, station platforms or other obstructions.

1160-B6. Train orders issued for movement of snow plows must specify whether single or multiple track plow.

1160-B7. When plowing, engine must be coupled to plow with longest hood end positioned between plow and operating cab of engine. If engine is improperly turned and there are no facilities for turning, then a steel gondola should be placed between plow and engine.

1160-B8. All personnel riding moving snow plows must maintain proper hand hold to avoid injury.

1160-B9. Allegheny Division. Bellefonte Central Railroad
Cars having a combined weight of car and lading of 251,000 pounds permitted on Bridges Nos. 2, 4 and 6 at a speed of 30 miles per hour.

1160-B10. Pittsburgh Division. Jenny type hopper cars may be operated over Under Grade Bridge No. 12.19, on the McKeesport Secondary Track between South Duquesne and McKeesport, subject to the following restrictions:

1. Loaded cars must not be coupled together.
2. Each loaded hopper car must be preceded and followed by an empty car.
3. Must not exceed a maximum speed over bridge of 10 miles per hour.

1160-B11. Pittsburgh Division. Cars 50 to 52 feet in length must not be placed on the Cook-Anderson Co. and the W. H. Silverman Co. tracks located between Buffalo St. and Fair Ave. on the Beaver Valley Secondary Track, unless coupled to 40 foot cars and handled with extreme care. Cars exceeding 52 feet in length are prohibited on these tracks.

1160-B12. Pittsburgh Division. Cars containing hot metal may be operated over the Wheeling Secondary Track between Benwood and East Steubenville, subject to the following restrictions:

1. The maximum speed for the entire distance between Benwood and East Steubenville must not be greater than 15 miles per hour, except on U. G. Bridge 5.25 west of Follansbee, where speed must be restricted to 10 miles per hour.
2. Hot metal cars must be separated from each other with one empty idler car.
3. Hot metal cars must be separated from the hauling locomotive or other heavy loaded cars with one empty idler car.

1160-B14. Northern Division. Loaded cars weighing in excess of 220,000 pounds, car and lading, are prohibited on the following tracks:

Clermont Secondary Track, beyond a point 1320 feet south of Mile Post 5

Selinsgrove Secondary Track. Selinsgrove to End of Track

Watsontown Secondary Track

L. V. Junction Secondary Track between Mile Post 14 and Mile Post 14.7.

Brookville Industrial Track, Brookville, Pa., beyond a point 6800 feet from switch to Low Grade Secondary Track

Scott Industrial Track, Shamokin, Pa.

Marion Industrial Track, Newark, New York

Ridgway Secondary Track

Montandon Secondary Track

1160-B15. Northern Division. On two or more tracks, passenger trains and train handling single track snow plow or Jordan Spreader when used in snow removal service, must not be moved in the opposite directions between two block or interlocking stations.

1160-B16. Northern Division. A train handling snow plow, Jordan Spreader or like equipment in snow removal service must not be admitted to a block which is occupied by another train.

1160-B17. Northern Division. Snow plows will not clear station platform on No. 2 track at Olean and Emporium.

1160-B19. Northern Div. Snow plows will not clear station platform on MS Siding, Main Line—Erie.

1160-B20. Northern Div. Ice breaker car PRR 685863 must not exceed a speed of 10 miles per hour through Summitt Tunnel, account of close clearance.

1160-B21. Pittsburgh Div. Cars of 100 ton capacity or more are restricted on the Yellow Creek Industrial track.

1160-B22. Pittsburgh Div. Cars with combined weight of car and lading exceeding 220,000 pounds must not be operated over Kobuta Industrial track.

1160-B23. Pittsburgh Div. Cars with combined weight of car and lading exceeding 220,000 pounds, must not be operated over Peters Creek Industrial track.

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

Location	Between	And	Bridge	Note
Main Line— Allegheny Division	Banks	Div. Post Pgh. Div.		2
Hollidaysburg and Petersburg Br. and H. & P. Secondary track	Pete	Alto		1
Bald Eagle Branch	Wilson	Lock Haven		
Bellefonte Secondary Track	Miles	White		
New Portage Secondary track	Wye	SF		3
Irvona Branch	Cresson	Blandburg		3
South Fork Branch	W	LV		3
South Fork Secondary track	LV	End of Track		3
Cresson Secondary track	Cresson	End of Track	18.59 27.79	3-4 3-4
Black Lick Secondary track	Ebensburg Jct.	Black Lick	23.81	3-4
Susquehanna Secondary track	Bradley Jct.	Cherry Tree		3
Main Line Pittsburgh Division	Div. Post Ally. Div.	Pittsburgh		
Port Perry Branch	Perry	PG		
Monongahela Branch and Monongahela Secondary track	Monon	West Brownsville Jct.		
Hempfield Industrial track	Hempfield Jct. Cowansburg	Cowansburg Gratztown		3 3-5
Southwest Secondary track	RG	Scottdale		
Greensburg Secondary track	Greensburg Jct.	County Jct.		
Ellsworth Secondary track	MC	Cokeburg Jct.		
Main Line— Conemaugh	JD	Federal St.		
These derricks are not prohibited on any Conemaugh Branch, Secondary track or industrial track. Except as fol- lows:				
Indiana Secondary track	Homer City	Mile Post 18		
Avenmore Industrial track	Junction switch	End of track		
Plum Creek Industrial track	Verona	End of track		
Schenley Industrial track	Schenley	End of track		
Main Line— Pittsburgh-Chicago	Pittsburgh	Div. Post (Lake Div.)		
These derricks are not prohibited on any Eastern Br., Secondary track or industrial track Ex- cept as follows:				
Ben Avon			J. Berkbichler Trestle	

Main Line, Branch, Secondary or Industrial Track	Between	And	Bridge	Note
Emsworth			Tejan Coal & Supply Co. Trestle	
North Rochester Industrial	New Brighton	North Rochester		
Block House Run Industrial	New Brighton	End of Branch		
Oil Street Industrial	Beaver Falls	End of Br.		
Beaver Valley Secondary track	Vanport	Bridgewater		
Main Line— Panhandle	Pittsburgh	Div. Post (Western Region)		
These derricks are not prohibited on any Panhandle Br. Secondary track or industrial track Ex- cept as follows:				
Monon			0.95 East Leg of Wye	
New Cumberland Secondary track	Kings Creek	Kobuta		
Terminal Branch			1.75 (Ohio River)	3
			2.57 (Public Road)	

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

Location	Between	And	Bridge	Note
Main Line	Buffalo Div. Post Northeastern Region	Div. Post East. Reg.)		
Main Line—Erie	Erie	JN		
Elmira Branch	Newberry	Kendall		
Wilkes-Barre Branch	Kase	Wilkes-Barre		
Shamokin Secondary track	Kase	Mt. Carmel		
Chautauqua Branch	BM	Oil City		
Salamanca Secondary track	AD	End of Block		
Oil City Secondary track	Bridge	Mile Post 36		
Allegheny Branch	Red Bank	Oil City		

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtained for Special Loads, Column M, I or J in Special Instruction 1160-A1.

NOTE 1. When hauled by engine heavier than class FS-20 the derrick must be separated from the engine by at least 4 cars, which may or may not be loaded.

NOTE 2. Account close clearance with station platform Tyrone on No. 3 track, train must operate at slow speed.

NOTE 3. Unless two empty cars are placed between derrick and engine.

NOTE 4. Unless speed of 20 miles per hour is not exceeded.

NOTE 5. Unless speed of 10 miles per hour is not exceeded.

1160-C2. Pittsburgh Division. Point Bridge. Trestle Stewart elevator. Wreck derricks are prohibited.

1160-D2. All Divisions. All cars 75 feet or more in length are restricted at the following locations:

NOTE—X—Prohibited.

Column 1—Restrictions applying to these cars when coupled to cabin cars, type N-5.

Column 2—Restrictions applying to these cars when two or more are coupled, or are coupled to conventional type freight cars.

Column 3—Restriction of these types of cars when not coupled to other cars or engines.

ALLEGHENY DIVISION

Length of cars:		75 and 85 feet			87 and 89 feet				
LOCATION:	Column:	1	2	3	1	2	3		
MAIN LINE									
PHILADELPHIA—PITTSBURGH									
MILROY—SECONDARY TRACK									
Burnham—Standard Steel									
		X	X		X	X			
LEWISTOWN									
Viscose Co. track									
		X	X	X	X	X	X		
PETERSBURG:									
Station track									
		X	X		X	X			
ALTOONA:									
U.S. Envelope Co.									
		X	X		X	X			
Peoples Natural Gas									
		X	X		X	X			
F-11 track, 4th St.									
		X	X		X	X			
Lead to Wards track									
		X	X		X	X			
East Side Concrete, 8th St.									
		X	X	X	X	X	X		
East Side Concrete, 9th St.									
		X	X	X	X	X	X		
J. J. Gleichert									
		X	X		X	X			
Quaker Sales									
		X	X	X	X	X	X		
Radio Motors									
		X	X		X	X			
American Standard									
		X	X		X	X			
Boyer Candy Co.									
		X	X		X	X			
Altoona Pipe & Steel									
		X	X		X	X			
Altoona Brewery #1									
		X	X		X	X			
Altoona Brewery #2									
		X	X		X	X			
Juniata Siding									
		X	X		X	X			
Linde Air Co.									
		X	X		X	X			
Altoona Pipe & Steel, 17th St.									
		X	X		X	X			
City of Altoona, 20th St.									
		X	X		X	X			
Marhoefer Siding									
		X	X		X	X			
Moyer Brothers									
		X	X		X	X			
Keebler Biscuit									
		X	X		X	X			
City of Altoona #1, 30th St.									
		X	X		X	X			
City of Altoona #2, 30th St.									
		X	X		X	X			
United Home Dressed Meat									
		X	X		X	X			
Economy Wholesale									
		X	X		X	X			
Butterick Co.									
		X	X		X	X			
Independent Oil									
		X	X		X	X			
Freezer Storage, 35th St.									
		X	X		X	X			
Freezer Storage, 19th St.									
		X	X		X	X			
Lead from No. 2 track S. Altoona									
		X	X		X	X			
Shop									
		X	X		X	X			
37th St. Public Delivery									
		X	X		X	X			
H&P BRANCH—ELDORADO:									
McKessen & Robbins Co.									
		X	X		X	X			
CRESSON YARDS:									
Scale track									
		X	X		X	X			
Storage track									
		X	X		X	X			
M.W. tracks 2, 3, 4, 5, 6, 7 and 8									
		X	X		X	X			
SOUTH FORK BRANCH:									
West leg of wye—South Fork									
		X	X		X	X			
South leg of wye—Windber									
		X	X		X	X			
Iron City Sash & Door—Rummel									
		X	X		X	X			
CLEARFIELD SECONDARY TRACK:									
Entire Branch									
		X	X	X	X	X	X		

PITTSBURGH DIVISION

MAIN LINE												
PITTSBURGH—CHICAGO:												
Clark Candy Siding, North Side, Pittsburgh												
		X	X		X	X						
Hussey track—Leetsdale												
		X	X		X	X						
ISLAND AVENUE:												
No. 1 track Penna. Ave. team track												
		X	X		X	X						
No. 3 track Penna. Ave. team track												
		X	X		X	X						
No. 5 track Penna. Ave. team track												
		X	X		X	X						
No. 6 track Penna. Ave. team track												
		X	X		X	X						
No. 9 track Penna. Ave. team track												
		X	X		X	X						
No. 10 track Penna. Ave. team track												
		X	X		X	X						

Length of cars:		75 and 85 feet			87 and 89 feet		
LOCATION:	Column:	1	2	3	1	2	3
ISLAND AVENUE:							
Pine Alley & Williams Co.....		X	X		X	X	
East end No. 39 track.....		X	X		X	X	
West end No. 43 track.....		X	X		X	X	
West end No. 45 track.....		X	X		X	X	
West end No. 47 track.....		X	X		X	X	
West end No. 51 track.....		X	X		X	X	
East end No. 51 track.....		X	X		X	X	
East end No. 53 track.....		X	X		X	X	
West end No. 53 track.....		X	X		X	X	
West end No. 14 track.....		X	X		X	X	
Stanford Scrap.....		X	X		X	X	
West end No. 50 track.....		X	X		X	X	
Berman Scrap.....		X	X		X	X	
East end No. 62 track.....		X	X		X	X	
Team track—Switch C Station.....		X	X		X	X	
Switch Rosenbaum Co.....		X	X		X	X	
B&O Interchange—C Station.....		X	X		X	X	
ECONOMY YARD AMBRIDGE:							
A. M. Byers—upper gate.....		X	X		X	X	
NEW BRIGHTON INDUSTRIAL TRACK:							
Pittsburgh Bridge and Iron Co.....		X	X		X	X	
North Rochester.....		X	X		X	X	
Hy-Drill Pipe Co.—North Rochester.....		X	X		X	X	
MAIN LINE—CONEMAUGH:							
East leg of Wye AJ.....		X	X		X	X	
West leg of Wye AJ.....		X	X		X	X	
Herrs Island Lead.....		X	X		X	X	
Avonmore Industrial track.....		X	X		X	X	
East leg of Wye VO.....		X	X		X	X	
MAIN LINE PHILADELPHIA—PITTSBURGH:							
Wilkesburg Iron & Metal Co.....		X	X		X	X	
Ellsworth Secondary track.....		X	X		X	X	
Marianna Secondary track.....		X	X		X	X	
Cokeburg Secondary track.....		X	X		X	X	
WHITEHALL INDUSTRIAL TRACK:							
Levinson Steel Co.....		X	X		X	X	
SOUTHWEST SECONDARY:							
Charley Brothers.....		X	X		X	X	
ECONOMY INDUSTRIAL TRACK:							
Race track.....		X	X		X	X	

NORTHERN DIVISION

EAST AURORA:							
Griggs and Ball track.....		X	X		X	X	
East Aurora Lumber Co. track.....		X	X		X	X	
MACHIAS:							
Olean Gravel Co. track.....		X	X		X	X	
OLEAN:							
Daystrom track (new side).....		X	X		X	X	
Fibre Forming Co.....		X	X		X	X	
Socony Vacuum Oil Plant.....		X	X		X	X	
Clark Bros. Co., Plant #1.....		X	X		X	X	
Red Line and Blue Line tracks.....		X	X		X	X	
Line Material Co. track.....		X	X		X	X	
Zukerman track.....		X	X		X	X	
Olean Whse. Grocery, Nos. 1 and 2 tracks.....		X	X		X	X	
PORTVILLE:							
G.L.F. track.....		X	X		X	X	
FARMERS VALLEY SECONDARY TRACK:							
Quaker State Refg. Co. trk, No. 4.....		X	X		X	X	
PORT ALLEGANY:							
Pitt Corning Co. track No. 2.....		X	X		X	X	
Planning Mill Co. track.....		X	X		X	X	
Pierce Glass Co. track.....		X	X		X	X	
Wyman's track.....		X	X		X	X	
EMPORIUM:							
North leg, Wye track.....		X	X		X	X	
WATSONTOWN:							
Watsonstown Foundry & Machine Co.....		X	X		X	X	
Philco Co. track, No. 2.....		X	X		X	X	

Length of cars:		75 and 85 feet			87 and 89 feet				
LOCATION:	Column:	1	2	3	1	2	3		
ERIE:									
DOCK JCT:									
City Track—Bessemer RR Conn.		X	X		X	X			
—Marx Toy Co. track		X	X		X	X			
Continental Rubber Co. track		X	X		X	X			
WEST LAKE YARD:									
Coal Dock—to Feed tracks		X	X		X	X			
Coal Dock—to Gravel tracks		X	X		X	X			
Flour yard, all tracks		X	X		X	X			
Duquesne Whse trk (west side)		X	X		X	X			
Pennsylvania Electric Co.		X	X		X	X			
Ruberoid Corp.—all tracks		X	X		X	X			
"OD" YARD:									
Wye track		X	X		X	X			
Sears and Roebuck Co. track		X	X		X	X			
NKP RR Conn. track		X	X		X	X			
NYC RR Conn. track		X	X		X	X			
WARFEL YARD:									
Elm Street Spur		X	X		X	X			
Ducain Constr. Co. Block Plant		X	X		X	X			
TENTH STREET INDUSTRIAL TRACK:									
Between 10th St. and 11th St.		X	X		X	X			
Inland Container Co. track		X	X		X	X			
Penna. Gas Co.		X	X		X	X			
Interlake Iron Gravel yard		X	X		X	X			
Perry Furnace, Whalen yard		X	X		X	X			
Interlake Corp., East Ave.		X	X		X	X			
MAIN LINE—ERIE									
UNION CITY:									
Chair Factory, No. 4 track		X	X		X	X			
Shreve side track		X	X		X	X			
ST. MARY'S:									
Sylvania Electric Co. track		X	X		X	X			
CHAUTAUQUA BRANCH:									
CORRY:									
Ajax Iron Works track		X	X	X	X	X	X		
SALAMANCA SECONDARY TRACK									
ALLEGANY:									
Wm. N. Hall track		X	X		X	X			
ROCHESTER SECONDARY TRACK									
ROCHESTER:									
Beauregard track		X	X		X	X			
LOW GRADE SECONDARY TRACK									
RED BANK:									
Red Bank yard tracks		X	X		X	X			
OAK RIDGE:									
Crawford Furniture Co. track		X	X		X	X			
BROOKVILLE:									
Brookville track		X	X		X	X			
DU BOIS:									
Town track		X	X		X	X			
SELINGSGROVE SECONDARY TRACK:									
Curve at Selingsgrove Jct.		X	X		X	X			
WILKES-BARRE BRANCH									
WILKES-BARRE:									
Hazard Nos. 2 and 3 tracks		X	X		X	X			
NANTICOKE:									
West Leg of Wye track		X	X		X	X			
WILLIAMSPORT BRANCH									
WILLIAMSPORT:									
WilliamSPORT Storage track (Rose St.)		X	X		X	X			
Scale track, Rose St.		X	X		X	X			
Freight House tracks, Nos. 3, 4, 5		X	X		X	X			
Walnut Street:									
B. & C. Shop trk, west end		X	X		X	X			
Hill track		X	X		X	X			
NEWBERRY:									
Glyco Plant track, No. 2		X	X		X	X			
Upper Canal, Middle Canal, and Lumber tracks		X	X		X	X			
LOWER CANAL TRACK:									
C. A. Reed storage track		X	X		X	X			
BALD EAGLE BRANCH									
LOCK HAVEN:									
Wye track, west leg		X	X		X	X			

Side Clearance

1163-A3. Account clearance at points listed below and at locations where "Close Clearance Signs" are posted, trainmen and other employees are prohibited from riding on side of moving equipment.

Allegheny Division

Between	And
Port Block Station	No. 4 Track
Hunt Block Station	No. 4 Track
Gray Block Station	No. 1 Track

Pittsburgh Division

Truxall—Platforms along No. 1 and No. 2 Tracks at Coaling Station.

U. S. Post Office Building.

Railway Express Terminal.

Pittsburgh, Pa.

No. 1 and Naught Industrial Track, River Rail Terminal, Buncher Industrial Plant.

Conway—East end No. 400 yard, first track north of No. 4 pull-out track (Orange Lead).

While passing Diesel sanding tower.

Scio:

Pottery track

Mile Post 86 (West of):

Tappan Lake Coal Co.

Dennison:

Superior Clay Co., No. 2 plant, Dennison Sewer Pipe Co. plant and erguson-Edmondson tracks.

Tusco Grocers Warehouse.

Uhrichsville:

(Water Street Overhead Bridge)†

Farm Bureau Cooperative track, Old Freight House loading platform, American Vitriified Co. factory No. 18, Superior Clay Co. No. 1 plant and Universal Sewer Pipe Co.

†Illuminated Red Signs with amber lights visible to approaching trains are provided on this bridge as additional warning.

1163-A4. All Divisions. While shifting at freight stations, coal and coke operations, industries, industrial sidings and station platforms, care must be exercised to avoid injury from side obstructions.

Northern Division

Close side clearance of several signs on buildings and the shelter shed roof on north side of Main track from a point 275 feet east of the east end of the passenger station platform to the west end of the platform Sunbury.

Dock boards installed adjacent to No. 1 and No. 2 Refined Rack Tracks and No. 1 and No. 2 Unloading Rack Tracks at the Pennzoil Company at Rouseville.

Employes are warned of close side clearances from Dock Boards on these tracks.

Close side clearance to the sanding device at Phillipston enginehouse.

Engines and cars must not be moved beyond signs located on side of sanding device.

Close side clearance on loaded tracks at tipple of the Allison Engineering Company mine at Sligo, Pa.

Engines and cars must not be moved beyond close clearance signs located adjacent to the loaded tracks at this location.

1163-A5. All Divisions. Conductors and Enginemen must know they have proper clearance before moving or placing engines, cars, open loads or derricks on any track at industries, tipples, sidings or station tracks.

PITTSBURGH DIVISION

Washington Secondary Track

TYLERDALE:

1163-A6. All types of box cars are prohibited under overhead shed and overhead crane of Plasteel Products Corp., on Track No. 108.

Terminal Branch

MARTINS FERRY:

1163-A7. Road diesel engines hauled "dead" in train restricted to speed of 10 miles per hour over bridge 1.75 (Ohio River).

Wheeling Secondary Track (Yard Track)

ZANE:

1163-A8. Account no clearance, movement of cars or engines through doorway of building on track serving Sylvania Electric Products Inc., west of Zane, prohibited.

NORTHERN DIVISION

Main Line—Harrisburg to Buffalo

Dalmatia

1163-A9. On account of close clearance, engine and box cars must not be moved under loading tipple on the Stone Crusher Track, 2 miles east of Dalmatia.

Chautauqua Branch:

Panama

1163-A10. Trains with Jordan Spreader No. 499604 must stop and then observe movement of this equipment over Bridge 81.05, moving prepared to stop in event of insufficient side clearance.

Conductor must arrange to inform the engineman when this equipment is contained in their train.

Salamanca Secondary Track:

Allegany

1163-A11. Employes are warned of close side clearance existing at unloading ramp of the W. N. Hall and Son Lumber Co. Cars must be shifted at this location only during daylight hours.

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers.

Train Dispatchers in charge as follows:

Allegheny Division.

Altoona:

Main Line: Banks to JD.

Secondary Tracks:

Antis to Alto, New Portage.

Cresson:

Branches:

Bald Eagle, Irvona, Hollidaysburg and Petersburg, South Fork, Paint Creek and Shade Creek.

Secondary Tracks:

Clearfield (between Park and Cur), Moshannon (between Mills and Ram), Bellefonte, South Fork (between LV and HC), Cresson, Susquehanna, Black Lick, H & P, Morrison Cove (between Holly and Brook), Bedford, Mt. Dallas.

Rochester, N. Y. (Syracuse Division).

Branches:

WBV, Snow Shoe, Cherry Tree, Boardman, Madera, Grass-
flat, Mahaffey, Phillipsburg and Hooverhurst.

Pittsburgh Division.

Main Line—JD to Wood (Valley Div.) Uhrich (Southwestern Region). JD to Federal Street. Corliss Connecting Track.

Allegheny Branch—Nadine to Brady (Nor. Div.)

Train orders will be issued over the signature of Superintendent, Pittsburgh Division for movement of trains over portions of connecting Divisions shown above.

Branches:

Turtle Creek, Monongahela, Port Perry, Scully, Brilliant, Bayard, (Rochester to Yellow Creek), River, New Cumberland, Terminal..

Secondary Tracks:

Hall, Monongahela, Ellsworth, Southwest, Greensburg, Redstone, Yukon, Indiana, Butler, Carnegie, Washington, Powhatan, New Cumberland, Weirton, Wheeling, Monongahela Running Track, Home Running Track.

Valley Division Train Dispatchers in charge of that part of Pittsburgh Division, Low Grade Branch between Rochester and Division Post, Valley Division, and that portion of the Bayard Branch between Yellow Creek and River.

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

Pittsburgh Division Train Dispatchers in charge of that part of Buckeye Division, between Division Post (Western Region) and Custer. Train orders will be issued over signature of Superintendent, Pittsburgh Division.

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Northern Division.**WILLIAMSPORT:**

Main Line—Buffalo to Rockwell.

Main Line-Erie—MS to Love.

Branches:

Chautauqua—BM to Bridge, West Seneca, Allegheny — Brady to Bridge.

Williamsport, Elmira, Wilkes-Barre.

Secondary Tracks:

Rochester, Low Grade, Oil City, Salamanca, Ridgway.

L. V. Junction, Montandon, Watsonstown, Shamokin, Sodus Bay, Selinsgrove, Erie, JN to MS and Love to Elm.

Running Tracks:

Sligo, East Brady.

Struthers

Rochester, N. Y. (Syracuse Division).**Branches:**

Mill Hall, Jersey Shore and Rich.

Cleveland, Ohio (Lake Division).**Branches:**

Reno, JF&C and Valley.

1201-B1. Northern Division. Referring to Rule 201: Fifth Paragraph in effect on Main Line—Erie.

1201-B2. Northern Division. A Train-order signal displayed in front of Lock Haven Block Station indicates there are orders for Main Line trains or for eastward trains moving from the Bald Eagle Branch to the Main Line. A Train-order signal displayed on the southeast corner of the block station indicates orders for westward trains moving from the Main Line to the Bald Eagle Branch.

1201-B3. All Divisions. Trains must not leave their initial station without train orders or instructions from Operator that there are no orders.

1204-A1. All Divisions. Referring to Rule 204: A copy of the train order for the engineman of each helping engine pushing the train need not be supplied. This applies whether engine is coupled directly ahead of or behind the cabin car.

1206-A1. Allegheny Division. Referring to Rule 206:

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

SIGNAL RULES

1250-A1. Movement of Trains by Block Signal System Rules.

Applies in Columns 1, 2, 3, 6, 7 and 8.

X—Indicates Rules in effect except as otherwise indicated.

Applies in Columns 4 and 5.

A—Indicates Rules 305 to 316 inclusive, and Rules 319 to 342 inclusive in effect.

P—Indicates Rules 305 to 315 inclusive, and Rules 317 to 342 inclusive in effect.

Applies in Columns 9 and 10.

T—Indicates Automatic Train Stop Rules in effect.

C—Indicates Cab Signal Rules in effect.

Column 1—Movement of Trains in the same direction by Block Signals.

Rules 251, 253 and 254.

Column 2—Opposing and following movement of trains by Block Signals.

Rules 261, 262, 263 and 264.

Column 3—Movement of trains on Secondary Tracks.

Rules 271, 272 and 273.

Column 4—Manual Block Signal System.

Rules 305 to 342 inclusive.

Column 5—Manual Block Signal System.

Rules 305 to 342 inclusive.

For movements against the current of traffic.

Column 6—Traffic Control System.

Rules 450 to 462 inclusive.

Column 7—Automatic Block Signal System.

Rules 501 to 514 inclusive—except Rule 513.

Column 8—Automatic Block Signal System.

Rules 501 to 514 inclusive—except Rule 513.

For movement against the current of traffic.

Column 9—Automatic Train Stop or Cab Signal with the Current of Traffic and on Single Track.

Rules 550 to 562 inclusive.

Column 10—Automatic Train Stop or Cab Signal against the Current of Traffic.

Rules 550 to 562 inclusive.

Allegheny Division

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
MAIN LINE—Philadelphia to Pittsburgh													
Division Post (East. Reg.)	View	1, 2, 3 and 4	X				P		X		C		
View	Mifflin	1 and 3	X				P		X		C		
View	Hunt	2		X					X	X	C	C	
Mifflin	Wall	1 and 4	X				P		X		C		
Mifflin	Wall	3		X					X	X	C	C	
Wall	Hunt	1 and 3	X				P		X		C		
Hunt	Pete	1, 2, 3 and 4	X				P		X		C		
Pete	Tunnel	1 and 3	X				P		X		C		
Pete	Tunnel	2		X					X	X	C	C	
Tunnel	Spruce	1 and 2		X					X	X	C	C	
Spruce	Forge	1 and 3	X				P		X		C		
Spruce	Forge	2		X					X	X	C	C	
Forge	Wilson	1, 2, 3 and 4	X				P		X		C		H
Wilson	Gray	1, 2, 3 and 4	X				P		X		C		H
Wilson	Gray	5		X					X	X			

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Gray	Antis	1, 2, 3 and 4	X				P		X		C		
Antis	Works	3 and 4	X				P		X		C		
Works	Alto	4	X				P		X		C		
Works	Alto	3		X					X	X	C	C	
Alto	Slope	1 and A	X				P		X				
Alto	MO	4	X			A			X		C		
Alto	Slope	3		X					X	X			
Slope	AR	1 and 2	X				P		X		C		
Slope	MO	3		X					X	X	C	C	
AR	MO	0, 1 and 2	X				P		X		C		
MO	SG	1, 2 and 4	X				P		X		C		
MO	SG	3		X					X	X	C	C	
SG	JD	1, 2 and 3	X				P		X		C		
SG	JD	4 (Westward)		X					X		C		
SG	JD	4 (Eastward)		X			P						G
JD	Div. Post Pgh. Div.	1 and 3	X				P		X	X	C		
JD	Div. Post Pgh. Div.	2		X					X		C	C	
Lock Haven (Northern Div.)	Wilson	Bald Eagle Branch Single		X					X				
Park	Summit	Clearfield Secondary			X	A							A-B
Summit	Cur	Clearfield Secondary			X	P							B
B&O Jct.	CT	WBV Branch Single				P							
CB Jct.	Cherry Tree	Cherry Tree Branch Single				P							
Alto	Eldo	Hollidaysburg & Petersburg Branch 1 and 2					P		X				
Eldo	Wye	Single		X					X				
Wye	Holly	1 H & P Secondary			X	P	P						A-B D
Holly	Wye	2 H & P Secondary			X	P	P						B-D
Holly	Frank	H & P Secondary			X	P							A-B
Frank	Pete	H & P Secondary			X	P							A-B
Holly	Brook	Morrison Cove Secondary			X	P							B
Brook	State Line	Bedford Secondary			X	P							B
Creek	Dallas	Mt. Dallas Secondary			X	P							B
Mills	Ram	Moshannon Secondary			X	P							B
Miles	White	Bellefonte Secondary			X	P							A-B
Rose	Antis	Antis-Alto 1 Secondary (East'd Only)			X				X		C		A-B D
Rose	Antis	1 Secondary (West'd Only)				P							D-F

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Antis	Rose	2 Secondary (West'd Only)			X				X		C		A-B D
Antis	Rose	2 Secondary (East'd Only)					P						D-F
Wye	SF	New Portage Secondary			X	P							A-B
EP	RU	Cresson Secondary			X	P							A-B
KY	ZD	Black Lick Secondary			X	P							B
DF	DC	Susquehanna Secondary			X	P							B
South Fork	LV	South Fork Br. 1 and 2				P							
LV	HC	South Fork Secondary			X	P							B

Pittsburgh Division

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
MAIN LINE—Philadelphia to Pittsburgh													
Div. Post Ally. Div.	Millwood	1 and 3	X				P		X		C		
Div. Post Ally. Div.	DR	2		X					X	X	C	C	
Millwood	DR	0, 1 and 3	X				P		X		C		
DR	KR	1, 2, 3 and 4	X				P		X		C		
KR	RG	1, 2, 3	X				P		X		C		
KR	RG	4	X				A		X		C		
RG	SZ	1, 2, 3, 4	X				P		X		C		
SZ	WG	2, 3 and 4	X				P		X		C		
WG	Perry	0, 1, 2, 3, & 4	X				P		X		C		
Perry	R	1, 2, 3 and 4	X				P		X		C		
R	CM	1 and 3	X				P		X		C		
R	CM	2		X					X	X	C	C	
CM	Pitt	1 and 2	X				P		X		C		
RG	VA	Southwest Secondary			X	P							A-B
Perry	U. Jct.	Port Perry Br. 1 and 2					P		X				
U. Jct.	PG	Single		X					X				
SZ	BY	Turtle Creek Branch Single				P							
Monon	OB	Monongahela Branch Monon Single		X					X				
Monon	OB	Scully Single		X					X				
OB	Kenny	Hall Secondary			X	P							A-B
OB	MC	1 and 2					P		X				
MC	BF	Secondary			X	P							A-B
BF	RS	Redstone Secondary			X	P							A-B
MAIN LINE—Conemaugh													
JD	AJ	1 and 2					P		X		C		E
Harris	AJ	1					P		X				
AJ	Harris	2		X					X	X			

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Harris	UY	1 and 2					P		X				
UY	Federal St.	1 and 2					P		X				
UY	CM	Brilliant Br. 1 and 2					P		X				
D	NM	Indiana Secondary			X	P							B-C
UY	Brady (Nor. Div.)	Allegheny Br. Single				P							
JB	VO	Butler Secondary			X	P							A-B
MAIN LINE—Pittsburgh to Chicago													
Pitt	Federal St.	1 and 2		X					X	X			
Federal St.	Penna. Ave.	1, 2, 3 and 4		X					X	X			
Penna. Ave.	East Conway	1, 2, 3 and 4	X				P		X				
East Conway	Wood (Valley Div.)	1 and 2	X				P		X				
Jacks Run	Esplen	Ohio Conn. Bridge 1 and 2	X				P		X				
Penna. Ave.	Island Ave. Junction	3 and 4	X				P		X				
Rochester	Div. Post (Valley Div.)	Low Grade Br. 1 and 2					P		X				
Rochester	Yellow Creek	Bayard Br. 1 and 2					P		X				
Yellow Creek	River	Bayard Br. 1 and 2		X					X	X			
Yellow Creek	Branch	River Br. 1 and 2		X					X	X			
Branch	Rockville	River Br. 1 and 2					P		X		C		E
MAIN LINE—Pittsburgh to St. Louis													
PITT	Ingram	Single		X					X		C		
Ingram	Weirton Jct.	1 and 2	X				P		X		C		
CO	Weirton Jct.	3		X					X	X	C	C	
Weirton Jct.	Div. Post (South Reg.)	1 and 2	X				P		X		C		
Corliss	Esplen	Corliss Connecting		X					X				
Esplen	Wagner	Scully Branch					P		X				
Esplen	Monon	Scully Single		X					X				
Glenn	WH	Washington Secondary			X	P							A-B
Weirton Jct.	UN	Wheeling Secondary			X	P							A-B
GR	PN	Powhatan Secondary			X	P							B
WT	NY	Terminal Br. Single				P							
Weirton Jct.	WN	New Cumberland Br. Single				P							
CY	WN	Weirton Secondary			X	P							B
WN	HS	New Cumberland Secondary			X	P							B

NOTE A—Referring to **Rule 271**, at the following locations, extra trains, except passenger extra, may proceed on fixed signal indication in lieu of verbal permission:

Pete	Antis	BF
Park	SF	VO
Miles	EP	Glenn
*Wye	RG	Weirton Jct.
Rose	MC	OB
		Kenny

*For trains operating against assigned direction of traffic, hand signal in lieu of fixed signal will apply.

NOTE B—Authority for movement of passenger extra must be in writing.

NOTE C—Trains and engines will not protect against following movements on Indiana Secondary Track between MP 17 and End of Block.

NOTE D—Third paragraph of **Rule 271** will not apply.

NOTE E—**Rules 550 to 562**, inclusive except **Rules 554 and 575**, are in effect, for movement with the current of traffic.

When cab signal aspect changes from a more favorable aspect to Approach, the train will proceed at Restricted Speed as soon as proper train handling will permit.

When cab signal aspect changes from a more favorable aspect to Approach-Medium, the train will proceed at Medium Speed as soon as proper train handling will permit.

NOTE F—Train Order will be authority for movements against assigned direction of traffic.

NOTE G—In the application of **Rule 334**, where **Rule 261** is in effect, fixed signals at **JD** indicate condition of the block on No. 4 track for eastward trains.

NOTE H—Manual block indication for westward movement on No. 2 track from Forge to Gray will be received from the Operator, Spruce.

Northern Division

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
MAIN LINE—Harrisburg to Buffalo													
Division Post (East. Reg.)	East Allens	Single		X					X				C
East Allens	West Allens	No. 1 & No. 2	X				A		X				C
West Allens	East Linden	Single		X					X				C
East Linden	Linden	No. 1 & No. 2		X					X				C
Linden	Lane	Single		X					X				C
Lane	Drury	No. 1 & No. 2	X				A		X				
Drury	DF	No. 1 & No. 2	X				P	A					
DF	HY	No. 1 & No. 2	X				A		X				
HY	SG	Single		X					X				
SG	JN	No. 1 & No. 2	X				P	A					
JN	Linore	No. 1 & No. 2	X				A		X				
Linore	NR	No. 1 & No. 2	X				P	A					
NR	CR	Single	X				P						
CR	SN	No. 1 & No. 2	X				A		X				
SN	OW	Single		X					X				
OW	Lake	No. 1 & No. 2	X				A		X				
Lake	Perry	Single		X					X				
Perry	Wales	No. 1 & No. 2		X					X	X			
Wales	Hubbard	Single		X					X				
Hubbard	Div. Post Northeastern Region	No. 1 & No. 2	X				A		X				

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Newberry River	Linden	Williamsport Branch											
		Single		X					X				
	East Linden	Single		X					X				
JN MS LOVE	MS LOVE	MAIN LINE ERIE											
		Single				P							
		Single		X					X				
	End of Block Elm	Single				P							
End of Block Sign one-half mile South of Mile Post 1 Ridgway	Falls Creek	Ridgway Secondary Track											
		Secondary			X	A							B
BM	Bridge	Chautauqua Branch											
		Single		X					X				
Bridge	End of Block	Oil City Secondary Track											
		Secondary			X	A							
End of Block	AD	Salamanca Secondary Track											
		Secondary			X	P							
(Pgh. Div.) Brady	Brady	Allegheny Branch											
		Single				P							
	Bridge	Single		X					X				
Brady	DF	Low Grade Secondary Track											
		Secondary			X	P							A-B
LOG Hunlock Kips	Hunlock	Wilkes-Barre Branch											
		Single		X		A	X						
	Kips	Single				P							
	Kase	Single		X		A							
SR	CP BN	Mill Hall Branch											
		Single						X					
SR CP AD	CP AD	Jersey Shore Branch											
		Single						X					
	North End	Single					P		X				

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)												Note
			1	2	3	4	5	6	7	8	9	10			
Kase	State	Shamokin Secondary Track													
		Secondary	.....	.....	X	A	.....	.....	.....	.....	.....	.....	.....	A-B
Newberry	Kendall	Elmira Branch													
		Single	.....	.....	.....	P	.....	.....	.....	.....	.....	.....	.....
SAL	End of Block Mile Post 29.9	Selinsgrove Secondary Track													
		Secondary	.....	.....	X	A	.....	.....	.....	.....	.....	.....	.....	A-B
Montandon	White (Allgy. Div.)	Montandon Secondary Track													
		Secondary	.....	.....	X	A	.....	.....	.....	.....	.....	.....	.....	A-B
Lock Haven	(Allgy. Div.)	Bald Eagle Branch													
		Single	.....	X	.....	.....	.....	X	.....	.....	.....	.....	.....


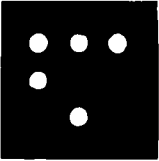
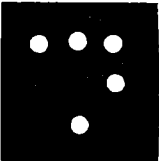
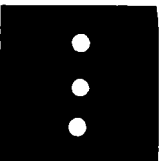
NOTE A—Second paragraph Rule 271 will apply at:

- Kase
- Brady
- SU (When block station is open)
- GH (When block station is open)
- Falls Creek
- DF
- Bridge
- AD (When block station is open)

NOTE B—Authority for movement of passenger extras must be in writing.

NOTES A and B apply to Column 3 Rules 271, 272 and 273.

1280-A to 1297-A1. (Pittsburgh Div.). Signal aspects not in conformity with the typical aspects, in service:

Aspects	Indication	Name
	Stop	Stop-signal
	Proceed at Restricted Speed	Restricting
	Proceed prepared to stop at next signal. Slow speed within Interlocking limits.	Slow-approach
	Proceed	Clear

In service at South End of Bridge 28.91 for Southward movement on Allegheny Branch.

Take Siding Indicator



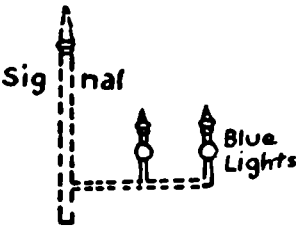
Indication—Take siding.

Name —Take siding indicator.

Trains receiving a take-siding indication will secure permission from operator before entering siding.

Take siding indicator in service:

Bayard Branch	Location	Controlled by	Take siding at
Westward—	Mile Post 23.1	Yellow Creek	Wellsville



Indication—Two tracks intervenes between signal and track it governs.

Name —Signal mast bracket marker.

New Cumberland Branch
On distant signal N-05, 1200 feet east of CY.

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

Slide Protection

1296-A. The letters SP on a signal mast indicate the signal is connected with a slide detector and the most restrictive indication on such signal may be caused by a slide.

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

1296-A1. Slide detectors in service:

Between	Location
ALLEGHENY DIVISION	
Signal Bridges Nos. 2722 and 2713	AO-Conemaugh
Signal Bridges Nos. 2547 and 2572	Lilly-BC
PITTSBURGH DIVISION	
2700 feet west of Mile Post 14 and Bridge 15.17	BI-Atlas
Mile Post 42 and Mile Post 43	Hyde Park-Leechburg
1464 feet north of Mile Post 22 to 3110 feet south of Mile Post 23 695 feet north of Mile Post 21 and 2730 feet north of Mile Post 23	Allegheny Branch
905 feet north of Mile Post 51 and a point 3075 feet north of Mile Post 51	California-West Brownsville Jct.

NORTHERN DIVISION

Between	Location
Mile Post 168 and Mile Post 169 (East of Driftwood)	Westward SP Signal No. 1695 east of slide detector.
Mile Post 172 and Mile Post 173 (East of Sinnemahoning)	Westward SP Indicator Signal east of slide detector. Eastward SP Indicator Signal west of slide detector.
Mile Post 174 and Mile Post 175 (East of Grove)	Eastward SP Signal No. 1732 west of slide detector.
Mile Post 181 and Mile Post 183 (West of Keating)	Eastward SP Signal No. 1804 west of slide detector. (Note 1)
Mile Post 202 and Mile Post 204 (Hyner)	Westward SP Signal No. 2045 east of end of slide detector. Eastward SP Signal No. 2024 west of slide detector.
Mile Post 205 and Mile Post 207 (Ritchie)	Westward SP Signal No. 2071 east of slide detector. Eastward SP Signal No. 2046 west of slide detector.
Mile Post 208 and Mile Post 209 (Glen Union)	Westward SP Signal No. 2091 east of slide detector. Eastward SP Signal No. 2070 west of slide detector.
Mile Post 217 and Mile Post 219 (Farrandsville)	Westward SP Signal No. 2185 east of slide detector. Eastward SP Signal No. 2178 west of slide detector.
Mile Post 264 and Mile Post 265 (Montgomery)	Westward movement protected by SP home signal Monty, east of slide detector. Eastward SP Signal No. 2362 west of slide detector and Eastward Home Signal for Monty.
Mile Post 135 and Mile Post 137 West of Selinsgrove Jct.	Westward SP Signal No. 1327 east of slide detector. Eastward home signals at Creek Interlocking west of side detector.
Mile Post 98 and Mile Post 99 East of East Ferry	Westward SP Signal No. 977, east of slide detector. Eastward home signals at East Ferry, west of slide detector.
M.P. 121 and M.P. 126 North of Petro	Southward SP Signal No. 1215 north of slide detector. Northward SP Signal No. 1258 south of slide detector.

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

Note 1—Northern Div. Signal SP No. 1804, in addition to providing slide protection on No. 1 track, also provides protection for facing point hand-operated switch leading to Freight House track, Mile Post 182.7, Keating.

1317-A2. (Northern Div.). Freight trains with 15 cars or more must not make following movements between Keating Summit and Linore southward.

Freight trains with 20 cars or more must not make following movements between Kane and Wilcox eastward.

1326 (Northern Div.). Eastward trains clearing main tracks at Love must report clear.

Facing Hand-operated Switches connected with Manual Block Signal.

1331-A1. (All Divs.). Train Orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared.

Allegheny Division

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Wye	Westward	New Portage Secondary	Wye Block Station and switch 10 feet west of signal.
Miles	Eastward	Bellefonte Secondary	Miles Block Station and Westward distant signal No. B 320.

Pittsburgh Division

SZ	Eastward	Single	SZ —Block Station and switch 364 feet east of signal.
DN	Northward	Single	DN —Block Station and switch 1200 feet north thereof.
DN	Southward	Single	DN —Block Station and switch 394 feet south thereof.
FD	Northward	Single	FD —Block Station and switch 280 feet north thereof.
BF	Southward	Redstone Secondary Track	BF —Block Station and switch 28 feet south thereof.
Glenn	Westward	Washington Secondary	Glenn Block Station and Mile Post 1.
Weirton Jct.	Westward	Wheeling Secondary	Weirton Jct. Block Station and East Steubenville.

Northern Division

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
CR	Southward	Single	1477 feet south of M. P. 87
Port Allegany	Northward	Single	Port Allegany—Northward Block Signal and M. P. 96.
JN	Westward	Single	JN—Westward Block Signal and M. P. 148.
Elm	Eastward	Single	Elm—Eastward Block Signal and 3977 feet east of M. P. 4.
Hunlock	Eastward	Single	1579 feet west M. P. 35 and 2263 feet west M. P. 36 also 240 feet east M. P. 36.
Hunlock	Westward	Single	2353 feet west M. P. 38 and 1697 feet east M. P. 36 also 1060 feet east M. P. 36.

Elmira Branch

Kendall	Northward	Single	Kendall and Shannon
Shannon	Southward	Single	Shannon and Kendall

Wilkes-Barre Branch

Kips	Eastward	Single	Kips and M.P. 11
*Nescopeck	Eastward	Single	Nescopeck and Spring Switch 1528 feet east of M.P. 38
Hunlock	Westward	Single	Hunlock and 3000 feet West of M.P. 51

Oil City Secondary Track

Bridge	Northward	Single	Bridge—Block Station and 1112 feet north thereof.
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Low Grade Secondary Track

Brady	Eastward	Secondary	Brady and Mile Post 1.
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NOTE (All Divisions)—A train or engine receiving a train order to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

*When block station is open.

Hand-operated Switches where Trains or Engines must not clear.

1502-A1. At the following locations trains and engines are prohibited from clearing main track:

Northern Division

Main Line

Track	Location
Public Delivery	Dauphin
Freight House Track	Millersburg
Millersburg Spur	4074 feet west of Mile Post 112
Cripple Car	1384 feet west of Mile Post 120
Cripple Car	Mile Post 125
Public Delivery	Mile Post 131 West of West Boyles
Shippers Car Line Track	700 feet east of "MU"
Fuelane Corp. Track	Milton
Eastern State Farmers Exchange Track	1800 feet west of Milton Station
Watsonstown Cabinet	Watsonstown
Creamery Siding	Dewart
Montgomery Table & Desk Works Track	Montgomery
Freight House Track	Muncy
Atlantic Oil Siding	2832 feet east of Mile Post 251
Public Delivery	Nisbet
Freight House Track	Jersey Shore
Public Delivery	South Wales
Public Delivery	Holland
Fisher Price Track	1752 feet north of Mile Post 27
Dairyman's League Co.	2165 feet north of Mile Post 77
McElhattan Freight House	300 feet west of Mile Post 228

Allegheny Branch

Keystone Supply Co.	1730 feet south of Mile Post 86, Foxburg
Cripple Car	210 feet north Mile Post 100, Woods
C. and K. Coal Co.	2880 feet south of Mile Post 77

Chautauqua Branch

Track	Location
Grape Plant Track	2469 feet south of Mile Post 52
Lawson Spur Track	757 feet north of Mile Post 53
Pross Shop Track	670 feet south of Mile Post 60
Gravit Bros. Track	893 feet north of Mile Post 64
Malted Milk Plant Track	425 feet north of Mile Post 64
G. L. F. Track	572 feet south of Mile Post 65
Mayville House Track	3282 feet north of Mile Post 66
Klings Furniture Track	2453 feet north of Mile Post 66
Summerdale Shop Track	995 feet south of Mile Post 70
Sherman Freight House Track	2042 feet south of Mile Post 74
G. L. F. Track	1200 feet north of Mile Post 75
Caffisch Lumber Co. Track	620 feet north of Mile Post 86
Gravel Pit Track	2659 feet north of Mile Post 93
Fogle Lumber Track	1599 feet south of Mile Post 93
Spartansburg, Freight House Track	923 feet south of Mile Post 102
Mill Track	2805 feet south of Mile Post 102
Centerville, Milk Plant Track	2799 feet south of Mile Post 109
Hydetown, Team Track	773 feet south of Mile Post 117
Titusville, Hale Track	4990 feet south of Mile Post 119
Waterworks Track	950 feet south of Mile Post 120
River	1541 feet north of Bridge Block Station

1509-A1. (All Divs.). In the application of Rule 509, when Stop indication (Rule 292, Fig. A) is displayed on a signal at the following locations, the authority to pass it must be obtained through the operator listed below:

Location	Track	Governing Movements	Authority must be Obtained from Operator at:
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Allegheny Division

3515 feet west of Mile Post 155	No. 3	Eastward	Miffin
Mile Post 155.6	No. 2	Eastward	Miffin
Mile Post 178.4	No. 1-No. 2	Eastward	Jacks
West end UN interlocking	No. 4	Westward	AR
Signal Bridge 2804	No. 1	Eastward	SG

Pittsburgh Division

Atlas: 990 feet west of Mile Post 17	No. 2	Westward	Truxall
Atlas: 1530 feet east of Mile Post 18	No. 1	Eastward	Truxall
Signal Bridge 3207	No. 4	Westward	RG
Greensburg: 6458 feet west of Mile Post 323	No. 4	Westward	RG
West end Port Perry Tunnel	Single	Eastward	PG
East end Port Perry Tunnel	Single	Westward	PG
Steubenville: 750 feet west of Mile Post 42	No. 2	Westward	Weirton Jct.
Steubenville: 500 feet west of Mile Post 44	No. 1	Eastward	Mingo Jct.
Kings: 2300 feet west of Mile Post 14	No. 2	Westward	Rockville
Dennison: Mile Post 90	No. 2		Uhrich

Northern Division

Signal Located at	On Tracks	Secure clearance card or train order through Operator at:
Main Line Harrisburg-Buffalo Mile Post 7	No. 1	GJ
Linore	No. 2	JN
Mile Post 284	Northumberland Siding	Kase
Allegheny Branch 720 feet north of Mile Post 73	Single	Brady
3670 feet north of Mile Post 94	Single	Brady
220 feet north of Mile Post 100	Single	Brady
1660 feet south of Mile Post 112	Single	Brady

CAB SIGNALS

1550-A1. (All Divs.). In the application of **Rule 550**, engines dispatched from points in cab signal territory to points where test circuits are not provided must have cab signal equipment cut in for the entire trip.

Engines dispatched from any points destined to Cab Signal Territory must make departure tests and have cab signal equipment cut in before departure.

Cutting-in Sections Located:

	Track	Between	And
	Westward Trains		
Main Line Phila.-Pgh.	No. 3	Westward home signal for SLOPE	Eastward home signal bridge SLOPE
New Portage Secondary Track	Secondary	1500 feet east of West- ward distant signal for SF	Westward distant sig- nal for SF
Main Line Conemaugh	No. 104	300 feet east of West- ward Home Signal BI	Westward Home Sig- nal BI
	No. 3 Old Main	300 feet east of West- ward Home Signal BI	Westward Home Sig- nal BI
Main Line Phila.-Pgh.	No. 2	At fixed signal govern- ing eastward move- ments 200 feet west of WG	
Main Line Pittsburgh- St. Louis	Single	Interlocking PITT	Home Signal east of No. 1 Tunnel
	Mingo wye	152 feet west of Signal Y-209	Westward Home Sig- nal Mingo Jct.

Cutting-in Sections Located:

	Track	Between	And
Eastward Trains			
Main Line Phila.-Pgh.	No. 4 (Eastward trains)	3641 feet west of eastward distant signal S32 for SG	Signal S32
Cresson Yard Track	(Trains routed to No. 0)	300 feet west of Eastward fixed signal east end Jump-Over track. 1860 feet east of MO	Eastward fixed signal 1860 feet east of MO
South Fork Branch	Single	600 ft. south of Northward distant signal 2656 for W	Signal 2656
Main Line Phila.-Pgh.	No. 1	310 feet west of signal 3364 (Westward Home Signal for SZ)	Signal 3364
	No. 1	PITT	Home Signal No. 1 Track, 400 feet east of PITT
Main Line Conemaugh	Apollo	300 feet west of Eastward Home Signal Apollo	Eastward Home Signal Apollo
	Horn	300 feet west of Eastward Home Signal AJ	Eastward Home Signal AJ
	No. 1	1/2 mile east of Mile Post 53	Eastward Home Signal Beale
Brilliant Branch	No. 1	Automatic Signal B-20	Home Signal for CM

Cutting-in Sections Located:

	Track	Between	And
Westward Trains			
Corliss Connecting Track	Single	465 feet east of Westward Home Signal for Corliss	Westward Home Signal, Corliss
Scully Branch	Scully No. 2	Block Signal No. 57 east of Wagner	Westward Home Signal, Wagner
Scully	Single	4386 feet east of Elliott	Elliott
Monon	Single	Signal M05	Monon
River Branch	No. 2	Yellow Creek	Branch
Yellow Creek	Secondary	River	Branch
New Cumberland Branch	Single	755 feet east of Westward Home Signal for Weirton Jct.	Westward Home Signal, Weirton Jct.
Eastward Trains			
Port Perry Branch	No. 1	Signal P118 (west of East Pittsburgh)	Home Signal at Perry
Wheeling Secondary Track	Secondary	2015 feet west of distant switch signal No. J-16	Eastward Home Signal, Weirton Jct.
River Branch	No. 1 Yard Track	300 feet west of Signal Y-210	Eastward Home Signal, Rockville
Scully	Single	Home Signal Esplen	Elliott
Northward Trains			
Southwest Secondary	Secondary	1500 feet south of Northward distant signal RO8	Signal RO8

1555-A1. (Allgy. & Pgh. Divs.). The following exceptions authorized for trains and engines not equipped with cab signals:

- (a) Wire, work and wreck trains, and ballast cleaners to and from work.
- (b) Engines to and from Shops.
- (c) Engines used in Switching and Transfer Service. (Yard and runner engines) with or without cars, not exceeding 20 miles per hour unless otherwise instructed between:

Banks	Jacks
Gray	Alto
Slope	SG
DR	PITT
PITT	Carnegie
Laurel Hill	Mingo Jct.
*AJ	Apollo
BI	*JD

*Between AJ and JD—15 miles per hour unless otherwise instructed.

Includes empty passenger equipment being pushed or pulled, and trains to and from Conemaugh District, yard engines and helping engines, within these limits.

Between Perry and Pitcairn yard, trains to and from Port Perry Branch.

1557-A2. (Allgy. Div.). Referring to Rules 555 & 556.

Trains with engine not equipped with cab signal apparatus, or equipped with cab signal apparatus not in operative condition, must be prepared to pass the following signals at Medium Speed:

Westward

Signal 1179—East of View

Signal 2035—East of Deer

Eastward

Signal 2036—West of Hunt

Signal 1142—0.8 miles west of Reg. Post.

1557-A3. (Allgy. Div.). Hot Journal Detector located at Jacks is connected to Block Signals 1822 and 1784 on No. 1 and No. 2 tracks.

Trains must stop, as soon as safe handling will permit, when cab signal displays Approach Medium between the Hot Journal Detector and block signal 1822. A member of the crew must promptly notify the Block Operator at Jacks.

Trains with engines not equipped with cab signal apparatus, or equipped with cab signal apparatus not in operative condition, must approach block signal 1822 prepared to stop, and when Approach aspect Rule 285 is displayed on signal 1822 must stop, and member of the crew must promptly notify the Block Operator at Jacks.

1560-A1. (Pgh. Div.). The following form of train order will be used to instruct a train or engine to proceed at authorized speed, without cab signals, between AJ and JD on Main Line-Conemaugh and between Branch and Rockville on River Branch, where cab signals are used without Fixed Automatic Block Signals:

Extra 4800 West proceed at authorized speed on No. 2 track from A to B without cab signals prepared to stop at all home signals.

All block stations within the specified limits must have a copy of the train order.

INTERLOCKING

1605-A1. (Pittsburgh Div.). Rule 605—in effect:

	Track	Between	And
Main Line— Pgh.-Chgo.	No. 2	Rochester	West Rochester
Main Line— Pgh.-St. Louis	No. 1 and No. 2	Wagner	Camp Hill
	No. 1	Camp Hill	Home Signal 890 ft. west of Mile Post 11
	No. 1 and No. 2	Mingo Jct.	East end Gould siding
River Branch	Connection	Main Line at Mingo Jct.	River Branch at Rock- ville
	No. 2	Rockville	Signal 942 feet west of Mile Post 19

1605-A2. (Pittsburgh Div.). Gauntlet in No. 5 Tunnel just west of Gould interlocking is within the interlocking limits.

Northern Division

Machias, Molly, Northumberland, Kase, Lock Haven, Eye, Bridge.

1663-A. (All Divisions). Interlockings Operated Automatically.

Automatic Interlockings in service at the following locations:

Location	Interlocking	Railroad Crossing	Location of Instructions
Terminal Branch	Zane	B. & O.	P.R.R. Telephone Shelter Box at Crossing
Williamsport Industrial Track	Wills	Reading R.R.	Telephone Box at Crossing

At locations listed above, when a train, engine or track car is stopped by an interlocking home signal and there is no train or engine approaching on the foreign railroad and no cause for detaining train or engine be known, conductor, engineman or driver of track car must be governed by instructions posted at the crossing. Copies of instructions governing movement over each crossing are posted in adjacent Block Stations and Train Dispatchers office.

1663-A1. (Pittsburgh Div.). Home signals not protected by distant signals:

VO Interlocking Station, Butler Secondary track, for westward movement.

Zane Interlocking, Zane and Wheel Running tracks, for movement in either direction.

Trains and engines must not exceed Reduced Speed approaching Home signals at the above locations, prepared to stop at Home signal.

1663-A2. (Allgy. & Pgh. Divs.). Altoona—Pittsburgh passenger stations:

Trains and engines stopped after receiving a proceed interlocking signal at east and west end of station tracks, in such a position that the signal indication cannot be seen by the engine crew, will be governed as follows:

At Altoona; proceed on communicating signal supplemented by hand signal from member of crew. The Conductor must know that fixed signal is in proceed position before the prescribed signal to proceed is given engineman.

At Pittsburgh; proceed after member of crew has observed that fixed signal is in proceed position and verbally conveys this information to engineman.

At either location if necessary to change a route after signal has been cleared, conflicting routes must not be established until proper understanding is had with engineman of train involved.

ALL DIVISIONS

SAFETY CALENDAR

Train, Engine and Other Transportation Employees

A Safe day is a Pay day

**Accident prevention starts by knowing, understanding
and obeying the Safety Rule, let it be your guide each
and every day.**

Date	Oct.	Nov.	Dec.	Jan.	Feb.	March	April
1	1000 (a)	1000 (b)	1000 (a)	1000 (b)	1011 (a)	1101
2	1000 (b)	1001 (a)	1000 (b)	1000 (a)	1001 (d)	1100 (a)
3	1175 (g)	1153 (b)	1105 (i)	1175 (j)	1176 (h)	1000 (b)
4	1150 (b)	1111 (f)	1013 (c)	1010 (a)	1050	1152 (b)
5	1152 (e)	1017	1175 (e)	1208	1154 (b)	1103 (m)
6	1052 (c)	1004	1111 (a)	1002 (c)	1003 (a)	1051 (g)
7	1111 (b)	1154 (a)	1010 (c)	1152 (d)	1118	1111 (i)
8	1150 (c)	1114 (c)	1105 (c)	1121	1222	1176 (l)
9	1112 (a)	1006	1005	1213	1218	1156 (a)
10	1175 (c)	1102 (a)	1175 (a)	1204 (a)	1117 (c)	1110
11	1112 (b)	1151	1156 (e)	1021	1103 (d)	1052 (g)
12	1025	1111 (c)	1014 (g)	1114 (a)	1221 (b)	1125
13	1105 (f)	1156 (c)	1206	1109	1124	1100 (i)
14	1155 (a)	1020 (a)	1150 (a)	1014 (a)	1175 (k)	1175 (d)
15	1111 (d)	1152 (a)	1103 (h)	1126 (b)	1207	1004
16	1051 (e)	1103 (c)	1006	1201 (d)	1152 (p)	1155 (c)
17	1105 (b)	1003 (d)	1155 (d)	1012	1153 (a)	1201 (c)
18	1112 (c)	1100 (f)	1052 (d)	1122 (b)	1008 (c)	1150 (c)
19	1010 (b)	1052 (k)	1105 (e)	1111 (g)	1052 (e)	1119 (a)
20	1210	1014 (f)	1009	1107	1018 (c)	1105 (a)
21	1013 (b)	1051 (c)	1201 (e)	1151	1100 (d)	1175 (e)
22	1205 (d)	1115	1014 (c)	1115	1216 (f)	1016
23	1002 (b)	1014 (a)	1202 (a)	1176 (e)	1176 (k)	1205 (e)
24	1152 (c)	1053	1102 (c)	1015	1203 (a)	1214
25	1215	1216 (b)	1007	1200	1223	1020 (h)
26	1012	1007	1127	1202 (d)	1106	1176 (c)
27	1102 (b)	1202 (a)	1201 (b)	1123 (a)	1114 (b)	1110	1226
28	1211	1225 (c)	1220	1103 (i)	1013 (a)	1024 (a)	1102 (a)
29	1020 (k)	1205 (a)	1216 (a)	1216 (d)	.....	1052 (j)	1224
30	1176 (a)	1176 (d)	1018 (a)	1219	.....	1105 (d)	1211 (b)
31	1128 (i)	.....	1022 (a)	1214	.....	1006	.....

Central Region—G.O. No. 119—Effective Sunday October 27, 1968

**PENN CENTRAL
CENTRAL REGION**

Pittsburgh, Pa., April 20, 1968.

GENERAL ORDER No. 101

Effective 4.01 A.M., Sunday, April 28, 1968

Applies on All Divisions

- (a) Timetable No. 1 in effect. This timetable is a joint **Allegheny, Pittsburgh, Northern Division** Timetable. It contains the necessary instructions issued in general orders up to and including General Order No. 420, all of which must be removed from bulletin boards.
- Each employe must examine each page of Timetable No. 1 to see that his copy is complete, pages properly lined up, and note changes.
- General Orders will be numbered consecutively regardless of division on which they apply.
- (b) **RULES FOR CONDUCTING TRANSPORTATION**
Penn Central Rules for Conducting Transportation, in effect 4.01 A.M., Eastern Standard Time, Sunday, April 28, 1968.
- Penn Central Rules for Conducting Transportation, supersedes the Book of Rules - Rules for Conducting Transportation, effective October 28, 1956, which governed the railroads operated by the former Pennsylvania Railroad and supersedes the Rules of the Operating Department, effective October 28, 1956, which governed the railroads operated by the former New York Central System.
- Employes whose duties are prescribed by Penn Central Rules for Conducting Transportation, must provide themselves with a copy, see that it is complete and note the changes.
- (c) **TIMETABLE AUTHORITY**
On schedule pages where both Station and Block Station name appears on the same line, the time shown applies at Block Station for trains that do not make the station stop.
- (d) **BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS**
Former Pennsylvania Railroad Brake and Train Air Signal Instructions, **99-D-1**, effective January 1, 1953 in effect as follows:
- Entire Pittsburgh Division
- Allegheny Division, except WBV, Snow Shoe, Cherry Tree, Boardman, Madra, Grassflat, Mahaffey, Phillipsburg and Hooverhurst Branches.
- Northern Division, except Reno, Valley, JF&C, Rich, Mill Hall and Jersey Shore Branches.
- Brake and Train Air Signal Instructions, **99-D-1**, effective January 1, 1953, revised in part as follows:
- Revision of —
- 3-30-54 - 14E
- 12-5-54 - 19B Annulled
- 9-1-55 - 5B
- 7-1-58 - 14, 14A
- 8-1-58 - 7A, 7B, 7C, 9, 9A, 9B, 9F, 11, 11B, 11C, 11D, 11E, 12, 13, 13A, 14, 14A, 14B, 15A, 18B, 44, 45, 56B.
- Renumbered 14C (former 14B), 14D (former 14E), 14E (former 14D)
- 10-1-58 - 9C, 14F
- 2-17-60 - Instruction 44
All reference to Speed Brake Control and 3-inch Piston Travel to be deleted
- 8-1-60 - 7C, 12
- 11-1-63 - 7B
- 6-1-64 - 7, 7C, 28, 41
- 8-25-64 - 3M

Employes must paste revisions in sticker form over corresponding instruction or page.

(e) RULES FOR THE OPERATION AND SUPERVISION OF AIR BRAKE TRAIN AIR SIGNAL AND STEAM HEAT EQUIPMENT LOCOMOTIVES AND CARS

Former New York Central Rules for the Operation and Supervision of Air Brake Train Air Signal and Steam Heat Equipment Locomotives and Cars revised May 1, 1965 in effect as follows:

Allegheny Division

WBV, Snow Shoe, Cherry Tree, Boardman, Madera, Grassflat, Mahaffey, Phillipsburg and Hooverhurst Branches.

Northern Division

Reno, Valley, JF&C, Rich, Mill Hall and Jersey Shore Branches.

Air Brake and Train Air Signal Rules, effective May 1, 1965 revised in part as follows:

Revision of 12-10-65 - 1558, 1559, 1560 and 1561.

Employees must paste revisions in sticker form over corresponding instruction or page.

Applies on Allegheny Division

**(f) PUBLIC CROSSING AT GRADE
MAIN LINE - PHILADELPHIA - PITTSBURGH
SG - JD**

Apparatus provided to automatically interrupt operation of automatic highway crossing protection at Centerville, Legislative Route 32009, located 909 feet west of Mile Post 288, No. 4 track, in service.

CC sign, located 400 feet west of Mile Post 288, No. 4 track, in service.

Train or engine, after using switch at Conemaugh Steam and Electric Generating Siding, located 100 feet west of Mile Post 288, must approach Centerville Crossing prepared to stop before passing over the crossing unless automatic protection is known to be in operation and area is clear.

Special Instruction **1103-A1**, page 79, changed.

Column 3 and Note 4 to apply.

**(g) IRVONA BRANCH
CRESSON - BLANDBURG
(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 20 miles per hour over entire branch, account track condition.

Special Instruction **1157-F1**, page 172, changed.

**(h) IRVONA BRANCH
CONDON - SANDY RUN
(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 10 and Mile Post 17, account track condition.

Special Instruction **1157-F1**, page 172, changed.

**(i) CRESSON SECONDARY TRACK
DF - PU
(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour between **DF** and **PU**, account track condition.

Special Instruction **1157-F1**, page 172, changed.

**(j) CRESSON SECONDARY TRACK
RE - WELSHDALE
(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour between **RE** and Mile Post 29, account track condition.

Special Instruction **1157-F1**, page 172, changed.

(k) CRESSON SECONDARY TRACK**LJ - HM****McGEES SECONDARY TRACK****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour on entire track, account track condition.

Special Instruction **1157-H1**, page 181, changed.

(l) CRESSON SECONDARY TRACK**LJ - K****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 36 and Mile Post 45, account track condition.

Special Instruction **1157-F1**, page 172, changed.

(m) BLACK LICK SECONDARY TRACK**VF - ZD****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 34 and **ZD**, account track condition.

Special Instruction **1157-F1**, page 172, changed.

(n) MOSHANNON SECONDARY TRACK**RAM - SMOKE RUN****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 7 and Mile Post 9, account track condition.

Special Instruction **1157-F1**, page 172, changed.

(o) MOSHANNON SECONDARY TRACK**SMOKE RUN - MADERA****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour between Smoke Run and Madera, account track condition.

Special Instruction **1157-F1**, page 172, changed.

(p) SOUTH FORK BRANCH**SOUTH FORK - ST. MICHAEL****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour on No. 1 and No. 2 tracks, between Mile Post 0 and Mile Post 3, account track condition.

Special Instruction **1157-F1**, page 172, changed.

(q) SUSQUEHANNA SECONDARY TRACK**SPANGLER - BARNESBORO****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 5 miles per hour on Pullout track between **BN** and No. 4 cross-over, account track condition.

Special Instruction **1157-F1**, page 172, changed.

(r) SUSQUEHANNA SECONDARY TRACK**LUTHER JUNCTION - CJ****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 22 and **CJ**, account track condition.

Special Instruction **1157-F1**, page 172, changed.

Applies on Pittsburgh Division

(s) MAIN LINE - CONEMAUGH**AJ - PINE RUN****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 30 miles per hour on No. 1 track between **AJ** and a point 2500 feet west of Mile Post 41, account track condition.

Special Instruction **1157-F1**, page 172, changed.

- (t) **MAIN LINE - CONEMAUGH
HIGGINS - CQ**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 30 miles per hour on No. 2 track between Mile Post 60 and **CQ**.
Special Instruction 1157-F1, page 172, changed.
- (u) **MAIN LINE - CONEMAUGH
ETNA - HARMAR**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 30 miles per hour on No. 1 track between Mile Post 71 and Mile Post 67, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (v) **MAIN LINE - CONEMAUGH
TUNNELTON - BI**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 30 miles per hour on No. 1 track between Mile Post 15 and Mile Post 12, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (w) **MAIN LINE - CONEMAUGH
WEST TARENTUM - SPRINGDALE**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 30 miles per hour on No. 1 track and No. 2 track between Mile Post 57 and a point 1000 feet west of Mile Post 57, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (x) **ALLEGHENY BRANCH
KITANNING - RIMERTON**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 25 miles per hour between Mile Post 53 and Mile Post 55, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (y) **ALLEGHENY BRANCH
TEMPLETON - RIMMERTON**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 25 miles per hour between Mile Post 57 and Mile Post 58, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (z) **MAIN LINE - PITTSBURGH-ST. LOUIS
OAKDALE - CAMP HILL**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 20 miles per hour on No. 1 track from a point 500 feet west of Mile Post 14 to a point 3000 feet west of Mile Post 12, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (aa) **USE OF SIGNALS
MAIN LINE - PITTSBURGH-ST. LOUIS
UHRICH**
The number of the track to be used by eastward trains entering Dennison eastward yard will be displayed by indicator on front of tower at Uhrich, except that when Figure 4 is displayed, eastward freight trains will enter on No. 101 track at Jewett Street, Dennison.
Special Instructions 1037-A1, page 69, added.
- (ab) **OMAL SECONDARY TRACK
CLARINGTON - OMAL**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 66 and Mile Post 68, account track condition.
Special Instruction 1157-F1, page 172, changed.

- (ac) OMAL SECONDARY TRACK
WEST POWHATAN - FERRO
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 60 and Mile Post 61, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (ad) NEW CUMBERLAND SECONDARY TRACK
NEW CUMBERLAND - GLOBE
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 5 miles per hour between Mile Post 9 and Mile Post 10, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (ae) NEW CUMBERLAND SECONDARY TRACK
KINGS CREEK - NEW CUMBERLAND
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 4 and a point 1584 feet east of Mile Post 7, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (af) NEW CUMBERLAND SECONDARY TRACK
TENBURY - NEW CUMBERLAND
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 5 miles per hour between a point 1584 feet east of Mile Post 7 and a point 2640 feet east of Mile Post 7, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (ag) NEW CUMBERLAND SECONDARY TRACK
NEW CUMBERLAND - GLOBE
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between a point 2640 feet east of Mile Post 7 and Mile Post 9, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (ah) NEW CUMBERLAND SECONDARY TRACK
NEW CUMBERLAND - N
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 10 and Mile Post 19, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (ai) NEW CUMBERLAND SECONDARY TRACK
NEWELL - CHESTER
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 5 miles per hour between Mile Post 19 and Mile Post 20, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (aj) KOBUTA INDUSTRIAL TRACK
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 5 miles per hour between Mile Post 22 and Mile Post 23, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (ak) RIVER BRANCH
EMPIRE - KINGS
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour on No. 2 track between Mile Post 7 and Mile Post 9, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (al) RIVER BRANCH
KINGS - STEUBENVILLE
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 20 miles per hour on No. 1 and No. 2 tracks between Mile Post 14 and Mile Post 15, account track condition.
Special Instruction 1157-F1, page 172, changed.

- (am) RIVER BRANCH
BRANCH - CROXTON
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour on No. 2 track between Branch and Mile Post 6, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (an) RIVER BRANCH
EMPIRE - CROXTON
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour on No. 1 and No. 2 track between Mile Post 6 and Mile Post 7, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (ao) CADIZ SECONDARY TRACK
FOLKS - NARVA
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 3 and Narva, account track condition.
Special Instruction 1157-H1, page 181, changed.
- (ap) CADIZ SECONDARY TRACK
CADIZ JCT. - FOLKS
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between a point 2640 feet west of Mile Post 1 and Mile Post 2, account track condition.
Special Instruction 1157-H1, page 181, changed.
- (aq) CADIZ SECONDARY TRACK
NARVA - GEORGETOWN JCT.
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 5 miles per hour from a point 2000 feet west of Mile Post 4 to Mile Post 5, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (ar) WHEELING SECONDARY TRACK
SHORT CREEK - EAST WARWOOD
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 15 miles per hour between a point 3000 feet west of Mile Post 17 and a point 4000 feet west of Mile Post 17, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (as) WHEELING SECONDARY TRACK
BROOK - BEECH BOTTOM
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 5 miles per hour between Mile Post 9 and Mile Post 10, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (at) WHEELING SECONDARY TRACK
FA - LAZEARVILLE
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 5 miles per hour from a point 2640 feet west of Mile Post 5 to Mile Post 6, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (au) POWHATAN SECONDARY TRACK
OJ - BR
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 37 and 2557 feet west of Mile Post 37, account track condition.
Special Instruction 1157-F1, page 172, changed.

- (av) POWHATAN SECONDARY TRACK
BRIDGEPORT - SHADYSIDE
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 43 and Mile Post 45, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (aw) POWHATAN SECONDARY TRACK
JOHNSON - CAPTINA JCT.
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between a point 2000 feet west of Mile Post 54 and Mile Post 57, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (ax) POWHATAN SECONDARY TRACK
SHADYSIDE - DILLE
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 47 and Mile Post 51, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (ay) HANNA SECONDARY TRACK
CADIZ MINE - HANNA
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between a point 2640 feet west of Mile Post 1 and a point 2040 feet west of Mile Post 2, account track condition.
Special Instruction 1157-H1, page 181, changed.
- (az) MONONGAHELA BRANCH - SECONDARY TRACK
ELRAMA - MC
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour on No. 1 track between Elrama and Mile Post 29, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (aaa) MONONGAHELA RUNNING TRACK
DONORA - WEST MONESSEN
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 5 miles per hour between Mile Post 37 and Mile Post 38, account track condition.
Special Instruction 1157-H1, page 181, changed.
- (aab) MONONGAHELA SECONDARY TRACK
DONORA - WEST MONESSEN
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 5 miles per hour between Mile Post 37 and Mile Post 38, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (aac) MONONGAHELA SECONDARY TRACK
DONORA - BELLE VERNON
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 38 and Mile Post 40 account track condition.
Special Instruction 1157-F1, page 172, changed.
- (aad) HALL SECONDARY TRACK
OB - KENNY
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour on Hall Secondary track between OB and Kenny, account track condition.
Special Instruction 1157-F1, page 172, changed.
- (aae) HOME RUNNING TRACK
OB - KENNY
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour on Home Running track between OB and Kenny, account track condition.
Special Instruction 1157-F1, page 172, changed.

(aaf) BAYARD BRANCH**EAST DRY RUN - MIDSTEEL****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 30 miles per hour on No. 1 track and No. 2 track between Mile Post 12 and Mile Post 13, account track condition.

Special Instruction 1157-F1, page 172, changed.

Applies on Northern Division**(aag) MAIN LINE - HARRISBURG - BUFFALO****ROCKVILLE - HECKS****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 5 miles per hour on Rockville Siding between Hecks and Rockville and on Hecks Siding, account track condition.

Special Instruction 1157-H1, page 181, changed.

(aah) MAIN LINE - HARRISBURG - BUFFALO**GJ - HUBBARD****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 30 miles per hour on No. 1 and No. 2 tracks between Division Post, Northeastern Region and 1500 feet south of Mile Post 9, account track condition.

Special Instruction 1157-F1, page 172, changed.

(aal) MAIN LINE - HARRISBURG - BUFFALO**LOCK HAVEN - DROCTON****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 20 miles per hour on No. 1 and No. 2 tracks over road crossings between Mile Post 197 and Mile Post 198 at Farwell, account of crossing condition.

Special Instruction 1157-F1, page 172, changed.

(aa) MAIN LINE - HARRISBURG - BUFFALO**CLERMONT JCT. - CLERMONT SECONDARY TRACK****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 5 miles per hour between Bridge 4.07 and Smethport.

Special Instruction 1157-F1, page 172, changed.

(aak) MAIN LINE - HARRISBURG - BUFFALO**DROCTON - DRURY****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 30 miles per hour on No. 1 track between Drury and Drocton, account track condition.

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 23 and a point 1000 feet north of Mile Post 23, account track condition.

Special Instruction 1157-H1, page 181, changed.

(aal) RIDGWAY SECONDARY TRACK**RIDGWAY - McMINNS****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 23 and a point 1000 feet north of Mile Post 23, account track condition.

Special Instruction 1157-H1, page 181, changed.

(aam) RIDGWAY SECONDARY TRACK**McMINNS - FALLS CREEK****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour between a point 2500 feet north of Mile Post 25 to a point 3500 feet north of Mile Post 25, account track condition.

Special Instruction 1157-F1, page 172, changed.

(aan) RIDGWAY SECONDARY TRACK**McMINNS - FALLS CREEK****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 26 and Mile Post 27, account track condition.

Special Instruction 1157-F1, page 172, changed.

(aao) WILKES-BARRE BRANCH

HUNLOCK - NESCOPECK

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 25 miles per hour between Mile Post 41 and 2500 feet east of Mile Post 46, account track condition.

Special Instruction 1157-F1, page 172, changed.

(aap) WILKES-BARRE BRANCH

NESCOPECK - WAPWALLOPEN

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 30 miles per hour between Mile Post 24 and a point 2000 feet east of Mile Post 36.

Special Instruction 1157-F1, page 172, changed.

(aaq) ELMIRA BRANCH

COLUMBIA CROSSROADS - SNED

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 30 miles per hour between Mile Post 57 and 2600 feet north of Mile Post 60, account track condition.

Special Instruction 1157-F1, page 172, changed.

(aar) ELMIRA BRANCH

NEWBERRY - TROUT RUN

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 30 miles per hour between Mile Post 5 and Mile Post 10, account track condition.

Special Instruction 1157-F1, page 172, changed.

(aas) ALLEGHENY BRANCH

RH - FRANK

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 5 miles per hour on the Cran Storage track, account track condition.

Special Instruction 1157-F1, page 172, changed.

(aat) ALLEGHENY BRANCH

BRADY

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 5 miles per hour on East Brady Running track, account track condition.

Special Instruction 1157-F1, page 172, changed.

(aau) ALLEGHENY BRANCH

RH - BRADY

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 30 miles per hour between RH and Brady, account track condition.

Special Instruction 1157-F1, page 172, changed.

(aav) ALLEGHENY BRANCH

DRAKE - FRANK

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 5 miles per hour on Venango Siding, account track condition.

Special Instruction 1157-H1, page 181, changed.

(aaw) LOW GRADE SECONDARY TRACK

VI - ME-DIX RUN

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour within the confines of Caladonia Tunnel, account track condition.

Special Instruction 1157-F1, page 172, changed.

(aax) CHAUTAUQUA BRANCH

NORTH NEFF - SOUTH NEFF

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 5 miles per hour on Neff Siding, between North Neff and South Neff, account track condition.

Special Instruction 1157-H1, page 181, changed.

(aay) LOW GRADE SECONDARY TRACK**OD****(Temporary Speed Restriction)**Trains and engines must not exceed a speed of 5 miles per hour on **OD** Siding, account track condition.Special Instruction **1157-H1**, page 181, changed.**(aaz) LOW GRADE SECONDARY TRACK****MY****(Temporary Speed Restriction)**Trains and engines must not exceed a speed of 5 miles per hour on **MY** Siding, account track condition.Special Instruction **1157-H1**, page 181, changed.**(aaaa) WATSONTOWN SECONDARY TRACK****WATSONTOWN - EYERSGROVE JCT.****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 15 miles per hour between Watson town and Mile Post 18, account track condition.

Special Instruction **1157-F1**, page 172, changed.**(aaab) ROUSE RUNNING TRACK****ROUSEVILLE****(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 5 miles per hour between the north end of Running track and Mile Post 134, account track condition.

Special Instruction **1157-H1**, page 181, changed.**J. A. FOSHEE,**

General Superintendent.

**PENN CENTRAL
CENTRAL REGION**

Pittsburgh, Pa., April 24, 1968.

GENERAL ORDER No. 102

Effective 12.01 A.M., Thursday, May 2, 1968

Applies on Entire Region

- (a) **RULES FOR CONDUCTING TRANSPORTATION**
BOOK OF RULES
BLANK FORMS

In the use of Blank Forms as prescribed in the Penn Central Rules for Conducting Transportation applicable forms of the former Pennsylvania Railroad and applicable forms of the former New York Central System may be used.

Applies on Allegheny Division

- (b) **EQUIPMENT RESTRICTIONS**
CLEARFIELD SECONDARY TRACK
Trains with 250 ton wrecking derricks are permitted on Clearfield Secondary track and bridges with the following restrictions:
1. Precede and follow the 250 ton derrick by cars not exceeding 170,000 lbs. gross weight on rail.
 2. Maximum speed over all bridges 10 miles per hour.
- Special Instruction **1160-C1**, page 208, changed.
- (c) **MAIN LINE - PHILADELPHIA - PITTSBURGH**
FORGE - GRAY
No. 4 Main track and all connected switches and signals between Forge and Gray, out of service.
Special Instructions **1151-B1**, page 116, **1157-C1**, page 161 and **1250-A1**, page 218, changed.
- (d) **MAIN LINE - PHILADELPHIA - PITTSBURGH**
TYRONE - FORGE
Trains and engines must not exceed a speed of 35 miles per hour on the curves between Forge and Tyrone Station.
Special Instruction **1157-F1**, page 172, changed.

Applies on Pittsburgh Division

- (e) **NON-INTERLOCKED RAILROAD CROSSING AT GRADE**
NEW CUMBERLAND BRANCH
WEIRTON - WN

**Signals, Etc. Governing
Movements over Crossing**

Location	Type	Indication or position	Requirements	Note
Mile Post 1.4 New Cumberland Branch	Hand Signal		Stop unless proceed signal is received.	12

Note 12. Trains and engines must approach crossing located 2112 feet east of Mile Post 1, New Cumberland Branch, prepared to Stop unless a Proceed Signal is received from employee in charge by Yellow Flag or light.

Special Instruction **1098-A1**, page 78, changed.

NOTE 12, added.

- (f) **MAIN LINE - PHILADELPHIA - PITTSBURGH**
KR - DR
No. 1 track and connected signals between **KR** and **DR**, out of service.
Special Instructions **1157-C1**, page 162 and **1250-A1**, page 220, changed.
- (g) **MAIN LINE - PHILADELPHIA - PITTSBURGH**
DR
Low Home Signal governing eastward movement on No. 1 Yard track, 220 feet east of Mile Post 308, out of service.
Low Home Signal governing westward movement on No. 1 Yard track, 530 feet east of Mile Post 308, out of service.
Interlocked crossover leading from No. 1 Yard track to No. 1 track, 330 feet east of Mile Post 308, out of service.
Interlocked crossover leading from No. 1 track to No. 2 track, 600 feet east of Mile Post 308, out of service.
Home Signal located on Signal Bridge governing eastward movement on No. 1 track, 270 feet east of Mile Post 308, out of service.
Interlocked Crossover leading from No. 2 track to No. 1 track, changed to turnout, in service.

CENTRAL REGION GEN. ORDER NO. 102

(Sheet 2 of 2 Sheets)

**(h) MAIN LINE - PITTSBURGH - ST. LOUIS
CO - NC**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour on No. 3 track between **CO** and **NC**, account track condition.

Special Instruction **1157-F1**, page 175, changed.

Applies on Northern Division

**(i) MEDICAL OFFICERS AND SURGEONS
RENOVA**

G. S. Janda, M.D., appointed Surgeon with office at 322 Erie Avenue. Telephone 923-0644.

Special Instruction **100R-2A**, page 59, changed.

F. P. Dwyer, Surgeon, 165 Sixth Street, discontinued.

Special Instruction **100R-2A**, page 59, changed.

**(j) ELMIRA BRANCH
LEOLYN - COWLEY**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 30 miles per hour from Mile Post 38 to 2600 feet north of Mile Post 45, account track condition.

Special Instruction **1157-F1**, page 178, changed.

**(k) RENO BRANCH
POLK JUNCTION**

Train Register located at Polk Junction, in service.

Special Instruction **1083-A3**, page 73, added.

(l) CURVES, BRIDGES, ETC.

**MAXIMUM SPEED
RIDGWAY SECONDARY TRACK
RIDGWAY - FALLS CREEK**

Paragraphs (aal) (aam) and (aan) General Order No. 101, referring to temporary speed restriction of 10 miles per hour between Mile Post 23 and a point 1000 feet north of Mile Post 23, between 2500 feet north of Mile Post 25 and a point 3500 feet north of Mile Post 25 and between Mile Post 26 and Mile Post 27, annulled.

Special Instruction **1157-F1**, page 179, changed.

**(m) RIDGWAY SECONDARY TRACK
LANES MILLS - FALLS CREEK**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 23 and Mile Post 27, account track condition.

Special Instruction **1157-F1**, page 179, changed.

**(n) PUBLIC CROSSINGS AT GRADE
SHAMOKIN SECONDARY TRACK
MONTELIUS INDUSTRIAL TRACK
MT. CARMEL**

Crossings at grade Montelius Industrial Track located at Maple, Hickory, Market, Chestnut, Walnut, Locust and Spruce Streets, equipped with standard crossarm protection, in service.

Note 35 to apply.

Special Instruction **1103-A1**, page 99, changed.

**(o) WILLIAMSPORT BRANCH
NEWBERRY - RIVER**

Facing hand-operated switch for westward movement on Newberry Siding, 2956 feet east of Mile Post 244, leading to Lesco Inc., in service.

**(p) MONTANDON SECONDARY TRACK
MIFFLINBURG - WHITE**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 15 miles per hour between Mile Post 12 and Mile Post 60, account track condition.

Special Instruction **1157-F1**, page 179, changed.

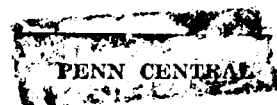
Effective 10.01 A.M., Thursday, May 2, 1968

Applies on Allegheny Division

**(q) MAIN LINE - PHILADELPHIA - PITTSBURGH
DEER - HUNT**

Block Signals 2036, located 1867 feet east of Mile Post 204 governing eastward movements on No. 1, No. 2 and A tracks, out of service.

J. A. FOSHEE,
General Superintendent.



GENERAL ORDER No. 103

Pittsburgh, Pa., May 3, 1968.

Effective 3.01 P.M., Wednesday, May 8, 1968

Applies on Northern Division

(a) SIGNAL RULES

MAIN LINE - HARRISBURG - BUFFALO
SG - JN

No. 1 and No. 2 tracks between SG and JN, out of service.
Special Instruction 1151-B1, page 117, and 1250-A1, page 222, changed.

Former No. 1 track made Single track between SG and JN with Rules 261 to 264 inclusive, for opposing and following movement of trains by Block Signals, and Rules 305 to 342 inclusive, except Rule 316, Manual Block Signal System, in service. Maximum authorized speed of 40 miles per hour.

Special Instruction 1151-A1, page 115, 1151-C1, page 164 and 1250-A1, page 222, changed.

Former No. 2 track from JN to cross-over 800 feet east of Mile Post 151 to east end of siding 520 feet east of Mile Post 152, redesignated JN siding of no assigned direction, capacity 186 cars, in service.

Facing hand-operated switch for westward movement in Single track leading to JN Siding, 520 feet east of Mile Post 152 equipped with electric lock, in service.

Trains entering JN siding at this switch must occupy portion of Single track between switch and signal No. 1521 to release lock.

Facing hand-operated switch for westbound movement on Single track, 2070 feet west of Mile Post 159 leading to Sterling Run Team Track, in service. Trains and engines must not clear main track at this switch.

Facing hand-operated switch for westward movement on Single track, 1660 feet west of Mile Post 151, leading to Mallory Lumber Company, in service. Trains and engines must not clear main track at this switch.

Page 7 changed.

Special Instruction 1104-D2, page 109, changed.

Note 5, added.

Special Instruction 1326-A2, page 228, added.

Block Signal No. 1521 for westward movement in single track, located 600 feet east of Mile Post 152, in service.

Home Signal for westward movement at JN, 2720 feet west of Mile Post 151, in service.

Sticker form of Track, Switch and Signal Layout attached to sticker form of this General Order must be detached and pasted in timetable.

(b) CURVES, BRIDGES, ETC.

MAXIMUM SPEED

MAIN LINE - HARRISBURG - BUFFALO

SG - JN

Trains and engines must not exceed a speed of 30 miles per hour on first curve west of bridge 155.20.

Special Instruction 1157-F1, page 177, changed.

(Sheet 1 of 4 sheets)

(c) MAIN LINE - HARRISBURG - BUFFALO
DRURY - CT

Trains and engines must not exceed a speed of 50 miles per hour on No. 1 track between Mile Post 186 and Drury. Special Instruction 1157-C1, page 165, changed.

CT - DRURY

Trains and engines must not exceed a speed of 45 miles per hour on No. 1 track on curve at Mile Post 188 and curve at Mile Post 192.

Special Instruction 1157-F1, page 177, changed.

DF - CT

Trains and engines must not exceed a speed of 40 miles per hour on No. 2 track on curve at Mile Post 182.

Special Instruction 1157-F1, page 177, changed.

(d) MAIN LINE - HARRISBURG - BUFFALO
GJ - HUBBARD

Paragraph (aah) of General Order No. 101 referring to a temporary speed restriction of 30 miles per hour on No. 1 and No. 2 track between Division Post and 1500 feet south of Mile Post 9, annulled.

Special Instruction 1157-F1, page 177, changed.

(e) YARD LIMITS
CORNING BRANCH
SR - WATERVILLE

Yard limits between SR and Mile Post 166.5, in service.

Special Instruction 1093-A1, page 76, changed.

(f) STATIONS
LOW GRADE SECONDARY TRACK

Station name of GH located at Mile Post 40.9, changed to Rose.

Page 32, changed.

(g) LOCATION OF HOSPITALS
CORY, PA.

Telephone number of Corry Memorial Hospital changed to 665-8201.

(h) SALAMANCA, N.Y.

City Hospital in Salamanca, N.Y. located on Parkway Drive.

Telephone number changed to 945-1900.

Special Instruction 100R-3A, pages 62 and 64, changed.

(i) JERSEY SHORE BRANCH
CP AD - NEWBERRY JCT

No. 1 track between CP AD Mile Post 177.2 and NB Mile Post 180.1 designated No. 1 secondary track of assigned direction East in charge of the yardmaster NB. When there is no yardmaster on duty at NB the operator at SR will have charge of the secondary track.

No. 2 track between CP AD Mile Post 177.2 and NB Mile Post 180.1 designated No. 2 secondary track of assigned direction West in charge of the yardmaster at NB. When there is no yardmaster on duty at NB the operator at SR will have charge of the secondary tracks.

The maximum authorized speed on No. 1 and No. 2 secondary tracks is 10 miles per hour.

CENTRAL REG. GENERAL ORDER NO. 103
(Sheet 3 of 4 sheets)

Yard Limits between Mile Post 177.2 and Mile Post 180.1, out of service.

No. 1 and No. 2 tracks between NB Mile Post 180.1 and Newberry Jct. Mile Post 180.9 designated running tracks of no assigned direction in charge of the yardmaster NB.

Special Instructions 1093-A1, page 76, 1151-B1, page 117, 1151-C1, page 119, 1151-G1, page 125, 1157-C1, page 166, 1157-C3, page 169, 1157-H1, page 183, 1250-A1, page 223, changed.

4

(j) FIXED SIGNALS

**MAIN LINE - HARRISBURG - BUFFALO
SF**

Eastward home signal at SF governing eastward movement on the Single track is located to the left of and adjacent to Single track.

Special Instruction 1605-A2, page 235, added.

(k) CURVES, BRIDGES, ETC.

**MAXIMUM SPEED
ELMIRA BRANCH
CANTON - COWLEY**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 30 miles per hour from Mile Post 38 to 2600 feet north of Mile Post 45, account track condition.

Special Instruction 1157-F1, page 178, changed.

(l) RENO BRANCH

STONEBORO - FRANKLIN

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 15 miles per hour between Division Post Lake Division and Mile Post 68, account track condition.

Special Instruction 1157-F1, page 178, changed.

(m) ALLEGHENY BRANCH

OIL - FRANK

Paragraph (aas) of General Order No. 101 referring to a temporary speed restriction of 5 miles per hour on the Cran Storage Track, annulled.

Special Instruction 1157-F1, page 179, changed.

(n) VALLEY BRANCH

DUNKIRK - END OF BRANCH

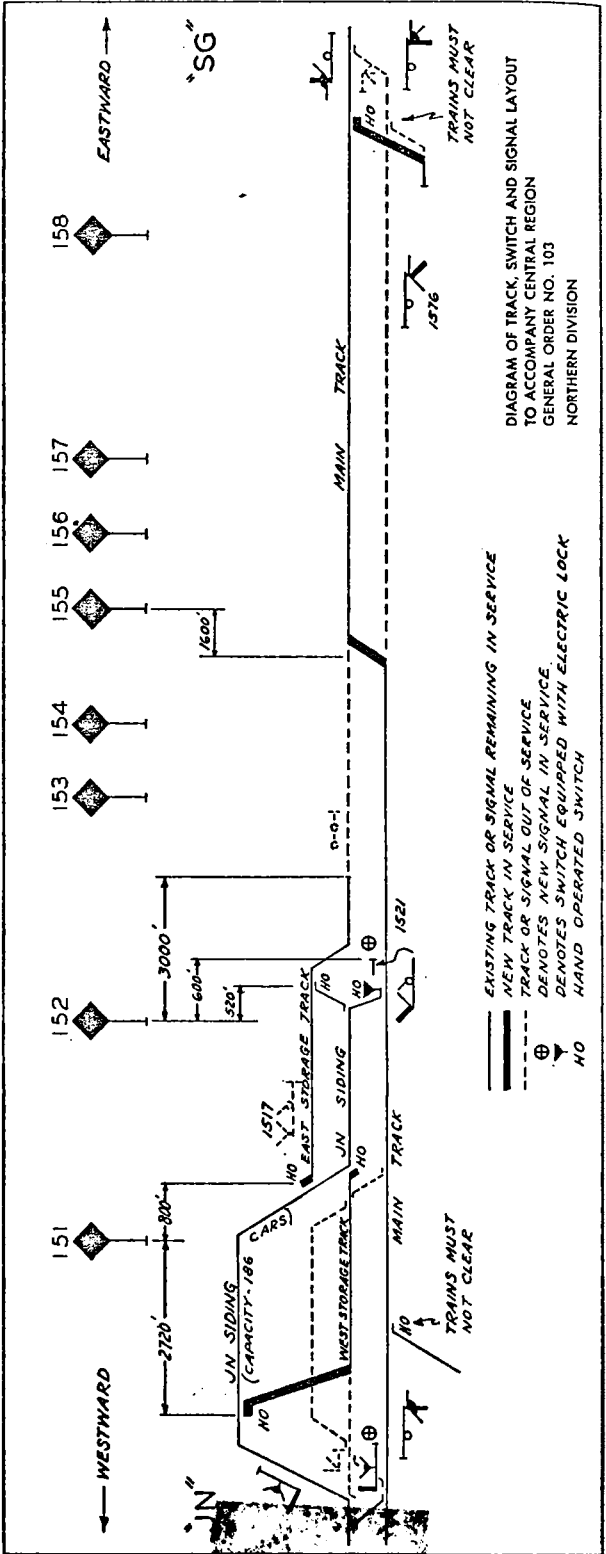
(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 15 miles per hour between Dunkirk and east of Branch, account track condition.

Special Instruction 1157-F1, page 178, changed.

J. A. FOSHEE,

General Superintendent.



**PENNSYLVANIA CENTRAL COMPANY
CENTRAL REGION**

Pittsburgh, Pa., May 14, 1968.

GENERAL ORDER No. 104

Effective 3.01 P.M., Friday, May 24, 1968

Applies on Entire Region

(a) ENGINE WHISTLE OR HORN SIGNALS

In the application of Rule 14 whereby a member of crew providing protection may return to his train modified for certain tracks.

Special Instruction 1014-A1, page 66, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over Engine Whistle Signals, page 66 of Timetable.

**(b) BULLETIN BOARDS
ENTIRE REGION**

General Orders of Southern and Lake Regions will be posted and delivered at the following locations:

PITTSBURGH	— Crew Dispatcher's Office, 115 Pennsylvania Station
PITCAIRN	— Crew Dispatcher's Office — Yard Master's Office
CONWAY	— Engine & Train Crew Room, East Conway — Main Yard Office — No. 4 Yard Office — No. 5 Yard Office
SCULLY YARDS	— Yard Master's Office
WELLSVILLE	— Crew Dispatcher's Office
WEIRTON JCT.	— Yard Master's Office
MINGO JCT.	— Crew Dispatcher's Office

General Orders of Southern Region will be posted and delivered at the following locations:

DENNISON	— Crew Dispatcher's Office
GEORGETOWN	— Fueling Station

General Orders of Northeastern and Eastern Regions will be posted and delivered at the following locations:

OLEAN	— Crew Dispatcher's Office
OIL CITY	— Crew Dispatcher's Office — Yard Master's Office
RENOVO	— Yard Master's Office, West Yard — Yard Master's Office, East Yard
NEWBERRY JCT.	— Diesel Fuel Station — Yard Office
NEWBERRY	— Yard Master's Office

General Orders of Lake Region will be posted and delivered at following locations:

CORRY	— Freight Station
WARREN	— Yard Office

Special Instruction 1075, pages 70, 71 and 72, changed.

Applies on Pittsburgh Division

**MAIN LINE - PHILADELPHIA - PITTSBURGH
CM**

Home signal governing eastward movement on No. 1 track, located on signal bridge 3700 feet east of Mile Post 149, relocated on ground mast 4150 feet east of Mile Post 149, in service.

Low home signal governing eastward movement on No. 2 track, 3700 feet east of Mile Post 349, relocated to 4150 feet east of Mile Post 349, in service.

(d) MAIN LINE - PHILADELPHIA - PITTSBURGH
WK - WILKINSBURG

Trailing hand-operated switch for westward movement in No. 3 track, 1120 feet west of Mile Post 346, leading to Wilkinsburg Water Company, out of service.

(e) MAIN LINE - PHILADELPHIA - PITTSBURGH
MONONGAHELA BRANCH
BAYARD BRANCH

Special Instruction 1151-B2, referring to locations where third paragraph of Rule D-151 will not apply and movements will be made on verbal permission and at restricted speed, annulled.

Special Instruction 1151-B2, page 118, deleted.

(f) SECONDARY TRACKS OF ASSIGNED DIRECTION
MAIN LINE - PITTSBURGH - CHICAGO
JACKS RUN - PENNSYLVANIA AVENUE

No. 0 Secondary track between Jacks Run and Pennsylvania Avenue, changed to No. 0 Running track of no assigned direction, controlled by Yard Master, Island Avenue.

Special Instruction 1151-C1, page 119 and Special Instruction 1151-G1, page 124, changed.

(g) MAIN LINE - PITTSBURGH - ST. LOUIS
OAKDALE - CAMP HILL

Paragraph (z) General Order No. 101 referring to a temporary speed restriction of 20 miles per hour on No. 1 track from a point 500 feet west of Mile Post 14 to a point 3000 feet west of Mile Post 12, annulled.

Special Instruction 1157-F1, page 175, changed.

(h) POWHATAN SECONDARY TRACK
SHADYSIDE - DILLE

Paragraph (ax) General Order No. 101 referring to a temporary speed restriction of 10 miles per hour between Mile Post 47 and Mile Post 51, annulled.

Special Instruction 1157-F1, page 177, changed.

(i) POWHATAN SECONDARY TRACK
WEGEE - DILLE

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 49 and Mile Post 51, account track condition.

Special Instruction 1157-F1, page 177, changed.

(j) POWHATAN SECONDARY TRACK
BRIDGEPORT - SHADYSIDE

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 5 miles per hour on Bellairs account track condition.

Special Instruction 1157-F1, page 182, changed.

(k) MAIN LINE - CONROCK
HIGGINS - CQ

Paragraph (t) General Order No. 101 referring to a temporary speed restriction of 30 miles per hour on No. 2 track between Mile Post 60 and Mile Post 61, annulled.

Special Instruction 1157-F1, page 175, changed.

(l) MAIN LINE - CONEMAUGH
HARMAR - CQ

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 30 miles per hour on No. 2 track between Harmar and CQ, account track condition.

Special Instruction 1157-F1, page 175, changed.

(m) POWHATAN SECONDARY TRACK
BRIDGEPORT - SHADYSIDE

Paragraph (av) General Order No. 101 referring to a temporary speed restriction of 10 miles per hour between Mile Post 43 and Mile Post 45, annulled.

Special Instruction 1157-F1, page 177, changed.

(n) CADIZ SECONDARY TRACK
CADIZ JCT. - FOLKS

Paragraph (ap) General Order No. 101 referring to a temporary speed restriction of 10 miles per hour between a point 2640 feet west of Mile Post 1 and Mile Post 2, annulled.

Special Instruction 1157-H1, page 181, changed.

(o) POWHATAN SECONDARY TRACK
TILTONVILLE - YORKVILLE

Facing point hand-operated switch for westward movement, 2200 feet west of Mile Post 32, leading to east end of Yorkville Storage track, out of service.

(p) MAIN LINE - CONEMAUGH
TUNNELTON - BI

Paragraph (v) General Order No. 101 referring to a temporary speed restriction of 30 miles per hour on No. 1 track between Mile Post 15 and Mile Post 12, annulled.

Special Instruction 1157-F1, page 174, changed.

(q) SIGNAL RULES
MAIN LINE - PITTSBURGH - ST. LOUIS
CUSTER - SCIO

Signal Rules 251 to 254 inclusive, for movement of trains in same direction by Block Signals, Automatic Block Signal System Rules 501 to 514 inclusive, with the current of traffic and Manual Block Signal System Rules 305 to 342 inclusive, for movements against current of traffic, on No. 2 track between Custer and Scio, annulled.

Signal Rules 261 to 264 inclusive, for opposing and following movement of trains by Block Signals, Automatic Block Signal System Rules 501 to 514 inclusive, for movement with and against current of traffic and Cab Signal Rules 550 to 562 inclusive, with and against the current of traffic on No. 2 track between Custer and Scio, in effect.

Special Instruction 1250-A1, page 221, changed.

(r) SOUTHWEST SECONDARY TRACK
GIST SIDING - REDSTONE JCT.

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between a point 1500 feet north of Mile Post 32 to a point 300 feet south of Mile Post 32, account track condition.

Special Instruction 1157-F1, page 176, changed.

(s) SOUTHWEST SECONDARY TRACK
HEMPFIELD JCT. - COUNTY JCT.

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 3 and a point 4700 feet south of Mile Post 3, account track condition.

Special Instruction 1157-F1, page 176, changed.

CENTRAL REG. GENERAL ORDER NO. 104
(Sheet 5 of 4 sheets)

(t) HANNA SECONDARY
CADIZ MINE - HANNA

Trains and engines must run at reduced speed, look for rocks and slides on Hanna Secondary track betw Mile Post 1 and a point 2640 feet west of Mile Post
Special Instruction 1157-F2, page 180, changed.

Applies on Northern Division

(u) MAIN LINE - HARRISBURG - BUFFALO
CT

Trains, en route to W.B.V. Branch, will not pass CT w out clearance Form A.

Special Instruction 1083-A2, page 73, changed.

J. A. FOSHEE

General Superintendent.

**PENN CENTRAL COMPANY
CENTRAL REGION**

Pittsburgh, Pa., May 31, 1968.

GENERAL ORDER No. 105

Effective 10.01 A.M., Tuesday, June 4, 1968

Applies on Northern Division

- (a) **MAIN LINE - HARRISBURG - BUFFALO
LOCK HAVEN - FARRANDSVILLE**

Block Signal No. 2200 controlling eastward movement on No. 1 track, located 300 feet east of Mile Post 220, out of service.

Block Signal No. 2201 controlling westward movement on No. 2 track, located 300 feet east of Mile Post 220, out of service.

Effective 10.01 A.M., Wednesday, June 5, 1968

Applies on Northern Division

- (b) **MAIN LINE - HARRISBURG-BUFFALO
FARRANDSVILLE - BAKER**

Block Signal No. 2160 controlling eastward movement on No. 1 track, located 290 feet east of Mile Post 216, out of service.

Block Signal No. 2161 controlling westward movement on No. 2 track, located 290 feet east of Mile Post 216, out of service.

Effective 10.01 A.M., Thursday, June 6, 1968

Applies on Northern Division

- (c) **MAIN LINE - HARRISBURG - BUFFALO
FARRANDSVILLE - BAKER**

Block Signal No. 2116 controlling eastward movement on No. 1 track, located 2700 feet east of Mile Post 211, out of service.

Block Signal No. 2115 controlling westward movement on No. 2 track, located 2700 feet east of Mile Post 211, out of service.

J. A. FOSHEE,
General Superintendent.

**PENN CENTRAL COMPANY
CENTRAL REGION**

Pittsburgh, Pa., June 15, 1968.

GENERAL ORDER No. 106

Effective 12.01 P.M., Monday, July 1, 1968

Applies on Entire Region

**(a) MAIN LINE - PHILADELPHIA - PITTSBURGH
TICKET OFFICES OPEN FOR SALE OF TICKETS**

Station	Monday to Friday	Saturday	Sunday
Huntingdon*	8.00 A.M. to 5.00 P.M.	Closed	Closed
Tyrone*	8.00 A.M. to 4.00 P.M.	Closed	Closed
Altoona	7.00 A.M. to 11.00 P.M.	Closed	Closed
Johnstown	8.00 A.M. to 5.00 P.M.	Closed	Closed
Latrobe*	8.00 A.M. to 12.01 P.M. 1.01 P.M. to 5.00 P.M.	Closed	Closed
Wilkesburg*	8.00 A.M. to 5.00 P.M.	Closed	Closed
Pittsburgh	6.45 A.M. to 1.00 A.M.	Closed	Closed

Page 47, changed.

**(b) MAIN LINE - PITTSBURGH - St. LOUIS
TICKET OFFICES OPEN FOR SALE OF TICKETS**

Station	Monday to Friday	Saturday	Sunday
Steubenville*	7.00 A.M. to 4.00 P.M.	Closed	Closed

Page 47, changed.

**(c) MAIN LINE - HARRISBURG - BUFFALO
TICKET OFFICES OPEN FOR SALE OF TICKETS**

Station	Monday to Friday	Saturday	Sunday
Olean	5.30 A.M. to 10.30 P.M.	Closed	Closed

Page 48, changed.

(d) FREIGHT TRAIN OPERATION

Special Instruction 1155-A1 modified to restrict the number of traction motors powered to 12 on rear of westward freight trains between **Alto, Wye** and **UN**.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding Special Instruction, page 128.

Applies on Allegheny Division

**(e) MAIN LINE - PHILADELPHIA - PITTSBURGH
HUNT - DEER**

Delete reference to westward signal 2035.

Special Instruction 1557-A2, page 234, changed.

(f) BLACK LICK SECONDARY TRACK

VF - ZD

General Order No. 101, paragraph (m), referring to a temporary speed restriction of 10 miles per hour between Mile Post 34 and **ZD**, annulled.

Special Instruction 1157-F1, page 172, changed.

(g) BLACK LICK SECONDARY TRACK

CH - ZD

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between **CH** and **ZD**, account track condition.

Special Instruction 1157-F1, page 172, changed.

(h) CRESSON SECONDARY TRACK

HM - K

Hand-operated derail, located 150 feet south of Mile Post 44, McGees Secondary track, in service.

Hand-operated derail, located 5000 feet north of Bear Run Junction, Bear Run Industrial track, in service.

(i) SUSQUEHANNA SECONDARY TRACK

WC - JA

Hand-operated derail, located 1377 feet south of junction Moss Creek Secondary track, in service.

(j) BLACK LICK SECONDARY TRACK

SR - VF

Coal Pit Run Industrial track, out of service.

(k) **W.B.V. BRANCH**

CT - GW

Facing interlocked switch for westward movement in Single track, 2600 feet east of Mile Post 53, leading to **GW** Siding, out of service.

Facing hand-operated switch for westward movement in Single track, 450 feet east of Mile Post 53, leading to **GW** Siding, in service.

GW Siding capacity changed to 204 cars.

Facing hand-operated switch for westward movement in Single track, 300 feet east of Mile Post 53, leading to Shop track, relocated west 100 feet, equipped with pipe-connected derail, in service.

Facing hand-operated switch for eastward movement in Single track, 510 feet east of Mile Post 53, leading to Construction track, in service.

Page 13, changed.

(l) **TRACK ASSIGNMENTS**

MADERA BRANCH

FAUNCE - IRVONA

Single track between Mile Post 8.8 and Irvona, temporarily out of service.

Special Instruction **1151-A1**, page 114, changed.

(m) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED**

**MAIN LINE - PHILADELPHIA - PITTSBURGH
BANKS - VIEW**

Maximum speed for passenger trains on No. 1 and No. 2 tracks between Banks and View, changed to 50 miles per hour.

Special Instruction **1157-C1**, page 161, changed.

(n) **MAIN LINE - PHILADELPHIA - PITTSBURGH
MO - SO**

Maximum speed for freight trains on No. 3 and No. 4 tracks between **MO** and **SO** changed to 40 miles per hour.

Special Instruction **1157-C1**, page 161, changed.

(o) **CURVES, BRIDGES, ETC.**

MAXIMUM SPEED

**MAIN LINE - PHILADELPHIA - PITTSBURGH
BANKS - MT. UNION**

Maximum speed on curves between second curve east of View to first curve west of Lewistown, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding Special Instruction, page 172.

Applies on Pittsburgh Division

(p) **CURVES, BRIDGES, ETC.**

MAXIMUM SPEED

**MAIN LINE - PITTSBURGH - ST. LOUIS
PITT - BURGETTSTOWN**

Maximum speed between Pitt and Burgettstown changed. Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding Special Instruction, page 175.

(q) **SCULLY BRANCH**

WAGNER - SCULLY

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour on No. 1 and No. 2 tracks between Wagner and Scully, account track condition.

Special Instruction **1157-F1**, page 177, changed.

(r) **POWHATAN SECONDARY TRACK**

MARTINS FERRY

Speed restriction of 20 miles per hour between Avondale Street and Buckeye Street, annulled.

Special Instruction **1157-F1**, page 177, changed.

CENTRAL REG. GENERAL ORDER NO. 106
(Sheet 3 of 6 sheets)

(s) POWHATAN SECONDARY TRACK
MARTINS FERRY

Trains and engines must not exceed a speed of 20 miles per hour between Center Street and a point 3200 feet west of Mile Post 38.

Special Instruction 1157-F1, page 177, changed.

(t) TRACK ASSIGNMENTS

MAIN LINE - PHILADELPHIA - PITTSBURGH
KR - DR

Tracks between **KR - DR** redesignated as follows:

Former No. 2 track redesignated as No. 1 eastward track.

Former No. 3 track redesignated as No. 2 westward passenger track.

Former No. 4 track redesignated as No. 3 westward freight track.

Special Instructions 1151-B1, page 116, 1157-C1, page 162, 1157-F1, page 174 and 1250-A1, page 220, changed.

(u) SIGNAL RULES

MAIN LINE - PHILADELPHIA - PITTSBURGH
KR - DR

Rules 251 to 254 inclusive, movement of trains in same direction by Block Signals and Rules 305 to 342 except Rule 316, inclusive, Manual Block Signal System Rules on No. 2 track between **KR** and **DR**, annulled.

Special Instruction 1250-A1, page 220, changed.

Opposing and following movement of trains by Block Signals, Rules 261 to 264, inclusive, Automatic Block Signal System, Rules 501 to 514 inclusive, except Rule 513 for movement against current of traffic and cab signal Rules 550 to 562 inclusive, against current of traffic on No. 2 track between **KR** and **DR**, in effect.

Special Instruction 1250-A1, page 220, changed.

(v) MAIN LINE - PHILADELPHIA - PITTSBURGH
KR

Dwarf signal governing eastward movement on No. 4 track, located 775 feet east of Mile Post 313, relocated on signal bridge 800 feet east of Mile Post 313, governing eastward movement on No. 4 track, in service.

(w) OHIO CONNECTING BRIDGE

JACKS RUN - ISLAND AVE. JCT.

Block Signal C-21 governing westward movement on Ohio Connecting Bridge No. 2 track, 1663 feet west of Island Ave. Jct., out of service.

Block Signal C-22 governing eastward movement on Ohio Connecting Bridge No. 1 track, 1663 feet west of Island Ave. Jct., out of service.

Block Signal C-28 governing eastward movement on Ohio Connecting Bridge No. 1 track, 4368 feet west of Island Ave. Jct., in service.

(x) SOUTHWEST SECONDARY TRACK

GIST SIDING - REDSTONE JCT.

Paragraph (r) General Order No. 104, referring to a temporary speed restriction of 10 miles per hour between a point 1500 feet north of Mile Post 32 to a point 300 feet south of Mile Post 32, annulled.

Special Instruction 1157-F1, page 176, changed.

Applies on Northern Division

(y) CURVES, BRIDGES, ETC.

MAXIMUM SPEED

MAIN LINE - HARRISBURG - BUFFALO
WEST FAIR - DEWART

Trains and engines must not exceed a speed of 45 miles per hour between Mile Post 270 and Mile Post 271.

Special Instruction 1157-F1, page 177, changed.

CENTRAL REG. GENERAL ORDER NO. 106

(Sheet 4 of 6 sheets)

**(z) MAIN LINE - HARRISBURG TO BUFFALO
DEWART - MONTY**

Trains and engines must not exceed a speed of 30 miles per hour on first curve west of Mile Post 266.

Special Instruction 1157-F1, page 177, changed.

**(aa) MONTANDON SECONDARY TRACK
MIFFLINBURG - CENTRE HALL**

Montandon Secondary track from 3000 feet west of Mile Post 11 to 1000 feet west of Mile Post 36, out of service.

**(ab) SIGNAL RULES
MAIN LINE - ERIE
JN - ELM**

Single track between JN and MS and between Love and Elm, changed to Erie Secondary track of no assigned direction, in charge of the train dispatcher, Northern Division.

Movement of trains on Secondary tracks, Rules 271 to 273 inclusive, and Manual Block Signal System Rules 305 to 342 inclusive, except Rule 316, between JN and MS and between Love and Elm, in effect, with maximum authorized speed between JN and Kane, 40 miles per hour, between Kane and Mile Post 82, 35 miles per hour, and between Mile Post 82 and Elm, 40 miles per hour.

Special Instructions 1093-A1, pages 75 and 76, 1103-A1, page 96, 1151-A1, page 115, 1151-D1, page 122, 1157-A1, page 156, 1157-C1, page 165, 1157-C3, page 168, 1157-C19, page 170, 1157-F1, page 177, 1157-G1, page 182, 1160-B19, page 207, 1160-C1, page 210, 1160-D2, page 213, 1201-A1, page 217, 1250-A1, pages 223 and 224, changed.

Pages 9 and 30, changed.

In the application of second paragraph of Rule 271, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at JN, Ridgway, MS, Love and Elm.

Note A, added.

Authority for movement of passenger extras must be in writing.

Note B, added.

**(ac) YARD LIMITS
ERIE SECONDARY TRACK
STARBRICK - CLARE**

Yard limits located at Mile Post 59, relocated to 900 feet west of Mile Post 63, in service.

Yard limits located 1013 feet east of Mile Post 68, relocated to Clare Block-Limit Station, in service.

Special Instruction 1093-A1, page 75, changed.

**(ad) YARD LIMITS
LOW GRADE SECONDARY TRACK
RED BANK - AW**

Yard limits located at Mile Post 5 and Mile Post 7, in service.

Special Instruction 1093-A1, page 76, changed.

**(ae) ERIE SECONDARY TRACK
ELM - JACKSON**

Facing point hand-operated switch for eastward movement, located 650 feet east of Mile Post 4 leading to Atlas Construction Company, out of service.

Special Instruction 1331-A1, page 229, changed.

**(af) JERSEY SHORE BRANCH
SR - CP AD**

The direction from SR to CP AD is eastward.

Page 28, changed.

**(ag) ENGINE WHISTLE SIGNALS
VALLEY BRANCH
WARREN**

Rule 14(1) will not apply at the following location:
Within the City limits of Warren.

Special Instruction 1014(1)-A6, page 67, changed.

CENTRAL REG. GENERAL ORDER NO. 106
(Sheet 5 of 6 sheets)

- (ah) **EXTRA TRAINS**
VALLEY BRANCH
DUNKIRK - FREDONIA
In the application of Rule 97, extra trains may run by permission of the train dispatcher in lieu of train orders between Dunkirk and Fredonia.
Special Instruction 1097-A1, page 77, changed.
- (ai) **SIDINGS OF ASSIGNED DIRECTION**
MAIN LINE - HARRISBURG - BUFFALO
JN
Eastward and westward sidings at **JN**, out of service.
Special Instruction 1151-E1, page 123, changed.
Pages 7 and 9, changed.
- (aj) **CURVES, BRIDGES, ETC.**
MAXIMUM SPEED
ELMIRA BRANCH
COLUMBIA X ROADS - SNED
Paragraph (aaq) General Order No. 101 referring to a temporary speed restriction of 30 miles per hour between Mile Post 57 and a point 2600 feet north of Mile Post 60, annulled.
Special Instruction 1157-F1, page 178, changed.
- (ak) **ELMIRA BRANCH**
TROY - KENDALL
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 30 miles per hour between a point 1000 feet north of Mile Post 52 and Mile Post 63, account track condition.
Special Instruction 1157-F1, page 178, changed.
- (al) **ELMIRA BRANCH**
SNED - KENDALL
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 30 miles per hour between Mile Post 68 and Mile Post 71, account track condition.
Special Instruction 1157-F1, page 178, changed.
- (am) **LOW GRADE SECONDARY TRACK**
BOSTONIA
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 5 miles per hour on Bostonia track, account track condition.
Special Instruction 1157-J1, page 183, changed.
- (an) **LOW GRADE SECONDARY TRACK**
OD
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 5 miles per hour on Crawford Furniture Co. track, account track condition.
Special Instruction 1157-J1, page 183, changed.
- (ao) **ENGINE AND SPECIAL LOAD RESTRICTIONS**
LOW GRADE SECONDARY TRACK
BE - RS
Engines are prohibited on Fuller Storage track between Knoxdale Road Crossing at grade and west end of Fuller Storage track.
Special Instruction 1160-A1, page 200, changed.

Applies on Allegheny Division

Effective 12.01 P.M., Tuesday, July 2, 1968

- (ap) **MAIN LINE - PHILADELPHIA - PITTSBURGH**
GRAY
Signal bridge, located 669 feet east of Gray Interlocking Station, with Home Signals governing westward movement on No. 3 track and westward and eastward movement on No. 5 track, relocated 781 feet east of Gray Interlocking Station, in service.
Dwarf Signal, located 743 feet east of Gray Interlocking Station, governing westward movement on No. 1 track,

CENTRAL REG. GENERAL ORDER NO. 106
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relocated 808 feet east of Gray Interlocking Station, in service.

Dwarf Signal, located 743 feet east of Gray Interlocking Station, governing westward movement on No. 2 track, relocated 781 feet east of Gray Interlocking Station, in service.

Applies on Allegheny Division

Effective 10.01 A.M., Friday, July 5, 1968

**(aq) MAIN LINE - PHILADELPHIA - PITTSBURGH
FORGE - GRAY**

Block Signal 2219, located 4275 feet west of Mile Post 221, governing westward movement on No. 3 track, out of service.

J. A. FOSHEE,
General Superintendent.

**PENN CENTRAL COMPANY
CENTRAL REGION**

Pittsburgh, Pa., July 11, 1968.

GENERAL ORDER NO. 107

Effective 10.01 A.M., Wednesday, July 17, 1968

Applies in Allegheny Division

- (a) **MAIN LINE - PHILADELPHIA - PITTSBURGH**
CRESSON
Engines with 6 wheel trucks are prohibited on M.W. tracks Nos. 1, 2, 3, 4, 5, 6, 7 and 8 between Coach Siding and west leg of Wye, Cresson Yard.
Special Instruction 1160-A18, page 204, added.
- (b) **CRESSON SECONDARY TRACK**
BRADLEY JUNCTION - END OF TRACK
Engines with 6 wheel trucks are prohibited between Bradley Junction and End of Track.
Special Instruction 1160-A18, page 204, added.
- (c) **ENTIRE DIVISION**
ENGINE WHISTLE OR HORN SIGNALS
On the Allegheny Division enginemen will comply with Rule 14(1) approaching all private crossings at grade.
Special Instruction 1014(I)-A11, page 68, added. .
- (d) **SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS**
NORMAL SPEEDS UNLESS OTHERWISE SPECIFIED
CLEARFIELD SECONDARY TRACK
Maximum authorized speed between Cur and Mills 30 miles per hour.
Special Instruction 1157-H1, page 181, changed.
- (e) **MAIN LINE - PHILADELPHIA - PITTSBURGH**
GRAY - ANTIS
Bell Interlocking, out of service.
Dwarf signals located 217 feet west of Mile Post 230, governing westward movement on No. 1 and No. 2 tracks, out of service.
Dwarf signals located 1737 feet west of Mile Post 230, governing eastward movement on No. 3 and No. 4 tracks, out of service.
Home signals located 1722 feet west of Mile Post 230, governing eastward movement on No. 1 and No. 2 tracks, changed to block signals with numbers 2302 added, in service.
Home signals located 232 feet west of Mile Post 230, governing westward movement on No. 3 and No. 4 tracks, changed to block signals with numbers 2301 added, in service.
Page 3, changed.
- (f) **TRACK ASSIGNMENTS**
MAHAFFEY BRANCH
WJ - MAHAFFEY JCT.
HOOVERHURST BRANCH
DOWLER JCT. - END OF BRANCH
Single track, Mahaffey Branch between WJ and Mahaffey Jct. and Hooverhurst Branch between Dowler Jct. and End of Branch, changed to a Secondary track of no assigned direction, in service.
Rule 110 to apply with maximum authorized speed of 15 miles per hour and controlled by B&O Jct.
Yard limits, annulled.
Page 15, changed.
Special Instructions 1093-A1, page 74, 1097-A1, page 77, 1098-A1, page 77, 1103-A1, page 81, 1110-A1, page 113, 1151-A1, page 114, 1151-D1, page 120, 1157-C1, page 162, 1157-F1, page 173, 1157-H1, page 181, 1160-A8, page 203, 1160-A13, page 204, 1160-A14, page 204, 1160-A15, page 204, 1160-A16, page 204, 1160-A17, page 204 and 1201-A1, page 216, changed.
- (g) **TRACK ASSIGNMENTS**
MADERA BRANCH
CLEARFIELD JCT. - IRVONA
BOARDMAN BRANCH
POTTS RUN JCT. - END OF TRACK
GRASSFLAT BRANCH
VIADUCT - GRASSFLAT

**PHILLIPSBURG BRANCH
MUNSON - PHILLIPSBURG**

Single track, Madera Branch between Clearfield Jct. and Irvona, Boardman Branch between Potts Run Jct. and End of Track, Grassflat Branch between Viaduct and Grassflat and Phillipsburg Branch between Munson and Phillipsburg, changed to a Secondary track of no assigned direction, in service.

Rule 110 to apply with maximum authorized speed of 15 miles per hour and controlled by Operator at Winburne, by Operator at B&O Jct. when Winburne is not in service. Yard limits, annulled.

Pages 14 and 15, changed.

Special Instructions 1093-A1, page 74, 1097-A1, page 77, 1098-A1, page 77, 1103-A1, page 81, 1110-A1, page 113, 1151-A1, page 114, 1151-D1, page 120, 1157-C1, page 162, 1157-F1, page 173, 1157-H1, page 181, 1160-A8, page 203, 1160-A13, page 204, 1160-A14, page 204, 1160-A15, page 204, 1160-A16, page 204, 1160-A17, page 204 and 1201-A1, page 216, changed.

(h) SIGNAL RULES

**MAIN LINE - PHILADELPHIA - PITTSBURGH
FORGE - GRAY**

Signal Rules 251 to 254 inclusive, Movement of trains in same direction by Block Signals, Manual Block Signal System Rules 305 to 315 inclusive, and 317 to 342 inclusive, for movement against the current of traffic, on No. 2 track, Forge to Wilson and Wilson to Gray, annulled.

Reference to Note H, page 218 and page 222, Manual Block Indication for westward movement on No. 2 track from Forge to Gray, will be received from the Operator at Spruce, annulled.

Signal Rules 261 to 264 inclusive, Opposing and following movements of trains by Block Signals, Automatic Block Signal System Rules 501 to 514 inclusive, except Rule 513, for movement against the current of traffic and Cab Signal Rules 550 to 562 inclusive, for movement against the current of traffic, on No. 2 track Forge to Wilson and Wilson to Gray, in service.

Dwarf signal, located 781 feet east of Gray Interlocking Station, governing westward movement on No. 2 track, out of service.

Home signal located on Signal Bridge 781 feet east of Gray Interlocking Station, governing westward movement on No. 2 track, in service.

Special Instruction 1250-A1, page 218, changed.

**(i) MORRISON COVE SECONDARY TRACK
MARTINSBURG - CURRY**

Hand-operated derail, located on Secondary track 177 feet south of Mile Post 23, in service.

**(j) CURVES, BRIDGES, ETC.
MAXIMUM SPEED
BLACK LICK SECONDARY TRACK
CH - ZD**

Paragraph (g) General Order No. 106 referring to a temporary speed restriction of 10 miles per hour between CH and ZD, annulled.

Special Instruction 1157-F1, page 174, changed.

**(k) BLACK LICK SECONDARY TRACK
STEEL - SR**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 13 and Mile Post 18, account track condition.

Special Instruction 1157-F1, page 174, changed.

**(l) BLACK LICK SECONDARY TRACK
SR - VF**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles

CENTRAL REG. GENERAL ORDER NO. 107
(Sheet 3 of 6 sheets)

per hour between Mile Post 20 and **VF**, account track condition.

Special Instruction **1157-F1**, page 174, changed.

(m) BLACK LICK SECONDARY TRACK

CH - ZD

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between a point 2500 feet west of Mile Post 39 and **ZD**, account track condition.

Special Instruction **1157-F1**, page 174, changed.

(n) SOUTH FORK BRANCH

W - SOUTH FORK

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between **W** and South Fork, account track condition.

Special Instruction **1157-F1**, page 173, changed.

(o) SOUTH FORK BRANCH

JK - LV

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour on No. 2 track between Mile Post 3 and **LV**, account track condition.

Special Instruction **1157-F1**, page 173, changed.

(p) SOUTH FORK SECONDARY TRACK

HC - PAINT CREEK BRANCH JUNCTION

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between **HC** and Paint Creek Branch Junction, account track condition.

Special Instruction **1157-F1**, page 173, changed.

Applies in Pittsburgh Division

(q) TRACK ABANDONMENT

INDIANA SECONDARY TRACK

BOROUGH OF INDIANA, PA.

That portion of Indiana Secondary track (former Indiana Branch) extending from a point 519 feet north of Mile Post 18 to a point 4568 feet north of Mile Post 18, a distance of 0.77 mile, in the Borough of Indiana, Indiana County, Pa., abandoned.

(r) MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

MAIN LINE - PITTSBURGH - ST. LOUIS

CUSTER - UHRICH

Between Custer and Uhrich arranged freight trains may operate as specified in 3rd paragraph of Note to Special Instruction **1157-C1**, page 166.

Special Instruction **1157-C1**, page 166, changed.

(s) SCULLY BRANCH

DUFF - ESPLEN

Trailing hand-operated switch for eastward movement in No. 1 track, 3245 feet west of Mile Post 1 leading to Minnotte Steel Company, out of service.

(t) POWHATAN SECONDARY TRACK

TILTONVILLE

Engines listed in columns 3, 4 and 5 are restricted in Tiltonville Yard.

Special Instruction **1160-A1**, page 195, changed.

(u) MAIN LINE - PHILADELPHIA - PITTSBURGH

DR

Home Signal governing eastward movement on No. 2 track, located on signal bridge, 277 feet east of Mile Post 308, in service.

(v) RIVER BRANCH

STEUBENVILLE - LA BELLE

Facing point hand-operated switch for westward movement in No. 2 track, located 1080 feet west of Mile Post 17 leading to Ohio Valley Clay Co., out of service.

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(Sheet 4 of 6 sheets)

- (w) **RIVER BRANCH**
KINGS - STEUBENVILLE
Facing point hand-operated switch for eastward movement in No. 1 track, located 198 feet east of Mile Post 14 leading to Sinclair Refining Company, out of service.
- (x) **CADIZ SECONDARY TRACK**
FOLKS - NARVA
Paragraph (ao) General Order No. 101 referring to a temporary speed restriction of 10 miles per hour between Mile Post 3 and Narva, annulled.
Special Instruction **1157-H1**, page 181, changed.
- (y) **CADIZ SECONDARY TRACK**
NARVA - GEORGETOWN JCT.
Paragraph (aq) General Order No. 101 referring to a temporary speed restriction of 5 miles per hour from a point 2000 feet west of Mile Post 4 to Mile Post 5, annulled.
Special Instruction **1157-F1**, page 172, changed.

Applies in Northern Division

- (z) **YARD LIMITS**
ELMIRA BRANCH
COWLEY - KENDALL
Yard limits between Mile Post 73 and Kendall, in service.
Special Instruction **1093-A1**, page 76, changed.
- (aa) **CURVES, BRIDGES, ETC.**
MAXIMUM SPEED
RICH BRANCH
CP BN - RICH
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between **CP, BN** and **Rich**, account track condition.
Special Instruction **1157-F1**, page 178, changed.
- (ab) **LOW GRADE SECONDARY TRACK**
VI - MEDIX RUN
Paragraph (aaw) General Order No. 101 referring to a temporary speed restriction of 10 miles per hour within the confines of Caledonia Tunnel, annulled.
Special Instruction **1157-F1**, page 179, changed.
- (ac) **NORMAL POSITION OF SWITCHES AND CROSS-OVERS AT SPECIFIED LOCATIONS**
JERSEY SHORE BRANCH
CP AD-NB
Facing point hand-operated switch for eastward movement in No. 1 Secondary track leading to No. 3 Yard track is in normal position when lined for movement to No. 3 Yard track.
Special Instruction **1104-A1**, page 105, changed.
- (ad) **MAI NLINE - HARRISBURG - BUFFALO**
WALES - EAST AURORA
Facing point hand-operated switch for northward movement located 2476 feet south of Mile Post 18 leading to south end of East Aurora Siding, out of service.
Car capacity reduced to 64 cars.
Page 8, changed.
Special Instruction **1104-D1**, page 107, changed.
- (ae) **SIGNAL RULES**
ELMIRA BRANCH
NEWBERRY - KENDALL
Single track changed to Elmira Secondary track of no assigned direction, in charge of Train Dispatcher, Northern Division.
Movement of trains on Secondary tracks, Rules 271 to 273 inclusive and Manual Block Signal System Rules 305 to 342 inclusive, except Rule 316, in effect.
Special Instruction **1250-A1**, page 222, changed.

Effective 3.01 P.M., Wednesday, July 17, 1968

Applies in Northern Division

- (af) **SIGNAL RULES**
MAIN LINE - HARRISBURG - BUFFALO
LOCK HAVEN - BAKER
No. 2 track from a point 200 feet east of Mile Post 220 to a point 3000 feet east of Mile Post 212, out of service.

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Block Signals for westward movement on No. 2 track, located 4752 feet east of Mile Post 213 and 2640 feet east of Mile Post 218, out of service.

Block Signals for eastward movement on No. 1 track, located 3420 feet east of Mile Post 213, out of service.

Facing point hand-operated switch for westward movement in No. 1 track, 1180 feet west of Mile Post 213, out of service.

Interlocking designated "West Lock Haven", located at Mile Post 220, remote from Newberry, in service.

Dwarf signal for westward movement on No. 1 track, located 125 feet east of Mile Post 220, in service.

Home signal for westward movement on No. 2 track, located 125 feet east of Mile Post 220, in service.

Home signal for eastward movement on Single track, located 200 feet west of Mile Post 220, in service.

Trailing point interlocked switch for westward movement connecting No. 2 track with Single track, located 143 feet west of Mile Post 220, in service.

Page 7, changed.

Interlocking designated "East Baker", located at Mile Post 212.6, remote from Newberry, in service.

Home signal for westward movement on Single track, located 2416 feet west of Mile Post 213, in service.

Home signal for eastward movement on No. 1 track, located 2773 feet west of Mile Post 213, in service.

Dwarf signal for eastward movement on No. 2 track, located 2773 feet west of Mile Post 213, in service.

Trailing point interlocked switch for eastward movement connecting No. 2 track with Single track, located 2473 feet west of Mile Post 213, in service.

No. 1 track changed to Single track between West Lock Haven and East Baker with Rules 261 to 264 inclusive, for opposing and following movement of trains by Block Signals and Automatic Block Signal System Rules 501 to 514 inclusive, except Rule 513, in service.

Maximum authorized speed 50 miles per hour for passenger and freight trains.

Block Signal No. 2177 for westward movement in Single track, located 1300 feet west of Mile Post 218, in service.

Block Signal No. 2151 for westward movement in Single track, located 90 feet east of Mile Post 215, in service.

Block Signal No. 2150 for eastward movement in Single track, located 90 feet east of Mile Post 215, in service.

Special Instruction 1151-A1, page 115, 1151-B1, page 117, 1157-C1, page 164, 1157-F1, page 177 and 1250-A1, page 222, changed.

Sticker form of Track, Switch and Signal Layout attached to sticker form of this General Order must be detached and pasted in timetable.

(ag) SLIDE PROTECTION

MAIN LINE - HARRISBURG - BUFFALO

WEST LOCK HAVEN - EAST BAKER

Westward interlocking signals at West Lock Haven are also SP Signals connected to slide detector between Mile Post 217 and Mile Post 219.

Special Instruction 1296-A1, page 227, changed.

(ah) MAIN LINE - HARRISBURG - BUFFALO

LOCK HAVEN - BAKER

Trailing point hand-operated crossover between No. 1 and No. 2 tracks, 410 feet east of Mile Post 218, out of service.

Facing point hand-operated crossover for eastward movement in No. 1 track, leading to Baker Siding, 2020 feet east of Mile Post 209, out of service.

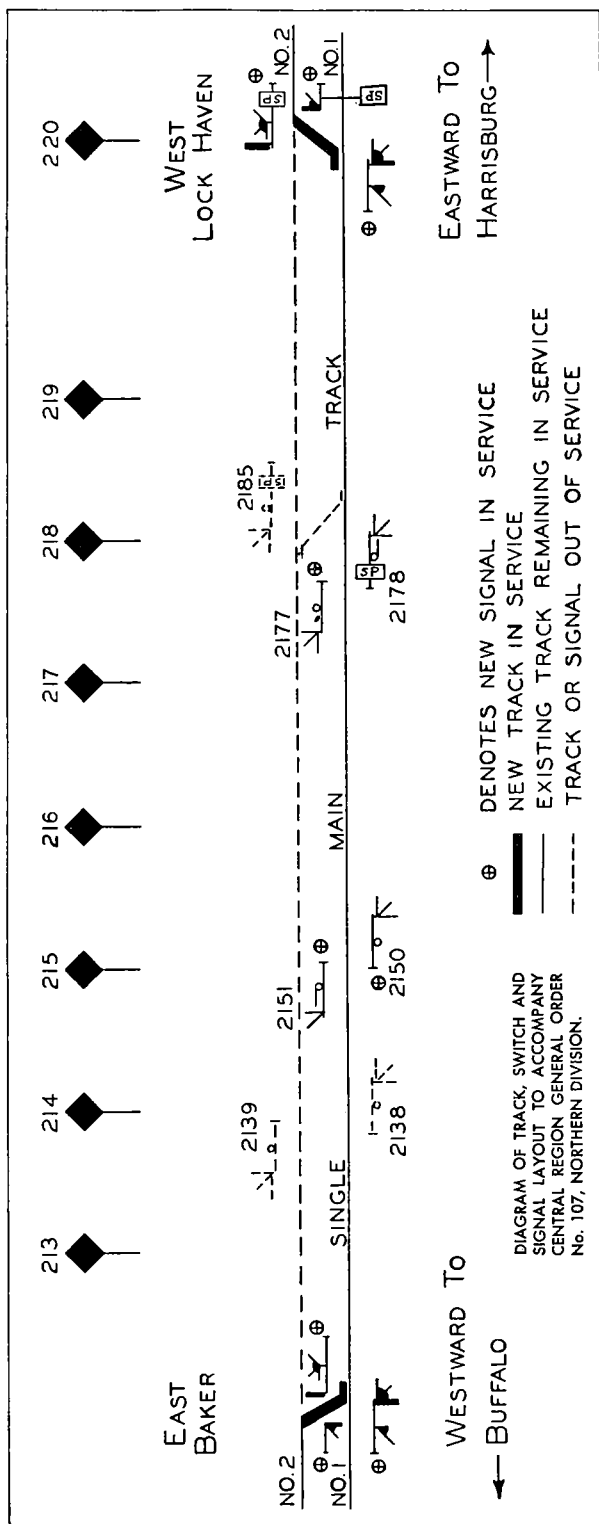
Trailing point hand-operated switch for westward movement in No. 2 track, leading to Baker Siding, 2020 feet east of Mile Post 209, equipped with pipe-connected derail, out of service.

Trailing point hand-operated switch for westward movement in No. 2 track, leading to Baker Siding, 3080 feet east of Mile Post 209, equipped with pipe-connected derail, in service.

J. A. FOSHEE,

General Superintendent.

CENTRAL REG. GENERAL ORDER NO. 107
(Sheet 6 of 6 sheets)



**PENN CENTRAL COMPANY
CENTRAL REGION**

Pittsburgh, Pa., July 29, 1968.

GENERAL ORDER No. 108

Effective 12.01 A.M., Thursday, August 1, 1968

Applies in Northern Division

**(a) DIVISION HEADQUARTERS
NORTHERN DIVISION**

Headquarters of Superintendent, Northern Division, re-located to Williamsport, Pa. address — Penn Central Company — First Avenue and Nichols Place, Williamsport, Pa.

Applies in Northern Division

Effective 7.59 A.M., Thursday, August 1, 1968

**(b) LOCATION OF TRAIN DISPATCHERS
NORTHERN DIVISION**

Train dispatchers, Northern Division, relocated to Williamsport.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding Special Instruction, page 217.

Special Instruction 1201, page 217, changed.

J. A. FOSHEE,
General Superintendent.

**PENN CENTRAL
CENTRAL REGION**

Pittsburgh, Pa., August 7, 1968.

GENERAL ORDER No. 109

Effective 12.01 A.M., Thursday, August 15, 1968

Applies in All Divisions

- (a) **PASSENGER AND FREIGHT TRAINS
MAXIMUM SPEEDS, UNLESS OTHERWISE
SPECIFIED**

Mail & Express and deadhead equipment trains, consisting of 30 cars or less, must not exceed a speed of 60 M.P.H.

Special Instruction 1157-C1, page 166, changed.

Between locations as specified where passenger train speed is 60 M.P.H. or more, freight trains symbolized BAL-2 and CH-10 may be operated at a speed of 60 M.P.H., except where otherwise restricted.

Special Instruction 1157-C1, page 166, changed.

Between MO and M.P.-254 and between M.P.-259 and SO where arranged freight trains may be operated at a speed of 60 M.P.H., except where otherwise restricted, annulled.

Special Instruction 1157-C1, page 166, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over Note, page 166.

- (b) **APPLICATION OF RULE 99
STATE OF PENNSYLVANIA**

Special Instruction 1099-A1 referring to Rule 99 in the State of Pennsylvania, annulled.

Special Instruction 1099-A1, page 79, changed.

Applies in Pittsburgh Division

- (c) **WEST BROWNSVILLE SECONDARY TRACK
WEST BROWNSVILLE—WEST BROWNSVILLE JCT.
MONONGAHELA SECONDARY TRACK
WEST BROWNSVILLE JCT.**

West Brownsville Secondary track extended from south leg of Wye at BF to West Brownsville Jct., in service.

Facing point hand-operated switch for southward movement on Monongahela Secondary track, leading to West Brownsville Secondary track at West Brownsville Jct., in service.

Page 25, changed.

- (d) **NORMAL POSITION OF SWITCHES AND CROSS-
OVERS AT SPECIFIED LOCATIONS
WEST BROWNSVILLE SECONDARY TRACK
BF**

Switch connecting West Brownsville Secondary track with south leg of Wye at BF, is in normal position when lined for movement to West Brownsville Secondary track.

Special Instruction 1104-A1, page 104, changed.

(e) POWHATAN SECONDARY TRACK
TILTONVILLE

Paragraph (t) General Order No. 107 referring to engines listed in columns 3, 4 and 5 are restricted in Tiltonville Yard, annulled.

Special Instruction 1160-A1, page 195, changed.

(f) MAIN LINE - PHILADELPHIA - PITTSBURGH
RG - KR

No. 1 track and connected signals and switches between 1300 feet west of M.P.-323 and KR, out of service.

Special Instructions 1157-C1, page 162 and 1250-A1, page 220, changed.

Trailing hand-operated switch in No. 2 track, 670 feet east of M.P.-320, leading to Sears Roebuck Co., in service.

Trailing hand-operated switch in No. 2 track, 100 feet east of M.P.-321, leading to Greensburg Secondary track, in service.

Trailing hand-operated switch in No. 2 track, 932 feet east of M.P.-322, leading to Greensburg Freight Station, equipped with pipe-connected split point derail, in service.

(g) MAIN LINE - PHILADELPHIA - PITTSBURGH
SZ

West end of interlocked crossover, leading from O track to No. 1 track, changed to turnout, in service.

Low home signal governing westward movement on O track, 2100 feet west of M.P.-336, out of service.

(h) HANNA SECONDARY TRACK
CADIZ MINE - HANNA

Paragraph (ay) General Order No. 101 referring to a temporary speed restriction of 10 M.P.H. between a point 2640 feet west of M.P.-1 and a point 2040 feet west of M.P. 2, annulled.

Special Instruction 1157-H1, page 182, changed.

(i) HAND-OPERATED SWITCHES EQUIPPED WITH
ELECTRIC LOCKS
MAIN LINE - CONEMAUGH
BLAWNOX - ASPINWALL

Facing point hand-operated electrically locked switch in No. 1 track, equipped with pipe-connected derail, 432 feet east of M.P.-70, leading to Pittsburgh Water Co., controlled by UY, in service.

Note 7. Trains or engines must occupy track circuit approaching switch for 1 minute and 15 seconds before requesting UY to release electric lock.

Note 7, page 108, added.

Special Instruction 1104-D1, page 107, changed.

(j) FREIGHT TRAIN OPERATION
MAIN LINE - PITTSBURGH - CHICAGO
SEWICKLEY - JACKS RUN

Freight trains containing coal or ore must not exceed a speed of 10 M.P.H. on No. 1 track through Borough of Haysville.

Special Instruction 1155-A65, page 148, added.

(k) PASSENGER TRAIN OPERATION
MAIN LINE - PHILADELPHIA - PITTSBURGH
PITCAIRN

Deadhead crews destined Pitcairn will detrain on platform between No. 3 track and No. 4 track, Pitcairn.

Special Instruction 1154-A16, page 128, added.

Applies in Northern Division

**(l) MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
MAIN LINE - HARRISBURG - BUFFALO**

NR - CR

Maximum authorized speed for passenger and freight trains between **NR** and **CR**, changed to 50 M.P.H.

Special Instruction **1157-C1**, page 165, changed.

**(m) MAIN LINE - HARRISBURG-BUFFALO
CT - DF**

Facing point hand-operated switch for westward movement on No. 2 track leading to westward siding, 120 feet west of M.P.-170, out of service.

Trailing point hand-operated switch for westward movement on No. 1 track leading from westward siding, 120 feet west of M.P.-170, in service.

**(n) NORMAL POSITION OF SWITCHES AND CROSS-
OVERS AT SPECIFIED LOCATIONS**

**RENO BRANCH
POLK JUNCTION**

Facing point hand-operated switch for eastward movement on single track, leading to J.F.&C. Branch, is in normal position when lined for movement to J.F.&C. Branch.

Special Instruction **1104-A1**, page 105, changed.

**(o) ELMIRA BRANCH
LEOLYN - COWLEY**

Paragraph (j) General Order No. 102 referring to a temporary speed restriction of 30 M.P.H. from M.P.-38 to 2600 feet north of M.P.-45, annulled.

Special Instruction **1157-F1**, page 178, changed.

**(p) ELMIRA BRANCH
TROY - KENDALL**

Paragraph (ak) General Order No. 106 referring to a temporary speed restriction of 30 M.P.H. between a point 1000 feet north of M.P.-52 and M.P.-63, annulled.

Special Instruction **1157-F1**, page 178, changed.

**(q) ELMIRA BRANCH
SNED - KENDALL**

Paragraph (al) of General Order No. 106 referring to a temporary speed restriction of 30 M.P.H. between M.P.-68 and M.P.-71, annulled.

Special Instruction **1157-F1**, page 178, changed.

**(r) ENGINE AND SPECIAL LOAD RESTRICTIONS
ELMIRA BRANCH**

Special Instruction **2160-A4** referring to the restriction of the Class GF-25 diesel engines to 30 M.P.H. on the Elmira Branch, annulled.

Special Instruction **2160-A4**, page 203, deleted.

**(s) MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
ELMIRA SECONDARY TRACK
NEWBERRY - KENDALL**

Maximum authorized speed for passenger and freight trains between a point 600 feet north of M.P.-1 and M.P.-27 and between Leolyn and Kendall, changed to 30 M.P.H.

Special Instructions **1157-C1**, page 165, **1157-F1**, page 178, **1157-H1**, page 182 and **1160-A1**, page 202, changed.

CENTRAL REG. GENERAL ORDER NO. 109

(Page 4 of 5 pages)

(t) SIGNAL RULES

**ELMIRA SECONDARY TRACK
NEWBERRY - KENDALL**

In the application of second paragraph of **Rule 271**, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at Newberry and Kendall.

Authority for movement of passenger extras must be in writing.

Notes A and B to apply.

Special Instruction 1250-A1, page 224, changed.

**(u) ELMIRA SECONDARY TRACK
COLUMBIA X ROADS AND KENDALL**

Sned siding from 2200 feet north of M.P.-60 to 3500 feet north of M.P.-61, out of service.

Facing point hand-operated switch for northward movement on single track leading to south end of Sned siding, out of service.

Distant switch signal for northward movement, located 100 feet south of M.P.-60, out of service.

Facing point spring switch for southward movement on single track leading to north end of Sned siding, out of service.

Distant switch signal for southward movement, located 750 feet north of M.P.-62, out of service.

Page 26, changed.

Special Instruction 1105-A1, page 112, changed.

(v) PUBLIC CROSSINGS AT GRADE

**MAIN LINE - HARRISBURG - BUFFALO
SPRINGBROOK-DIVISION POST-(BUFFALO DIVISION)**

Lein road crossing at grade, out of service.

Flashing light crossing signal at Lein Road Grade Crossing, located 4499 feet south of M.P.-8, out of service.

Effective 3.00 P.M., Thursday, August 15, 1968

Applies in Northern Division

**(w) LOW GRADE SECONDARY TRACK
ROSE**

Rose Block Station, out of service.

Page 32, changed.

**(x) ELMIRA SECONDARY TRACK
COWLEY**

Cowley Block Station, out of service.

Page 26, changed.

Effective 11.00 P.M., Thursday, August 15, 1968

Applies in Northern Division

**(y) ERIE SECONDARY TRACK
ELM**

Elm Block Station, out of service.

Page 9, changed.

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(Page 5 of 5 pages)

Effective 12.01 A.M., Friday, August 16, 1968

Applies in Northern Division

(z) LOW GRADE SECONDARY TRACK

SU

SU Block Station, out of service.

Page 32, changed.

(aa) LOW GRADE SECONDARY TRACK

SU

SU Block Limit-Station, in service continuously.

Page 32, changed.

Effective 7.59 A.M., Friday, August 16, 1968

Applies in Northern Division

(ab) ERIE SECONDARY TRACK

RIDGWAY

Ridgway Block Station, in service as follows:

7.00 A.M. to 3.00 P.M., daily except Saturday, Sunday and Holidays.

Page 9, changed.

Effective 2.50 P.M., Friday, August 16, 1968

Applies in Northern Division

(ac) MAIN LINE - ERIE

EYE - LOVE

Eye Block and Interlocking Station, out of service.

Eye Interlocking remotely controlled from Bridge Block and Interlocking Station, located at M.P.-138.4 Chautauqua Branch, in service.

Love Block Station and Interlocking remotely controlled from Bridge Block and Interlocking Station, located at M.P.-138.4 Chautauqua Branch, in service.

Page 29, changed.

Effective 2.59 P.M., Friday, August 16, 1968

Applies in Northern Division

(ad) CHAUTAUQUA BRANCH

EYE - BRIDGE

Eye Block and Interlocking Station, out of service.

North Neff, South Neff, North Pan, South Pan, Eye, North Try, South Try and Petro Interlocking, remotely controlled from Bridge Block and Interlocking Station, in service.

Page 29, changed.

**J. A. FOSHEE,
General Superintendent.**

**PENN CENTRAL
CENTRAL REGION**

Pittsburgh, Pa., August 15, 1968.

GENERAL ORDER No. 110

Effective 3.00 P.M., Thursday, August 22, 1968

Applies in All Divisions

- (a) **TICKET OFFICES OPEN FOR THE SALE OF TICKETS
MAIN LINE - PITTSBURGH - CHICAGO
BEAVER FALLS**

Beaver Falls open for the sale of tickets as follows:

9.00 A.M. to 12 Noon, and 1.00 P.M. to 4.00 P.M., daily
except Saturday, Sunday and Holidays.

Page 47, changed.

Applies in Allegheny Division

- (b) **SNOW SHOE BRANCH
VAN - BIGLER
CLEARFIELD SECONDARY TRACK
WALLACETON**

Connection track connecting Snow Shoe Branch and
Clearfield Secondary track, in service.

Facing hand-operated switch for eastward movement on
Snow Shoe Branch, located 1650 feet west of MP 75,
leading to connection track, in service.

Facing hand-operated switch for northward movement on
Clearfield Secondary track, located 3500 feet north of
MP 29, leading to connection track, in service.

- (c) **CRESSON SECONDARY TRACK
DF - PU**

Paragraph (i) General Order No. 101, referring to a
temporary speed restriction of 10 MPH between **DF** and
PU, annulled.

Special Instruction 1157-F1, page 174, changed.

- (d) **CRESSON SECONDARY TRACK
DF - PU**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between a
point 2000 feet north of MP 17 and **PU**, account track
condition.

Special Instruction 1157-F1, page 174, changed.

- (e) **ENGINE SPECIAL LOAD RESTRICTIONS**

All engines with six wheel trucks are prohibited on Snow
Shoe Branch, and Boardman, Madera, Grassflat, Mahaffey,
Phillipsburg and Hooverhurst Secondary tracks.

Special Instruction 1160-A20, page 204, added.

- (f) **MAIN LINE - PHILADELPHIA - PITTSBURGH
MG**

MG Block and Interlocking Station in service part-time
as follows: 7.01 A.M. to 3.01 P.M., daily except Wednes-
day, Thursday and Holidays.

Page 4, changed.

Applies in Pittsburgh Division

- (g) **POWHATAN SECONDARY TRACK
TILTONVILLE - YORKVILLE**

Facing point hand-operated switch for westward move-
ment, 2200 feet west of MP 32, leading to east end of
Yorkville Storage track, in service.

- (h) **YUKON SECONDARY TRACK
YUKON JCT. - WHYEL JCT.**

Facing point hand-operated switch for southward move-
ment, 2348 feet south of MP 3, leading to Westinghouse
Electric Corporation, in service.

(i) ALLEGHENY BRANCH

UY - DN - AJ

DN Block Station, out of service.

Home Signal for southward movement, 3935 feet south of MP 11, out of service.

Home Signal for northward movement, 850 feet north of MP 10, out of service.

Block Signal No. 131, governing southward movement, 5050 feet south of MP 14, changed to Distant Switch Signal connected to facing point switches as follows:

4950 feet south of MP 13, 5150 feet south of MP 12, 4150 feet south of MP 11 and 4600 feet south of MP 11, in service.

Block Signal No. 76, governing northward movement, 3168 feet north of MP 7, changed to Distant Switch Signal connected to facing point switches 2750 feet north of MP 9 and 1400 feet north of MP 10, in service.

Electric lock connected to facing point hand-operated switch for northward movement leading to Industrial track, 4140 feet south of MP 11, out of service.

Page 18, changed.

Special Instruction 1331-A1, page 228, changed.

Special Instruction 1104-C1, page 105, changed.

(j) ALLEGHENY BRANCH

VERONA

Note 28, page 94, referring to crossing sign reading "Watchman Not on Duty" on both sides of crossing at James Street, protecting main and industrial tracks, must be displayed by Operator DN when closing and turned to blank side when opening DN, out of service.

Note 28, page 94, changed.

Special Instruction 1103-A1, page 86, changed.

(k) SCULLY BRANCH

ESPLEN - WAGNER

Automatic Signal D-46, governing eastward movement on Scully No. 1 track, 2930 feet east of MP 6, out of service.

Automatic Signal D-45, governing westward movement on Scully No. 2 track, 2930 feet east of MP 6, out of service.

Automatic Signal D-58, governing eastward movement on Scully No. 1 track, 3434 feet west of MP 6, out of service.

Automatic Signal D-57, governing westward movement on Scully No. 2 track, 3434 feet west of MP 6, out of service.

Automatic Grade Signal D-62, governing eastward movement on Scully No. 1 track, 720 feet east of Wagner Block and Interlocking Station, in service.

(l) CAB SIGNALS

SCULLY BRANCH

RG - WAGNER

Cab signal cutting in section for westward movement on No. 2 track, located between eastward home signal RG and westward home signal Wagner, in service.

Special Instruction 1550-A1, page 233, changed.

Applies in Northern Division

(m) ALLEGHENY BRANCH

OIL

Oil Interlocking remotely controlled from Bridge Block and Interlocking Station, in service.

Page 29, changed.

J. A. FOSHEE,

General Superintendent.

**PENN CENTRAL
CENTRAL REGION**

Pittsburgh, Pa., August 21, 1968.

GENERAL ORDER No. 111

Effective 12:01 A.M., Friday, September 6, 1968

Applies in Northern Division

**(a) MAIN LINE - ERIE
EYE**

A train or engine having accepted a signal to proceed over a route whereby the Main track of the Penn Central and 2 Main tracks of Erie-Lackawanna cross, movement through interlocking limits must be completed with entire train or engine before making a reverse move.

When a signal cannot be displayed for a route, Conductor or Engineman of Penn Central or Erie-Lackawanna train or engine must be authorized by Operator at Bridge before pushing reset button located in box on southeast corner of former Eye Interlocking Station after the following has been complied with:

Authority to push reset button must not be given by Operator at Bridge until employe at crossing has reported that the interlocking is clear of all equipment and no trains are approaching on the other railroad.

Employe, when authorized, must push reset button until light in box is extinguished. If light does not extinguish after 5 seconds, Penn Central movement must be governed by Penn Central **Rule 629**; Erie-Lackawanna movement must be governed by Erie-Lackawanna **Rule 662**.

J. A. FOSHEE
General Superintendent.

**PENN CENTRAL
CENTRAL REGION**

Pittsburgh, Pa., September 3, 1968.

GENERAL ORDER No. 112

Effective 12.01 A.M., Saturday, September 14, 1968

Applies in Allegheny Division

- (a) **CLEARFIELD SECONDARY TRACK**
BURG - FIELD
(Temporary Speed Restriction)
Trains and engines must not exceed 10 MPH between MP 27 and MP 39, account of track condition.
Special Instruction 1157-F1, page 173, changed.
- (b) **W.B.V. BRANCH**
WALTON - FRENCHVILLE
(Temporary Speed Restriction)
Trains and engines must not exceed 10 MPH through Deer Tunnel, account track condition.
Special Instruction 1157-F1, page 173, changed.
- (c) **SOUTH FORK BRANCH**
W - SOUTH FORK
Paragraph (n) General Order No. 107 referring to a temporary speed restriction of 10 MPH between W and South Fork, annulled.
Special Instruction 1157-F1, page 173, changed.
- (d) **SUSQUEHANNA SECONDARY TRACK**
SPANGLER - BARNSBORO
Paragraph (q) General Order No. 101 referring to temporary speed restriction of 5 MPH on pullout track between BN and No. 4 crossover, annulled.
Special Instruction 1157-F1, page 172, changed.
- (e) **MAXIMUM SPEED ON CURVES, BRIDGES, ETC.**
MAIN LINE - PHILADELPHIA - PITTSBURGH
C - MILLWOOD
Maximum speed on curves, bridges, etc., between Signal Bridge 2744 and first curve east of MP 298, revised.
Special Instruction 1157-F1, page 172, changed.
Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding Special Instruction, page 172.
- (f) **MAIN LINE - PHILADELPHIA - PITTSBURGH**
LEWISTOWN
Trains and engines must not exceed 35 MPH on first curve east of Lewistown, and 40 MPH on first curve west of Lewistown.
Special Instruction 1157-F1, changed.
- (g) **MAIN LINE - PHILADELPHIA - PITTSBURGH**
SPRUCE - TUNNEL
Trains and engines must not exceed 40 MPH on the first curve west of Tunnel Interlocking on No. 1 track.
Special Instruction 1157-F1, changed.
- (h) **ENGINE AND SPECIAL LOAD RESTRICTIONS**
MAIN LINE - PHILADELPHIA - PITTSBURGH
C - SG
The following load restrictions apply on Bridge 276.56:
Column 5 - 35 MPH.
Columns L, M, I and J - 30 MPH.
Special Instruction 1160-A1, page 186, changed.

Applies in Pittsburgh Division

**(i) ENGINE WHISTLE OR HORN SIGNALS
MAIN LINE - PITTSBURGH - ST. LOUIS
STEUBENVILLE**

Engine whistle or horn will be sounded approaching the first public grade crossing at Steubenville, and need not be sounded at other crossings while passing through Steubenville except in an emergency.

Special Instruction **1014 (1)-A12**, page 68, added.

**(j) POWHATON SECONDARY TRACK
JOHNSON - CAPTINA JCT.**

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH between MP 56 and MP 57, account track condition.

Special Instruction **1157-F1**, page 177, changed.

**(k) POWHATON SECONDARY TRACK
WEGEE - DILLE**

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH between MP 49 and MP 51, account track condition.

Special Instruction **1157-F1**, page 177, changed.

**(l) MAIN LINE - CONEMAUGH
SPRINGDALE - BEALE**

(Temporary Speed Restriction)

Trains and engines must not exceed 30 MPH on No. 1 track between MP 58 and Beale, account track condition.

Special Instruction **1157-F1**, page 175, changed.

**(m) MAIN LINE - CONEMAUGH
HIGGINS - HARMAR**

(Temporary Speed Restriction)

Trains and engines must not exceed 30 MPH on No. 2 track between MP 60 and Harmar, account track condition.

Special Instruction **1157-F1**, page 175, changed.

**(n) MAIN LINE - CONEMAUGH
BEALE - HIGGINS**

(Temporary Speed Restriction)

Trains and engines must not exceed 30 MPH on No. 2 track between MP 52 and MP 57, account track condition.

Special Instruction **1157-F1**, page 175, changed.

**(o) PLUM CREEK INDUSTRIAL TRACK
VERONA**

That portion of Plum Creek Industrial Track (former Plum Creek Branch) from a point 4580 feet north of MP 0.0 to its terminus, 3500 feet north of MP 4, out of service.

J. A. FOSHEE,
General Superintendent.

**PENN CENTRAL
CENTRAL REGION**

Pittsburgh, Pa., September 12, 1968.

GENERAL ORDER No. 113

Effective 3.01 A.M., Wednesday, September 18, 1968

Applies in All Divisions

(a) FREIGHT TRAIN OPERATION

Special Instruction 1155-A1 modified to restrict the number of traction motors powered to 12 on rear of trains other than loaded mineral freight trains.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding Special Instruction, page 128.

Applies in Pittsburgh Division

(b) CURVES, BRIDGES, ETC.

MAXIMUM SPEED

BAYARD BRANCH

MIDSTEEL - EAST DRY RUN

Trains and engines must not exceed 45 MPH on 2nd curve west of MP 13.

Special Instruction 1157-F1, page 176, changed.

(c) BAYARD BRANCH

JETHRO

Trains and engines must not exceed 45 MPH on 2nd curve west of MP 19.

Special Instruction 1157-F1, page 176, changed.

Applies in Northern Division

(d) SIGNAL RULES

MAIN LINE - HARRISBURG - BUFFALO

EAST BAKER - EAST FARWELL

No. 2 track and all signals and switches connected with No. 2 track from a point 1125 feet east of MP 201 and 3000 feet east of MP 212, out of service.

Quail Siding located from 905 feet east of MP 200 to 3606 feet east of MP 201 and all switches connecting siding with No. 1 and No. 2 tracks, out of service.

Trailing hand-operated switch for eastward movement No. 1 track, located 4484 feet east of MP 204, leading from former No. 2 track, out of service.

Trailing hand-operated switch for eastward movement on No. 1 track, located 1534 feet east of MP 211, leading to Baker Storage Track, out of service.

Block Signal No. 2024 for eastward movement on No. 1 track, located 1993 feet east of MP 204, out of service.

Block Signal No. 2090 for eastward movement on No. 1 track, located 596 feet east of MP 209, out of service.

Interlocking, designated East Farwell, located 1290 feet east of MP 201, remotely controlled from Newberry, in service.

Pedestal type home signal for eastward movement on No. 2 track, located 1125 feet east of MP 201, in service.

Home signal for eastward movement on No. 1 track, located 1125 feet east of MP 201, in service.

Home signal for westward movement on single track, located 1540 feet east of MP 201, in service.

Trailing point interlocked switch for eastward movement connecting No. 2 track to single track, located 1475 feet east of MP 201, in service.

(Page 1 of 3 pages)

Interlocking, designated West Baker, located 2112 feet east of MP 209, remotely controlled from Newberry, in service.

Home signal for eastward movement on single track, located 2540 feet east of MP 209, in service.

Home signal for westward movement on single track, located 2980 feet east of MP 209, in service.

Pedestal type home signal for westward movement on Baker Siding, located 2840 feet east of MP 209, in service.

Facing point interlocked switch for eastward movement connecting single track with Baker Siding, located 2595 feet east of MP 209, in service.

No. 1 track between East Farwell and East Baker changed to single track with opposing and following movement of trains by Block Signal Rules 261 to 264, inclusive and Automatic Block Signal System Rules 501 to 514 inclusive except Rule 513, in service with maximum authorized speed of 50 MPH for passenger and freight trains.

Block Signal No. 2071 for westward movement on single track, located 122 feet east of MP 207, in service.

Block Signal No. 2045 for westward movement on single track, located 3256 feet east of MP 204, in service.

Siding between East Baker and West Baker designated Baker Siding, a siding of no assigned direction, in service with capacity of 309 cars and maximum authorized speed of 30 MPH.

Former Baker Siding located between 2220 feet east of MP 209 to 1534 feet east of MP 211, redesignated Baker Storage Track, capacity 165 cars, in service.

Page 7, changed.

Special Instructions 1151-A1, page 115, 1151-B1, page 117, 1157-C1, page 164, 1151-H1, page 183, 1250-A1, page 222, and 1296-A1, changed.

Sticker form of Track, Switch and Signal Layout attached to sticker form of this General Order must be detached and pasted in timetable.

(e) **SLIDE PROTECTION**

**MAIN LINE - HARRISBURG - BUFFALO
EAST FARWELL - WEST BAKER**

Eastward interlocking signals at East Farwell and Block Signal No. 2045, designated SP and connected to slide detector located between MP 203 and MP 204.

Block Signal No. 2071 designated SP and connected to slide detector located at MP 206.

Westward Interlocking Signals at West Baker designated SP and connected to slide detector between MP 208 and MP 209.

Special Instruction 1296-A1, page 227, changed.

J. A. FOSHEE,
General Superintendent.

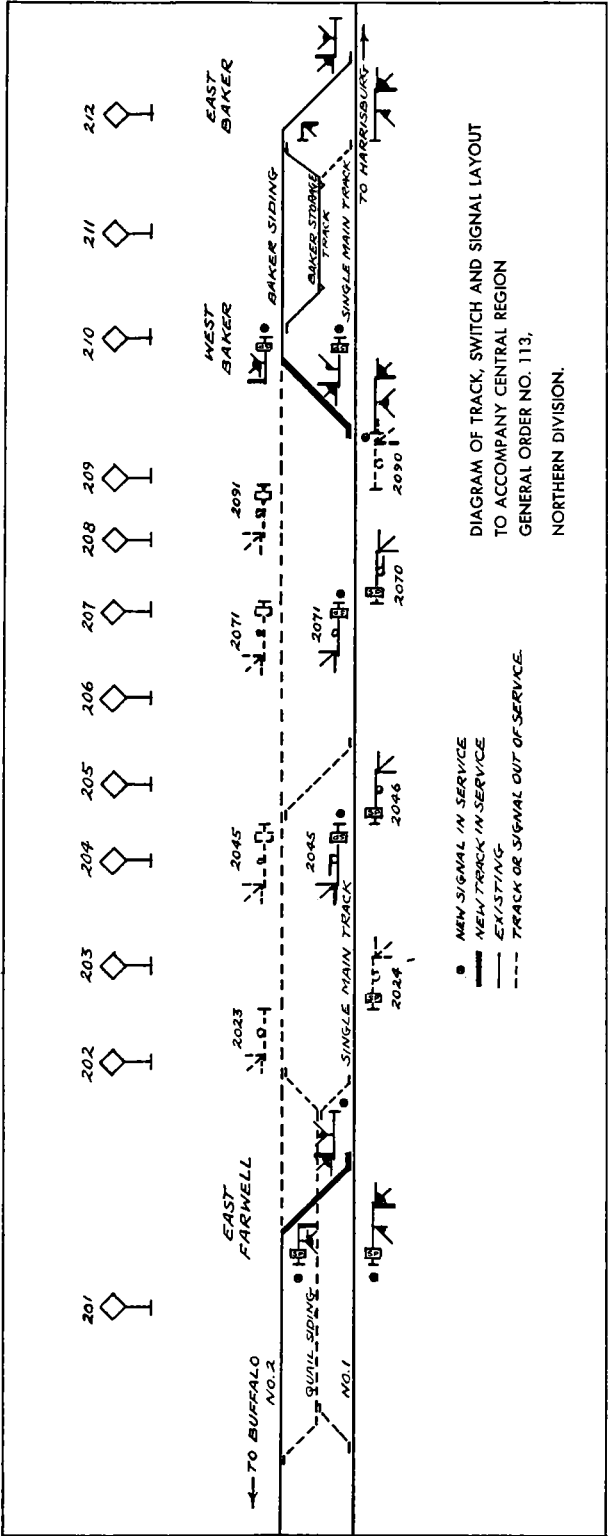


DIAGRAM OF TRACK, SWITCH AND SIGNAL LAYOUT
TO ACCOMPANY CENTRAL REGION
GENERAL ORDER NO. 113,
NORTHERN DIVISION.

**PENN CENTRAL
CENTRAL REGION**

242

Pittsburgh, Pa., September 23, 1968.

GENERAL ORDER No. 114

Effective 12.01 A.M., Tuesday, October 1, 1968

Applies in All Divisions

(a) TIMETABLE AUTHORITY

**MAIN LINE - PHILADELPHIA - PITTSBURGH
HARRISBURG - PITTSBURGH**

Schedule of Mail & Express train No. 21, between Pittsburgh and Banks, withdrawn.

Blank sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding schedule, page 35.

Schedules of Mail & Express trains No. 9 and 11, between Banks and Pittsburgh, changed.

Sticker coupons attached to this General Order must be detached and pasted over corresponding schedules on page 35.

(b) TIMETABLE AUTHORITY

**MAIN LINE - PITTSBURGH - CHICAGO
PITTSBURGH - WOOD**

**MAIN LINE - PITTSBURGH - ST. LOUIS
PITTSBURGH - UHRICHSVILLE**

Schedule of Mail & Express train No. 9, between Pittsburgh and Wood withdrawn.

Schedule of Mail & Express train No. 9, between Pittsburgh and Uhrichsville, added.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding schedule, page 39.

Schedule of Mail & Express train No. 11, between Pittsburgh and Uhrichsville, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding schedule, page 41.

Schedule of Mail & Express train No. 8, between Wood and Pittsburgh, withdrawn.

Blank sticker coupon attached to sticker form of this General Order must be detached and pasted over column 4, page 42.

**J. A. FOSHEE,
General Superintendent.**

**PENN CENTRAL
CENTRAL REGION**

Pittsburgh, Pa., September 25, 1968

GENERAL ORDER No. 115

Effective 12.02 A.M., Tuesday, October 1, 1968

Applies in All Divisions

**(a) TIMETABLE AUTHORITY
CENTRAL REGION**

The Valley Division of the Lake Region, except the Akron Branch from Hudson, MP 0.0, to Warwick, MP 27.2; the Akron Secondary Track, from Warwick, MP 27.2, to Division Post Western Region, MP 39.1, and except that portion of the Main Line Valley extending west of Ravenna, MP 85.1, transferred to the Central Region under the jurisdiction of Vice President & General Manager G. M. Smith and General Superintendent J. A. Foshee.

The following branches of the Lake Division, Lake Region: Youngstown Branch, from Ashtabula Harbor, MP 1.4, to Division Post, P&LE R.R., MP 58.3, including Nos. 101, 102 and Ash Secondary Tracks, Ashtabula; Alliance Branch from Phalanx, MP 0.0, to Dillonvale, MP 87.6; Stoneboro Branch from Dorset Jct., MP 14.8, to Division Post, Lake Region, MP 56.0; Sharon Branch from CP 52, MP 0.0, to Ferrona, MP 7.8; and Jefferson Branch from Jefferson Jct., MP 5.5, to End of Branch, MP 11.6, transferred to the Central Region and made a part of the Valley Division under the jurisdiction of Vice President & General Manager G. M. Smith and General Superintendent J. A. Foshee.

Lake Region Timetable No. 1 as it applies to the above territories will remain in effect.

**(b) DIVISION HEADQUARTERS
VALLEY DIVISION
CLEVELAND**

Headquarters of Superintendent, Valley Division, relocated to Youngstown, Ohio, address — Penn Central Company, Stambaugh Building, 44 Central Square, Youngstown, Ohio.

J. A. FOSHEE,
General Superintendent.

**PENN CENTRAL
CENTRAL REGION**

GMC

Pittsburgh, Pa., September 26, 1968.

GENERAL ORDER No. 116

Effective 12.01 A.M., Wednesday, October 2, 1968

Applies in All Divisions

(a) TIMETABLE AUTHORITY

**MAIN LINE - PHILADELPHIA - PITTSBURGH
HARRISBURG - PITTSBURGH**

Schedule of Mail & Express train No. 12, between Pittsburgh and Banks, withdrawn.

Blank sticker coupon attached to sticker form of this General Order must be detached and pasted over column 2 of page 38.

Effective 12.01 A.M., Thursday, October 3, 1968

Applies in All Divisions

(b) TIMETABLE AUTHORITY

**MAIN LINE - PHILADELPHIA - PITTSBURGH
HARRISBURG - PITTSBURGH**

Schedule of Mail & Express trains No. 8 and No. 10, between Pittsburgh and Banks, added.

Sticker coupons attached to sticker form of this General Order must be detached and pasted as follows: third column, page 37 and second column, page 38.

**(c) MAIN LINE - PITTSBURGH - ST. LOUIS
PITTSBURGH - UHRICHSVILLE**

Schedule of Mail & Express train No. 8, between Uhrichsville and Pittsburgh, added.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over column 4, page 42.

**(d) MAIN LINE - PITTSBURGH - ST. LOUIS
PITTSBURGH - UHRICHSVILLE**

Schedule of Mail & Express train No. 10, between Uhrichsville and Pittsburgh, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding schedule, page 43.

J. A. FOSHEE,
General Superintendent.

**PENN CENTRAL
CENTRAL REGION**

Pittsburgh, Pa. September 29, 1968.

GENERAL ORDER No. 117

Effective 10.01 A.M., Thursday, October 17, 1968

Applies in All Divisions

- (a) **TIMETABLE AUTHORITY**
MAIN LINE - PITTSBURGH - ST. LOUIS
PITTSBURGH - UHRICHSVILLE
Schedule of Mail & Express train No. 8, between Uhrichsville and Pittsburgh, added.
Sticker coupon attached to sticker form of this General Order must be detached and pasted over column 4 page 42.
- (b) **TIMETABLE AUTHORITY**
MAIN LINE - PITTSBURGH - ST. LOUIS
PITTSBURGH - UHRICHSVILLE
Frequency of Mail & Express trains No. 9 and 11, between Pittsburgh and Uhrichsville, changed to daily.
Employees must correct pages 39 and 41, in ink.

Applies in Allegheny Division

- (c) **CURVES, BRIDGES, ETC.**
MAXIMUM SPEED
MAIN LINE - PHILADELPHIA - PITTSBURGH
SG - JD
Trains and engines must not exceed 50 MPH on curve at MP 284.
Special Instruction **1157-F1**, page 172, changed.
- (d) **MAIN LINE - PHILADELPHIA - PITTSBURGH**
SPRUCE - TUNNEL
Paragraph (g) General Order 112, referring to a speed restriction of 40 MPH on the first curve west of Tunnel Interlocking No. 1 track, annulled.
Special Instruction **1157-F1**, page 172, changed.
- (e) **MAIN LINE - PHILADELPHIA - PITTSBURGH**
SPRUCE - TUNNEL
Trains and engines must not exceed 40 MPH on the second curve east of Spruce Creek Tunnel, No. 1 track.
Special Instruction **1157-F1**, page 172, changed.
- (f) **MAIN LINE - PHILADELPHIA - PITTSBURGH**
ALTO - WYE - UN
The following number of traction motors will apply to westward freight trains between Alto - Wye - UN and AR.
Front end - Pulling 20
Special Instruction **1155-A1**, page 128, changed.
- (g) **CRESSON SECONDARY TRACK**
DF - PU
Paragraph (d), General Order 110, referring to a temporary speed restriction of 10 MPH between a point 2000 feet north of MP 17 and PU, annulled.
Special Instruction **1157-F1**, page 174, changed.

(h) TRACK ASSIGNMENTS
MADERA SECONDARY TRACK
FAUNCE - IRVONA

Paragraph (l), General Order 106, referring to Madera Secondary track, former Madera Branch, between MP 8.8 and Irvona, temporarily out of service, annulled.

Special Instruction 1151-D1, page 120, changed.

(i) TRACK ASSIGNMENTS
MADERA SECONDARY TRACK
FAUNCE - IRVONA

Secondary track between MP 11 and Irvona, temporarily out of service.

Special Instruction 1151-D1, page 120, changed.

(j) MADERA SECONDARY TRACK
FAUNCE - IRVONA

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH between MP 8 and MP 11, account track condition.

Special Instruction 1157-H1, page 181, changed.

(k) TRACK ASSIGNMENTS
BOARDMAN SECONDARY TRACK
POTTS RUN JCT. - END OF TRACK

Secondary track between Boardman, MP 1.3 and End of Track, temporarily out of service.

Special Instruction 1151-D1, page 120, changed.

(l) BOARDMAN SECONDARY TRACK
POTTS RUN JCT. - BOARDMAN
(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH between Potts Run Jct. and Boardman, MP 1.3, account track condition.

Special Instruction 1157-H1, page 181, changed.

(m) SOUTH FORK BRANCH
SOUTH FORK - ST. MICHAEL

Paragraph (p), General Order 101, referring to a temporary speed restriction of 10 MPH on Nos. 1 and 2 tracks between MP 0 and MP 3, annulled.

Special Instruction 1157-F1, page 173, changed.

(n) SOUTH FORK BRANCH
JK - LV

Paragraph (o), General Order 107, referring to a temporary speed restriction of 10 MPH on No. 2 track between MP 3 and LV, annulled.

Special Instruction 1157-F1, page 173, changed.

(o) SOUTH FORK BRANCH
HC - PAINT CREEK BRANCH JUNCTION

Paragraph (p), General Order 107, referring to a temporary speed restriction of 10 MPH between HC and Paint Creek Branch Junction, annulled.

Special Instruction 1157-F1, page 173, changed.

Applies in Pittsburgh Division

(p) CURVES, BRIDGES, ETC.

MAXIMUM SPEED

MAIN LINE - CONEMAUGH

WEST LEECHBURG - HIGGINS

(Temporary Speed Restriction)

Trains and engines must not exceed 30 MPH on No. 2 track between MP 45 and Higgins, account track condition.

Special Instruction 1157-F1, page 175, changed.

(q) MAIN LINE - CONEMAUGH

HIGGINS - HARMAR

Paragraph (m), General Order 112, referring to a temporary speed restriction of 30 MPH on No. 2 track between MP 60 and Harmar, annulled.

Special Instruction 1157-F1, page 175, changed.

(r) MAIN LINE - CONEMAUGH

HARMAR - CQ

Paragraph (l), General Order 104, referring to a temporary speed restriction of 30 MPH on No. 2 track between Harmar and CQ, annulled.

Special Instruction 1157-F1, page 175, changed.

(s) HALL SECONDARY TRACK

OB - KENNY

Paragraph (aad), General Order 101, referring to a temporary speed restriction of 10 MPH between OB and Kenny, annulled.

Special Instruction 1157-F1, page 172, changed.

(t) HOME RUNNING TRACK

OB - KENNY

Paragraph (aae), General Order 101, referring to a temporary speed restriction of 10 MPH between OB and Kenny, annulled.

Special Instruction 1157-F1, page 172, changed.

(u) MAIN LINE - PHILADELPHIA - PITTSBURGH

KR - RG

Block Signal No. 3167, governing westward movement on No. 4 track, 3920 feet west of MP 316, out of service.

Block Signal No. 3167, governing westward movement on No. 3 track, 3920 feet west of MP 316, out of service.

(v) MAIN LINE - PHILADELPHIA - PITTSBURGH

KR

Block Signal No. 3129, governing westward movement on No. 3 track, 4550 feet west of MP 312, out of service.

Block Signal No. 3129, governing westward movement on No. 4 track, 4550 feet west of MP 312, out of service.

Facing interlocked switch for eastward movement on No. 1 track, 1200 feet east of MP 313, leading to Unity Industrial track, out of service.

(w) MAIN LINE - PITTSBURGH - ST. LOUIS

STEUBENVILLE - HD

Trailing point hand-operated switch for westward movement on No. 2 track, 1501 feet west of MP 43, leading to North Yard, out of service.

Trailing point hand-operated crossover switches, 1752 feet west of MP 43 connecting No. 1 track and No. 2 track, out of service.

- (af) JF & C BRANCH
EMLENTON - SHIPPENVILLE
(Temporary Speed Restriction)
Trains and engines must not exceed 10 MPH between MP 84 and MP 97, account track condition.
Special Instruction 1157-F1, page 178, changed.
- (ag) RIDGWAY SECONDARY TRACK
RIDGWAY - FALLS CREEK
(Temporary Speed Restriction)
Trains and engines must not exceed 10 MPH on the Ridgway Secondary track between end of block sign and Falls Creek, account track condition.
Special Instruction 1157-F1, page 179, changed.
- (ah) LOW GRADE SECONDARY TRACK
HF
(Temporary Speed Restriction)
Trains and engines must not exceed 5 MPH on HF Siding, account track condition.
Special Instruction 1157-F1, page 179, changed.
- (ai) LOW GRADE SECONDARY TRACK
AW
(Temporary Speed Restriction)
Trains and engines must not exceed 5 MPH on AW Storage track, account track condition.
Special Instruction 1157-F1, page 179, changed.
- (aj) WILKES-BARRE BRANCH
EAST BLOOMSBURG - NESCOPECK
(Temporary Speed Restriction)
Trains and engines must not exceed 30 MPH between MP 24 and MP 30, account track condition.
Special Instruction 1157-F1, page 178, changed.
- (ak) WILKES-BARRE BRANCH
LOMIS - LOG
(Temporary Speed Restriction)
Trains and engines must not exceed 30 MPH between Lomis and Bridge 57.51, account track condition.
Special Instruction 1157-F1, page 178, changed.
- (al) WILKES-BARRE BRANCH
HUNLOCK - EAGLE
(Temporary Speed Restriction)
Trains and engines must not exceed 5 MPH on the Honey Pot Running track between Hunlock and west end Honey Pot Yard, account track condition.
Special Instruction 1157-F1, page 178, changed.
- (am) MAIN LINE - HARRISBURG - BUFFALO
DROCTON - DRURY
(Temporary Speed Restriction)
Trains and engines must not exceed 10 MPH on No. 1 track between Drocton and Drury, account track condition.
Special Instruction 1157-F1, page 177, changed.

(Page 6 of 6 pages, Central Region General Order No. 117)

(an) PUBLIC CROSSINGS AT GRADE

MAIN LINE - HARRISBURG - BUFFALO
PORTVILLE

Automatic highway crossing protection equipped with flashing light signals, protecting Promised Land Road public crossing at grade, on single track, 1250 feet north of MP 74, in service.

(ao) MAIN LINE - HARRISBURG - BUFFALO
CT - DF

Trailing point hand-operated switch on No. 1 track, located 1524 feet east of MP 169, leading to the east end of DF Eastward Siding, out of service.

(ap) MAIN LINE - HARRISBURG - BUFFALO
CT - DF

Trailing point hand-operated switch on No. 2 track, located 1418 feet east of MP 169, leading to the west end of DF Westward Siding, out of service.

(aq) MAIN LINE - HARRISBURG - BUFFALO
SIZERVILLE - KEATING SUMMIT

Trailing point hand-operated switch on No. 1 track, located 500 feet south of MP 114, leading to Northward Storage track, out of service.

Effective 11.01 A.M., Thursday, October 17, 1968

Applies in Pittsburgh Division

(ar) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

MAIN LINE - PHILADELPHIA - PITTSBURGH
R - SZ

Trains and engines must not exceed 35 MPH on No. 3 track on curves between R and MP 340.

Special Instruction 1157-F1, page 174, changed.

(as) MAIN LINE - PHILADELPHIA - PITTSBURGH
R - SZ

Trains and engines must not exceed 45 MPH on No. 3 track on curves between MP 340 and MP 337.

Special Instruction 1157-F1, page 174, changed.

(at) MAIN LINE - PHILADELPHIA - PITTSBURGH
R - SZ

Trains and engines must not exceed 35 MPH on No. 4 track on curves between R and MP 340.

Special Instruction 1157-F1, page 174, changed.

(au) MAIN LINE - PHILADELPHIA - PITTSBURGH
R - SZ

Trains and engines must not exceed 55 MPH on No. 4 track on curves between MP 337 and MP 339.

Special Instruction 1157-F1, page 174, changed.

J. A. FOSHEE,

General Superintendent - Transportation.

(x) **MONONGAHELA BRANCH**

WEST ELIZABETH - FLOREFFE

Block signal No. 217, located 3580 feet south of MP 21, governing southward movement on No. 2 track, relocated to 4380 feet south of MP 21, renumbered 219, in service.

(y) **BAYARD BRANCH**

EAST LIVERPOOL - WELLSVILLE THIRD STREET

Facing point hand-operated switch for westward movement on No. 2 track, 4340 feet west of MP 18, leading to east end Jethro Yard, out of service.

Trailing point hand-operated switch for westward movement on No. 2 track, 2335 feet west of MP 21, leading to H. K. Porter Co., out of service.

(z) **GENERAL ORDERS - BULLETIN ORDERS**

WASHINGTON SECONDARY TRACK

WASHINGTON

Bulletin board and Employes Register at Washington, Old Chestnut Street Passenger Station, out of service.

Special Instruction 1075-A1, page 71, changed.

(na) **BAYARD BRANCH**

ROCHESTER - MIDSTEEL

Block Signal No. 39, governing westward movement on No. 2 track, located 18 feet east of MP 4, out of service.

Block Signal No. 40, governing eastward movement on No. 1 track, located 18 feet east of MP 4, out of service.

Block Signal No. 67, governing westward movement on No. 2 track, located 630 feet east of MP 7, out of service.

Block Signal No. 68, governing eastward movement on No. 1 track, located 630 feet east of MP 7, out of service.

Block Signal No. 107, governing westward movement on No. 2 track, located 1670 feet east of MP 11, out of service.

Block Signal No. 108, governing eastward movement on No. 1 track, located 1670 feet east of MP 11, out of service.

Applies in Northern Division

(ab) **CURVES, BRIDGES, ETC.**

MAXIMUM SPEED

MAIN LINE - HARRISBURG - BUFFALO

CR - SN

Passenger trains must not exceed 45 MPH on No. 1 track on all curves between MP 83 and MP 79.

Special Instruction 1157-F1, page 177, changed.

(ac) **MAIN LINE - HARRISBURG - BUFFALO**

CR - SN

Passenger trains must not exceed 45 MPH on No. 2 track from first curve south of SN through second curve south of MP 79.

Special Instruction 1157-F1, page 177, changed.

(ad) **MAIN LINE - HARRISBURG - BUFFALO**

PORTVILLE - OW

Passenger trains must not exceed 45 MPH on curve at MP 74.

Special Instruction 1157-F1, page 177, changed.

(ae) **MAIN LINE - HARRISBURG - BUFFALO**

EL RR CROSSING - FRANKLINVILLE

Passenger trains must not exceed 45 MPH on first curve north of MP 60.

Special Instruction 1157-F1, page 177, changed.

DES

**PENN CENTRAL
CENTRAL REGION**

Pittsburgh, Pa., October 14, 1968.

GENERAL ORDER No. 118

Effective 10.01 A.M., Tuesday, October 22, 1968

Applies in Allegheny Division

**(a) CRESSON SECONDARY TRACK
RE - WELSHDALE**

Paragraph (j), General Order 101, referring to a temporary speed restriction of 10 MPH between RE and MP 29, annulled.

Special Instruction **1157-F1**, page 172, changed.

**(b) CRESSON SECONDARY TRACK
EP**

Referring to Special Instruction **1250-A1**, delete EP from Note A, page 222.

Special Instruction **1250-A1**, Note A, page 222, changed.

**(c) CRESSON SECONDARY TRACK
LJ - K**

Paragraph (1), General Order 101, referring to a temporary speed restriction of 10 MPH between MP 36 and MP 45, annulled.

Special Instruction **1157-F1**, page 172, changed.

**(d) CRESSON SECONDARY TRACK
RE - LJ**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 32 and MP 45, account track condition.

Special Instruction **1157-F1**, page 172, changed.

Applies in Pittsburgh Division

**(e) POWHATAN SECONDARY TRACK
MARTINS FERRY**

Automatic highway crossing protection with flashing light signals, protecting public grade crossing at Hanover Street for eastward and westward movement on secondary track, 852 feet east of MP 38, in service.

Automatic highway crossing protection with flashing light signals, protecting public grade crossing at Center Street for eastward and westward movement on secondary track, 2325 feet west of MP 37, in service.

Crossing watchman discontinued.

Special Instruction **1103-A1**, page 88, changed and Note 27, annulled.

**(f) MAIN LINE - CONEMAUGH
VANDERGRIFT - PINE RUN**

Trailing hand-operated switch equipped with pipe connected derail in No. 1 track, 3300 feet east of MP 38, leading to Vandergrift Warehouse track, out of service.

**(g) OMAL SECONDARY TRACK
CLARINGTON - OMAL**

Paragraph (ab), General Order No. 101, referring to a temporary speed restriction of 10 MPH between MP 66 and MP 68, annulled.

Special Instruction **1157-F1**, page 172, changed.

**(h) OMAL SECONDARY TRACK
CLARINGTON - OMAL**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 66 and a point 2640 feet west of MP 68, account track condition.

Special Instruction 1157-F1, page 172, changed.

**(i) POWHATAN SECONDARY TRACK
OJ - MARTINS FERRY**

Facing point hand-operated switch for eastward movement, 2260 feet west of MP 37, leading to Martins Ferry Yard, relocated east to a point 1760 feet west of MP 37, in service.

**(j) ECONOMY INDUSTRIAL TRACK
EAST CONWAY - AMBRIDGE**

Switch leading to tail track at west end of bridge over Legionville Hollow on Economy Industrial track, equipped with Racor Automatic switch stand.

Normal position of switch is set for tail track and locked with standard switch lock.

Eastward movements, trailing through this switch will reverse switch points. When eastward movement is completed, switch points must be restored to normal position. When westward movement requires this switch to be operated reverse, it must be restored to normal position when movement is completed.

Special Instruction 1105-A2, page 113, changed.

Applies in Northern Division

**(k) RENO BRANCH
POLK JCT. - FRANKLIN**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between Polk Jct. and Franklin, account track condition.

Special Instruction 1157-F1, page 178, changed.

**(l) RENO BRANCH
FRANKLIN - RENO**

(Temporary Speed Restriction)

Trains and engines must not exceed 15 MPH between Franklin and Reno, account track condition.

Special Instruction 1157-F1, page 178, changed.

J. A. FOSHEE,

General Superintendent - Transportation.

**PENN CENTRAL
CENTRAL REGION**

Pittsburgh, Pa., October 14, 1968.

GENERAL ORDER No. 119

Effective 2.00 A.M., Sunday, October 27, 1968.

Applies in All Divisions

(a) STANDARD TIME

THE UNIFORM TIME ACT OF 1966

Effective 2.00 A.M., Sunday, October 27, 1968, Standard Time is set back one hour.

Standard clocks will be set back one hour at 2.00 A.M., the time changed to 1.00 A.M., Standard Time.

Employees setting back standard clocks must, as soon as the change has been made, compare time with the train dispatcher or block operator.

Offices where standard clocks are located, not open at 2.00 A.M., must set back clocks one hour at time office is opened and compare time with the train dispatcher or block operator.

Employees who are required by **Rule 2**, to use reliable watches and are on duty at 2.00 A.M., must adjust their watches to show 1.00 A.M., instead of 2.00 A.M., and as soon thereafter as possible without incurring delay to train movements, compare their watches with a standard clock or secure time from a train dispatcher or block operator.

At the moment the change in time is effective, trains enroute will be governed as follows:

1. Where Automatic Block Signal System Rules or Traffic Control System Rules are in effect, trains will proceed under the rules.
2. Where Automatic Block Signal System Rules or Traffic Control System Rules are not in effect, schedules of trains will be annulled prior to 2.00 A.M., and all trains will be governed by Train Orders.

Effective 3.01 A.M., Sunday, October 27, 1968.

Applies in All Divisions

**(b) TIMETABLE AUTHORITY
CENTRAL REGION**

Schedule of trains No. 55, 25, 33, 23, 11, 9, 31, 49, 3, 48, 30, 50, 16, 24, 10, 4, 13, 53, 32, B&O 10, 6, 5, and 7 changed.

Sticker pages accompanying this General Order must be pasted over corresponding pages in the timetable.

Blank sticker pages must be pasted over corresponding pages 42 and 43.

**(c) TIMETABLE AUTHORITY
CENTRAL REGION**

Safety Calendar used in connection with Safety Rules S7-A for Train, Locomotive and other Transportation Employees made effective July 1, 1968, showing by month and date the Safety Rule and/or paragraph that is the Safety Rule of the day, in service.

Safety Calendar attached to sticker form of this General Order must be detached and pasted over corresponding page 238.

(Page 1 of 2 pages)

**(d) PASSENGER AND FREIGHT TRAINS
MAXIMUM SPEEDS, UNLESS OTHERWISE
SPECIFIED**

On tracks where normal speed is 60 MPH or more, Passenger and Mail & Express trains consisting of more than 30 cars of all passenger equipment, or including box and refrigerator type freight cars not equipped for passenger service, may be operated at a speed of 60 MPH, except where otherwise restricted.

Special Instruction 1157-C1, page 166, second paragraph, changed.

Effective 3.00 P.M., Monday, October 28, 1968

Applies in Northern Division

**(e) ERIE SECONDARY TRACK
RIDGWAY**

Ridgway Block Station, closed.

Pages 9 and 30, changed.

**J. A. FOSHEE,
General Superintendent - Transportation.**

**PENN CENTRAL
CENTRAL REGION**

GML

Pittsburgh, Pa., October 14, 1968.

GENERAL ORDER No. 120

Effective 12.01 A.M., Friday, November 1, 1968

Applies in All Divisions

**(a) TIMETABLE AUTHORITY
CENTRAL REGION**

That part of the Allegheny Division, as follows:

Main Line - Philadelphia to Pittsburgh, MP 290.5 to MP 298.0,

Transferred to the Pittsburgh Division under the jurisdiction of Division Superintendent H. J. Martin.

That part of the Northern Division, as follows:

Main Line - Harrisburg to Buffalo, MP 278.0 to Division Post (Northern Division) at MP 92.2,

Wilkes-Barre Branch,

L. V. Junction Secondary track,

Selinsgrove Secondary track,

Shamokin Secondary track,

Montandon Secondary track - Montandon to End of Track, MP 11.6,

Transferred to the Eastern Region, Harrisburg Division, under the jurisdiction of General Manager J. M. McGuigan and General Superintendent-Transportation E. R. Adams.

That part of the Lake Region, Valley Division, as follows:

Main Line Valley - Ravenna, MP 85.1 to MP 102.0,

Akron Branch and Secondary track - Hudson, MP 0.0 to Division Post (Southern Region), MP 39.1,

Hugo Secondary track-Brady, MP 27.8 to Hugo, MP 24.8,

Transferred to the Central Region, Valley Division, under the jurisdiction of Vice President and General Manager G. M. Smith and General Superintendent-Transportation J. A. Foshee.

That part of the Syracuse Division, Northeastern Region, as follows:

Corning Branch - MP 4.5 to Division Post (Central Region),

Elkland Branch,

Wellsboro Branch,

Penn Yan Branch,

Elmira Branch,

Sodus Bay Secondary track,

Canandaigua track,

Transferred to the Central Region, Northern Division, under the jurisdiction of Vice President and General Manager G. M. Smith and General Superintendent-Transportation J. A. Foshee.

That part of the Allegheny Division as follows:

Clearfield Secondary track

Irvona Branch

W B V Branch

Snowshoe Branch

Cherry Tree Branch

Boardman Secondary track

Cresson Secondary track - Bradley Junction - North, to
End of Track

Madera Secondary track

Grassflat Secondary track

Mahaffey Secondary track

Philipsburg Secondary track

Hooverhurst Secondary track

Moshannon Secondary track

Susquehanna Secondary track - MP 15 to DC, MP 29.3,

Transferred to the Northern Division under the jurisdiction of Division Superintendent T. E. Jordan.

Lake and Northeastern Region Timetables No. 1, as they apply to the above territories, will remain in effect.

Northern Division renamed Williamsport Division.

Applies in All Divisions

Effective 1.01 A.M., Friday, November 1, 1968

(b) TIMETABLE AUTHORITY
CENTRAL REGION

That part of the Western Region, Fort Wayne Division, as follows:

Main Line - Pittsburgh to Chicago, Division Post (Valley Division) MP 125.0 to MP 200.6,

Transferred to the Central Region, Valley Division, under the jurisdiction of Vice President and General Manager G. M. Smith and General Superintendent - Transportation J. A. Foshee.

Western Region Timetable No. 1, as it applies to the above territory will remain in effect.

J. A. Foshee,
General Superintendent - Transportation.

**PENN CENTRAL
CENTRAL REGION**

Pittsburgh, Pa., November 12, 1968.

GENERAL ORDER No. 121

Effective 10.01 A.M., Tuesday, November 19, 1968

Applies in Pittsburgh Division

**(a) MAIN LINE - PHILADELPHIA - PITTSBURGH
RG**

Facing point interlocked switch for eastward movement on No. 2 track leading to No. 1 track 3550 feet east of MP 324, out of service.

Dwarf signal governing westward movement on No. 1 track, 1300 feet west of MP 323, out of service.

Facing point interlocked switch for eastward movement, 100 feet east of MP 325, leading from No. 1 track to Southwest Secondary track, out of service.

Facing point interlocked switch for eastward movement, 4100 feet west of MP 323, leading from No. 2 to No. 1 track, out of service.

Dwarf signal governing westward movement on No. 1 track, 450 feet east of MP 325, out of service.

Home signal governing eastward movement on No. 1 track, 700 feet east of MP 324, out of service.

No. 1 track from a point 700 feet east of MP 324 to a point 150 feet east of MP 325, out of service.

Special Instructions 1151-B1, page 116, 1157-C1, page 162 and 1250-A1, page 220, changed.

Applies in Williamsport Division

**(b) BOARDMAN SECONDARY TRACK
POTTS RUN JCT. - END OF TRACK**

Paragraph (k), General Order No. 117, referring to secondary track out of service between Boardman, MP 1.3, and end of track, annulled.

**(c) BOARDMAN SECONDARY TRACK
POTTS RUN JCT. - BOARDMAN**

Paragraph (l), General Order No. 117, referring to temporary speed restriction of 5 MPH between Potts Run Jct. and Boardman, MP 1.3, annulled.

**(d) MADERA SECONDARY TRACK
FAUNCE - IRVONA**

Paragraph (j), General Order No. 117, referring to temporary speed restriction of 5 MPH between MP 8 and MP 11, annulled.

**(e) TRACK ASSIGNMENTS
BOARDMAN SECONDARY TRACK
POTTS RUN JCT. - END OF TRACK**

Secondary track between MP 2.0 and end of track, temporarily out of service.

Special Instruction 1151-D1, page 120, changed.

**(f) JF&C BRANCH
EMLENTON - VAN
(Temporary Speed Restriction)**

Trains and engines must not exceed 5 MPH between MP 82 and MP 84, account track condition.

Special Instruction 1157-F1, page 178, changed.

**(g) MAIN LINE - HARRISBURG - BUFFALO
DRURY - CT**

CT Siding, from a point 1265 feet east of MP 183 to a point 2270 feet east of MP 183, out of service.

Trailing point interlocked crossover, leading from No. 1 track to CT Siding, located 2147 feet east of MP 183, out of service.

Facing point interlocked crossover, leading from CT Siding to No. 2 track, located 1898 feet east of MP 183, out of service.

Dwarf Signal, governing westward movement on CT Siding, located 2181 feet east of MP 183, out of service.

Trailing point hand-operated switch for westward movement on No. 2 track, leading to CT Siding, located 2270 feet east of MP 183, equipped with pipe connected derail, in service.

Page 7, changed.

(h) RENO BRANCH

STONEBORO BRANCH

STONEBORO - POLK JCT. - RENO - ROSE

Reno Branch, extending from Stoneboro to Reno, out of service.

The former Reno Branch extending from Polk Jct., on the JF&C Branch to Reno redesignated Reno Industrial track, in service.

That portion of the former Reno Branch between Stoneboro and Polk Jct. added to and made part of JF&C Branch, in service.

Pages 26 and 27, changed.

Special Instructions 1093-A1, page 74, 1104-A1, page 105, 1151-A1, page 115, 1157-C1, page 166, 1157-F1, page 178 and 1201-A1, page 217, changed.

(i) MAIN LINE - HARRISBURG - BUFFALO

WEST LOCK HAVEN

Dwarf signal for westward movement on No. 1 track located 125 feet east of MP 220, out of service.

Home signal for westward movement on No. 1 track located to the left of and adjacent to No. 1 track, 125 feet east of MP 220, in service.

(j) MAIN LINE - HARRISBURG - BUFFALO

EAST BAKER

Dwarf signal for eastward movement on siding, located 2773 feet west of MP 213, out of service.

Pedestal type signal for eastward movements on siding, located to the left of and adjacent to Baker Siding, 2773 feet west of MP 213, in service.

(k) LOW GRADE SECONDARY TRACK

SU

SU Block-limit Station in service part time, as follows:
12.01 A.M. to 4.00 P.M., daily except Sunday.

12.01 A.M. Sunday to 12.01 A.M., Monday.

Page 32, changed.

Effective 11.01 A.M., Thursday, November 21, 1968

Applies in All Divisions

(l) TIMETABLE AUTHORITY

In the application of Rule 75:

General Orders will be issued by authority and over the signature of the General Superintendent-Transportation.
Bulletin Orders will be issued by authority and over the signature of the Division Superintendent.

General Notices will be issued by authority and over the signature of the Division Superintendent.

Applies in Allegheny Division

(m) BLACK LICK SECONDARY TRACK

SR - VF

Paragraph (l), General Order 107, referring to temporary speed restriction of 10 MPH between MP 20 and VF, annulled.

Special Instruction 1157-F1, page 174, changed.

(n) BLACK LICK SECONDARY

STEEL - SR

Paragraph (k), General Order 107, referring to temporary speed restriction of 10 MPH between MP 13 and MP 18, annulled.

Special Instruction 1157-F1, page 174, changed.

(o) **BLACK LICK SECONDARY TRACK**

CH - ZD

Paragraph (m), General Order 107, referring to temporary speed restriction of 10 MPH between a point 2500 feet west of MP 39 and ZD, annulled.

Special Instruction 1157-F1, page 174, changed.

(p) **BLACK LICK SECONDARY TRACK**

NI - ZD

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between NI and ZD, account track condition.

Special Instruction 1157-F1, page 174, changed.

Applies in Pittsburgh Division

(q) **TRACK ASSIGNMENTS**

MAIN LINE - PHILADELPHIA - PITTSBURGH

KR - RG

Tracks between KR and RG redesignated as follows:

Former No. 2 track redesignated as No. 1 eastward track.

Former No. 3 track redesignated as No. 2 westward passenger track.

Former No. 4 track redesignated as No. 3 westward freight track.

Special Instructions 1151-B1, page 116, 1157-C1, page 162, 1157-F1, page 174 and 1250-A1, page 220, changed.

(r) **SIGNAL RULES**

MAIN LINE - PHILADELPHIA - PITTSBURGH

KR - RG

Rules 251 to 254 inclusive, movement of trains in same direction by Block Signals and Rules 305 to 342, except Rule 316, inclusive and Manual Block Signal System Rules on No. 2 track between KR and DR, annulled.

Opposing and following movement of train by Block Signals, Rules 261 to 264, inclusive, automatic Block Signal, Rules 501 to 514, except Rule 513, inclusive, for movement against current of traffic and cab signal Rules 550 to 562, against current of traffic on No. 2 track between KR and RG, in effect.

Block Signal 3208, governing eastward movement on No. 2 track, 1200 feet east of MP 321, in service.

Block Signal 3184, governing eastward movement on No. 2 track, 1740 feet east of MP 319, in service.

Block Signal 3152, governing eastward movement on No. 2 track, 4440 feet east of MP 316, in service.

Special Instruction 1250-A1, page 220, changed.

(s) **MAIN LINE - PHILADELPHIA - PITTSBURGH**

KR

Dwarf signal changed to home signal on Bridge, 3800 feet east of MP 326, governing eastward movement on No. 3 track, in service.

Dwarf signal changed to home signal on Bridge, 3800 feet east of MP 326, governing eastward movement on No. 4 track, in service.

(t) **MAIN LINE - CONEMAUGH**

VANDERGRIFT - PINE RUN

Trailing point hand-operated crossover equipped with center locking device connecting No. 1 track and No. 2 track, 1050 feet west of MP 38, in service.

(u) **MAIN LINE - PHILADELPHIA - PITTSBURGH**

WK - CM

Trailing hand-operated switch in No. 3 track, 790 feet west of MP 346 leading to Pittsburgh Ice Company, out of service.

(v) **MAIN LINE - PHILADELPHIA - PITTSBURGH**

CM - PITT

Trailing hand-operated switch in No. 2 track 4800 feet west of MP 348 equipped with a hand-operated split point derail, leading to Liberty Baking Company, out of service.

J. A. FOSHEE,

General Superintendent-Transportation.

**PENN CENTRAL
CENTRAL REGION**

Pittsburgh, Pa., November 18, 1968.

GENERAL ORDER No. 122

Effective 3.01 P.M., Thursday, November 21, 1968

Applies in Williamsport Division

- (a) **WILLIAMSPORT BRANCH
WILLIAMSPORT**
Block station, train order office and interlocking station, designated Williamsport, located at MP 247.8, in service. Page 28, changed.
- (b) **MAIN LINE - HARRISBURG - BUFFALO
WEST LOCK HAVEN**
West Lock Haven interlocking, located at MP 220, remote controlled from Williamsport, in service.
- (c) **MAIN LINE - HARRISBURG - BUFFALO
EAST BAKER**
East Baker interlocking, located at MP 212.6, remote controlled from Williamsport, in service.

Applies in Williamsport Division

Effective 3.01 P.M., Friday, November 22, 1968

- (d) **MAIN LINE - HARRISBURG - BUFFALO
WEST BAKER**
West Baker interlocking, located at MP 209.4, remote controlled from Williamsport, in service. Page 7, changed.
- (e) **MAIN LINE - HARRISBURG - BUFFALO
EAST FARWELL**
East Farwell interlocking, located at MP 201.2, remote controlled from Williamsport, in service. Page 7, changed.

Applies in Pittsburgh Division

Effective 3.01 P.M., Monday, November 25, 1968

- (f) **MAIN LINE - PHILADELPHIA - PITTSBURGH
KR - INTERLOCKING**
Facing interlocked crossover for eastward movement on No. 2 track, 1900 feet east of MP 313 leading to No. 1 track, out of service.
- Facing interlocked switch for eastward movement on No. 1 track, 4100 feet east of MP 313, leading to Ligonier Industrial Track, out of service.
- Facing interlocked switch for westward movement on No. 2 track, 475 feet west of MP 312, leading to No. 1 track, out of service.
- Dwarf signal governing westward movement on No. 1 track, 3050 feet west of MP 312, out of service.
- Home signal governing eastward movement on No. 1 track, 3800 feet east of MP 313, out of service.
- Dwarf signal governing westward movement on No. 2 track, 400 feet west of MP 312, out of service.
- Dwarf signal governing westward movement on No. 1 track 1050 feet west of MP 312, out of service.
- Trailing interlocked crossover for eastward movement on No. 1 track 3800 feet west of MP 312, leading to No. 2 track, changed to turn out leading to Unity Industrial track, in service.
- Facing hand operated switch for eastward movement on No. 1 track, 3950 feet east of MP 313, leading to Ligonier Industrial, in service.

Applies in Allegheny Division

**(g) MAIN LINE - PHILADELPHIA - PITTSBURGH
PETE - HUNT**

(Temporary Speed Restriction)

Trains and engines must not exceed 30 MPH on No. 2 track between Pete and Hunt, account track condition. Special Instruction 1157-F1, page 172, changed.

Effective 3.01 P.M., Tuesday, November 26, 1968

Applies in Williamsport Division

**(h) MAIN LINE - HARRISBURG - BUFFALO
EAST FARWELL - DRURY**

Block signal No. 1999 for westward movement on No. 2 track, located 5117 feet east of MP 199, out of service.

Block signal No. 2000 for eastward movement on No. 1 track, located 5117 feet east of MP 199, out of service.

Block signal No. 1975 for westward movement on No. 2 track, located 3420 feet east of MP 197, out of service.

Home signal for westward movement on No. 2 track, located 2672 feet east of MP 196, out of service.

Dwarf signal for westward movement on No. 1 track, located 2837 feet east of MP 197, out of service.

Home signal for eastward movement on No. 1 track, located 1500 feet east of MP 196, out of service.

Block signal for westward movement on No. 2 track, located 1769 feet east of MP 195, out of service.

Block signal No. 1954 for eastward movement on No. 1 track, located 1549 feet east of MP 195, out of service.

Home signal for westward movement on No. 2 track, located 5147 feet east of MP 194, out of service.

Home signal for eastward movement on No. 1 track, located 4367 feet east of MP 194, out of service.

Trailing switch in No. 1 track, leading from Farwell siding, located 2657 feet east of MP 196, out of service.

Facing switch in No. 2 track, leading to yard track, located 1927 feet east of MP 196, out of service.

Trailing crossover between No. 1 track and No. 2 track, located 5165 feet east of MP 194, out of service.

Facing crossover between No. 2 track and No. 1 track, located 3629 feet east of MP 194, out of service.

Trailing crossover between No. 1 track and No. 2 track, located 1753 feet east of MP 195, out of service.

**(i) MAIN LINE - HARRISBURG - BUFFALO
EAST FARWELL - DRURY**

No. 1 track from a point 1793 feet east of MP 196 to 583 feet east of MP 195, out of service.

No. 2 track from a point 583 feet east of MP 195 to a point 3582 feet east of MP 194, out of service.

Trailing interlocked crossover between No. 1 track and No. 2 track, located 3278 feet east of MP 194, in service.

Facing interlocked crossover between No. 1 track and No. 2 track, located 2663 feet east of MP 194, in service.

Home signal for westward movement on single track, located to the left and adjacent to the single track, 3320 feet east of MP 194, in service.

Dwarf signal for westward movement from yard track, located 3322 feet east of MP 194, in service.

Home signal for eastward movement on No. 1 track, located 2619 feet east of MP 194, in service.

Dwarf signal for eastward movement on No. 2 track, located 2617 feet east of MP 194, in service.

Interlocking designated, New Drury, located 2920 feet east of MP 194, remote controlled from Williamsport, in service.

No. 1 track from East Farwell to a point 1783 feet east of MP 196; No. 2 track from a point 1783 feet east of MP 196 to a point 583 feet east of MP 195, and No. 1 track from a point 583 feet east of MP 195 to New Drury, changed to single track with Rules 261 to 264, inclusive,

(Page 3 of 4 pages, Central Region General Order No. 122)

for opposing and following movement of trains by block signals and automatic block signal system Rules 501 to 514 inclusive, except Rule 513, in service.

Drocton Block Station, train order office and interlocking station, out of service.

Facing interlocked crossover between Farwell Siding and single track, located 3204 feet east of MP 197, in service.

Farwell Interlocking, located at MP 197.5, remote controlled from Williamsport, in service.

Home signal for westward movement on single track, located to the left and adjacent to the single track, 3254 feet east of MP 197, in service.

Normal speed for passenger and freight trains on single track, between East Farwell and Farwell, 50 MPH.

Normal speed for passenger trains on single track between Farwell and New Drury, 40 MPH.

Normal speed for freight trains on single track between Farwell and New Drury, 30 MPH.

Trains and engines must not clear single track at facing switch for eastward movement, located 4967 feet east of MP 194.

Farwell Siding redesignated No. 1 Relay, a running track of no assigned direction, controlled by yardmaster Renovo, in service.

No. 2 track between Farwell and a point 1927 feet east of MP 196, redesignated No. 2 Relay, a running track of no assigned direction, controlled by yardmaster Renovo, in service.

Trailing hand-operated crossover for eastward movement between No. 1 Relay and No. 2 Relay, located 2639 feet east of MP 196, in service.

Dwarf signal for eastward movement on No. 2 Relay, located 2396 feet east of MP 197, in service.

No. 2 track between East Farwell and Farwell, redesignated Farwell Siding of no assigned direction with normal speed of 30 MPH, in service. Capacity 275 cars.

Home Signal for westward movement on Farwell Siding located 3248 feet east of MP 197, in service.

Diagram in sticker form attached to this General Order showing changes in tracks, switches and signals in service, must be detached and pasted in Timetable.

Page 7, changed.

Special Instructions 1104-C1, page 105, 1104-D1, page 107, 1151-A1, page 115, 1151-B1, page 117, 1151-E1, page 123, 1151-G1, page 125, 1157-C1, page 165, 1157-F1, page 177, 1157-H1, page 182, 1250-A1, page 222 and 1502-A1, page 230, changed.

(j) MAIN LINE - HARRISBURG - BUFFALO

CT - NEW DRURY

(Temporary Speed Restriction)

Trains and engines must not exceed 40 MPH approaching eastward block signal No. 1934, on No. 1 track, located 1688 feet east of MP 193.

Special Instruction 1157-F1, page 177, changed.

Effective 12.01 A.M., Friday, November 29, 1968

Applies in Pittsburgh Division

(k) CURVES, BRIDGES, ETC.

MAXIMUM SPEED

MAIN LINE - PITTSBURGH - ST. LOUIS

STEUBENVILLE - UHRICH

Maximum speeds on curves, beginning with curves between Slack Street, Steubenville through Uhrichville, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding page.

Special Instruction 1157-F1, page 175, changed.

(Page 4 of 4 pages, Central Region General Order No. 122)

**(l) MAIN LINE - PITTSBURGH - CHICAGO
NEW BRIGHTON - DIVISION POST
VALLEY DIVISION**

Maximum speeds, beginning with curve at MP 29 through curve at MP 33, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding page.

Special Instruction 1157-F1, page 175, changed.

**(m) MAIN LINE - CONEMAUGH
ATLAS - CQ**

Maximum speeds on curves, beginning with first curve west of MP 4 through first curve west of MP 70, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted over corresponding pages.

Special Instruction 1157-F1, pages 174 and 175, changed.

**(n) MAIN LINE - PHILADELPHIA - PITTSBURGH
DIVISION POST - PITT**

Maximum speeds on curves beginning at curve west of MP 98 and Pitt, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding page.

Special Instruction 1157-F1, page 174, changed.

J. A. FOSHEE,

General Superintendent-Transportation.

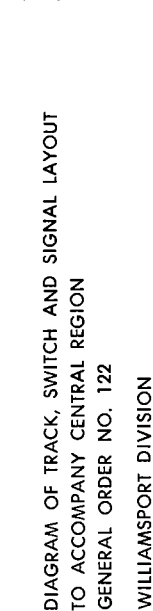


DIAGRAM OF TRACK, SWITCH AND SIGNAL LAYOUT
TO ACCOMPANY CENTRAL REGION
GENERAL ORDER NO. 122
WILLIAMSPORT DIVISION

**PENN CENTRAL
CENTRAL REGION**

Pittsburgh, Pa. April 22, 1968.

GENERAL NOTICE No. 1-1

Effective 4.01 A.M., Sunday, April 28, 1968

This General Notice contains the necessary instructions issued in the following General Notices, all of which must be removed from the Bulletin Boards:

Central Region General Notice No. 4-1, dated October 29, 1967.

Allegheny Division General Notices No. 4-2 up to and including No. 4-6, dated March 20, 1968.

Pittsburgh Division General Notices No. 4-2 up to and including No. 4-11, dated March 29, 1968.

Northern Division General Notices No. 4-2 up to and including No. 4-10, dated March 28, 1968.

**(1) REGION
USE OF RADIO**

Radio Equipped Engine or Cabin Car

Enginemen and Conductors having radio equipped engine or cabin car will make radio test with first Block Station after leaving terminal. Block Operator in turn will promptly notify Train Dispatcher that engine or cabin car or both are equipped.

Channel Selector

Two channel road radio equipment on engines and cabin cars will have channel No. 1 activated for use of former Pennsylvania Railroad frequency and channel No. 2 will be activated for use of former New York Central frequency.

Use of Radio

In order to eliminate the possibility of a radio transmitter being inadvertently keyed on the air continuously, and thus keep the channel occupied, the Motorola "Motran" unit on electric and diesel-electric engines contains a time-out timer feature.

The timer circuit limits the continuous-transmit cycle to one minute, after which a sustained tone will be heard over the control head loud speaker.

If the engineman has the push-to-talk button on the handset depressed sufficiently long enough to actuate the time-out circuit, it can be reset by momentarily releasing the push-to-talk button.

While the tone is being heard on the loud speaker, the blue jeweled transmit light will be on but there will be no communications to or from the engine.

Failure to be able to reset the time circuits constitutes a radio failure and proper reporting must be made.

**GENERAL ELECTRIC
RADIO CONTROL CONSOLE**

Instructions for Operation at Block Stations, Yard and Other Offices.

Power Switch

Radio is turned on or off by operating the switch on the rear of the console labeled "ON-OFF." Green light on front of console is lighted when radio is turned on.

Volume Control

This knob is used to adjust the loudness of messages received. It does not affect your voice on the transmitter.

Intercom-Transmit

Switch must be at Transmit position for use of radio. Switch must be kept in Transmit position except when Intercom is being used.

Switch must be placed to Intercom for communication with other stations indicated by notice at your location. With switch in Intercom position messages are not transmitted to trains or engines.

Messages can be received on Intercom or radio in either position.

Microphone

To transmit, press the "push-to-talk" bar in the base of the microphone and hold it down while talking. Bar must be released to receive messages. The red light is lighted when push-to-talk bar is depressed.

Cutout Button

At certain locations, push button labled SUPV on front of console stops transmission by radio for stations indicated by notice at these locations. When this button is lighted the stations cannot transmit, and can be contacted only by intercom.

OPERATING INSTRUCTIONS FOR MOTOROLA "MOTRAN" RADIO UNIT ON DIESEL ROAD ENGINES

Radio Power Switch

Circuit breaker for radio power is located as follows: Engines Nos. 2415, 2507 to 2528 inclusive, and all EMD Units 2500 H.P. and over, in battery switch compartment.

All ALCO and G.E. Units 2500 H.P. and over except, Engines Nos. 2500 to 2528 inclusive, and 2415, back cab wall on switch panel.

All other ALCO and EMD Units, and G. E. Engines Nos. 2500 to 2506 inclusive, in short hood adjacent to radio tray.

RADIO CONTROL STATION

Volume Control

The control knob has no OFF position and volume cannot be reduced below a minimum level.

There is no ON-OFF switch on the control station.

Channel Selector

The selector knob is set for the frequency in service and cannot be changed.

Transmitting

The press-to-talk button on the handset must be depressed to transmit and must be released in order to receive messages.

A blue-jeweled light on the control station indicates you are transmitting. Absence of light during transmit indicates a lamp or electrical failure.

Conversation should be at a normal voice level. Increased voice level when transmitting will not result in better reception but will lead to distortion.

Receiving

Conversation will be heard over the control station speaker and hand-set simultaneously. Adjustment of volume control knob affects the speaker only.

It is not necessary to have the handset in the control station receptacle to receive messages.

Use of Radio

On a dual control engine, both radio control stations are energized at the same time, therefore, use of the handset must be limited to one control station at a time.

Radio will function with engine battery switch pulled.

(2) REGION

OPERATING INSTRUCTIONS FOR WABCO "DUOPHONE" RADIO ON CABIN CARS

The "Duophone" uses its own batteries (2 lantern batteries) when operated as a portable. When used as a mobile station, mounted in the radio rack, power is obtained from cabin car electrical system or auxiliary lantern-battery pack.

OPERATION AS A PORTABLE

Controls

Squelch ON-OFF knob: Turn clockwise from "OFF" to required position for noise elimination.

Turning knob beyond this point will reduce ability to hear a weak signal.

Volume knob: Controls audio level of receiver in microphone.

Channel selector: Preset for frequency in service and cannot be changed.

Transmitting

The push-to-talk button on the microphone receiver must be depressed to transmit and must be released in order to receive messages.

Conversation should be at a normal voice level.

Increase voice level when transmitting will not result in better reception but will lead to distortion.

Receiving

Conversation will be heard over the receiver located inside the microphone.

Carrying Strap

The carrying strap has a microphone clip for holding the microphone at chest height.

OPERATION IN CABIN CAR RACK

Radio Power Switch

On cabin cars equipped with 32 volt power supply a radio power switch is located in the electrical equipment locker. All other cars have no power switch.

Duophone Installation

To install "Duophone" unit in cabin car radio rack:

1. Open hinged retaining bracket on rack.
2. Place radio in rack with antenna next to loudspeaker and slide to right.
3. Place microphone in clip on hinged retaining bracket in order to prevent damage to microphone cord. Close and latch bracket.

Transmitting

Same as for portable operation except that amber jeweled light on base of loudspeaker indicates you are transmitting. Absence of light during transmit indicates a lamp or electrical failure.

Receiving

Conversation will be heard over the loudspeaker only, which is controlled by squelch and volume control knobs.

Use of Radio

When in rack radio power is supplied by cabin car power supply only, and whip antenna is replaced by roof antenna.

If radio fails while installed in cabin car rack, "Duo-phone" should be removed from rack and operated from outside the cabin car in accordance with instructions for operation as a portable.

If radio fails when operating as a portable, replace the two lantern batteries. To renew batteries, pull out bottom of latch located below the microphone holder on each end of the handle and separate radio portion from battery case. Place batteries with contacts up. When reassembling unit, care must be exercised to insure that the brass guides of the radio portion are properly aligned with receptacle.

(3) REGION

The following instructions are in effect during dry weather periods.

- (1) At various seasons of the year forest fires occur quite frequently in wooded areas. It is requested that you report any fires that you may happen to observe to the nearest Block Operator. Block Operators to notify Train Dispatchers immediately, who in turn, will notify the District Office, Forest Officer, Fire Tower or Fire Warden.

Insofar as possible, either engines with internal baffling in the exhaust manifold, those equipped with spark arresting screens and those equipped with a turbo-charger, should be operated in forested areas.

- (2) Smoking in or near wooded areas is prohibited.
- (3) Extreme care must be exercised in the use of fusees.
- (4) Employees must exercise extreme care when burning ties and other debris.

(4) REGION

All employees will be required to be reviewed on safety rules and proper work practices incident to their occupations, on a schedule of at least once every three years. You should, therefore, prepare yourself to attend such classes when required.

Notice will be issued from time to time, at least 30 days in advance of date of classes, setting the time, date and place they will be held.

(5) REGION

Section 5 of the "National Diesel Agreement," of May 17, 1950, between certain railroads, including the Pennsylvania, and the Brotherhood of Locomotive Firemen and Enginemen, provides that—

"On multiple-unit Diesel-Electric engines on high speed, streamlined, or main line through passenger

trains, a fireman (helper) shall be in the cab at all times when the train is in motion."

For the purpose of applying the provisions of this Agreement, the following trains come within the scope of the Agreement.

ALLEGHENY DIVISION:

Banks and Altoona — Nos. 3, 4, 28, 29, 30, 48, 49 and 55.

PITTSBURGH and NORTHERN DIVISIONS:

None

(6) REGION

TRAIN HANDLING - PASSENGER CARS IN A FREIGHT TRAIN

Enginemen when operating trains of 30 to 50 cars must not attempt to graduate the brake off by manipulating the automatic brake valve between lap and running position. When a brake application has been made and it is desired to release the brake, the brake valve must be moved to running position and left there until all brakes have released. Partial or graduated release must not be attempted.

Present instructions for handling passenger cars in trains of 30 to 50 cars descending the grade, Gallitzin to Slope, using the pressure maintaining method, remain in effect.

(7) REGION

The "AB-7-5/8-12" Automatic Empty and Load Brake Equipment as employed on the G38 ore cars provides a greater braking force on a loaded car than an empty car. This changeover takes place automatically whenever the load changes, provided the brake pipe pressure is reduced below 30 lbs.

When taking charge of a train consisting of one or more G38 ore cars, either loaded or empty, at a location where air test is required by Rule 11B-12-14A or 14B of the Brake and Train Air Signal Instructions, 99-D-1, the brake pipe pressure must be entirely depleted before making the train air test. This will insure the automatic changeover to empty or loaded brake position.

A visual inspection can determine whether the equipment is set for loaded or empty braking by a small indicator piston located on the non-pressure head of the brake cylinder. With the brake applied, if the indicator piston is extended, it indicates the equipment is set in Empty Position. If the indicator piston is not extended, the equipment is in Load Position.

(8) REGION

POOL CABIN CARS

Conductors in pooled cabin services will arrange to advise the final terminal of their run as to supplies needed on their cabin to permit cabin to relay, by preparing a message listing any items required. This message is to be given to Block Operator either by radio, or thrown off enroute and at the following points for:

Trains arriving Pitcairn: Acre, Yellow Creek, Wood, KR

Trains arriving Conway: Yellow Creek, Wood, Jacks Run

Trains arriving Altoona: Spruce, MO

Trains arriving Enola or Harrisburg: Jacks

Block Operators will in turn advise the Yardmaster at the final terminal so that supplies may be provided as necessary to relay cabin without delay to trains.

(9) REGION

The duties and responsibilities of employees during emergencies in severe snowstorms have been outlined in the "Snow and Emergency Program." Copies of the program will be available at crew dispatcher's office. Employees concerned with the movement of trains must provide themselves with copy of the Program, familiarize themselves with the contents and carry out instructions contained therein, as snow and other emergency conditions arise.

(10) REGION

FIRE-PREVENTION — Diesel Engines:

In the maintenance and servicing of Diesel engines

SMOKING IS STRICTLY PROHIBITED

On any part of the engine.

In the immediate vicinity of same, or in the immediate vicinity where repairs are in progress in shops.

In the immediate vicinity of fueling stations.

The use of any open flame, acetylene or electric welding, under similar conditions is prohibited.

(11) REGION

APPLICATION OF THE SECOND PARAGRAPH OF INSTRUCTION 31 BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS — No. 99-D-1

It is to be understood that the angle cocks or brake pipe end cocks, on each side of the couplings to be separated, are not to be closed until after receiving a signal from the engineman that a full service application has been made.

(12) REGION

Some Diesel Units have been equipped with "Vapor Alertor Type" Deadman control feature. Other units will be subsequently equipped. In order to acquaint Engine Service personnel with the feature of the Alertor System, the following information is issued and a copy posted in the initial units so equipped.

"ALERTOR 65' (DEADMAN) SAFETY CONTROL
The conventional deadman pedal arrangement on this locomotive has been replaced by an electronic sensing device called the "ALERTOR 65." The basic air brake operation in connection with the "deadman" safety control has not been changed. When this system is actuated it will produce an automatic service brake application.

When taking charge of locomotive prior to making brake test, place ALERTOR switch, located on gage panel, in ON position. When unit is trailing in MU consist this switch should be in OFF position.

There are two means of "suppressing" or preventing the actuation of this system, namely:

1. 25 lbs. or more brake cylinder pressure from automatic or independent brake application.
or

2. Acknowledgment, which is accomplished as follows:

While sitting in engineman's seat make contact with hand to any metallic object in the cab such as throttle, control stand, sanding or bell ringer valves, window sill, etc., at least once every 20

seconds or if hand is in contact with a metallic object, the contact must be broken momentarily at least once every 20 seconds. Each time contact with metallic object is made or broken constitutes an acknowledgment and a new 20 seconds cycle is started. It is necessary to maintain contact with the seat since the antenna for this system is located there.

If acknowledgment is not made during the 20 second period, the "deadman" safety control whistle will sound a 9 to 11 second warning and if acknowledgment is not made during this period an automatic service brake application will occur. If throttle is open, the Diesel engine speed will be reduced to IDLE. Recovery from the penalty brake application is accomplished in normal manner by placing handle of DS-24 automatic brake valve in LAP position or 26 type brake valve in SUPPRESSION position to reset the service application valve. After application valve is reset and before releasing brakes, acknowledgment of the "ALERTOR 65" must be made.

In event of failure of any part of this equipment, seal on safety control cock should be broken and cock moved to cut-out position and ALERTOR switch placed in OFF position. Report on prescribed form to the Superintendent must be made in accordance with Rule 4076-F in Book of Rules.

(13) REGION

Whenever a train parting occurs conductor or engineer must notify Superintendent immediately, giving reason for the parting.

If no apparent reason is given or if the rear part of the train has collided or re-coupled to the front part of the train, all trains using the same or adjacent tracks must be notified by train order to approach this point prepared to stop short of obstruction or damaged track until track is inspected by a M.W. representative.

(14) REGION

OBSERVATION OF TRAIN FOR DEFECTS

Servo hot box detectors and recorders which measure and record the heat of passing journal boxes are in service at various locations.

At all installations arrangements have been made to stop trains when the hot box detector so indicates by the recorder.

Train or engine crews, upon contacting block operator, will be advised as to which car, by location in train, which side of car and which journal has the defective condition.

If on observation, no exception is taken to the reported defective car, crew members will be responsible for observing journal conditions of two cars ahead and two cars behind the reported car, opening journal boxlids for thorough observation.

The hot box detector is sufficiently sensitive to indicate a defective condition, even though there is no smoke in evidence. If the journal has defects such as waste grab or excessive heat, the car must be set off.

The results of the observation must be relayed to the block operator, giving the following information:

- (a) Initial and number of reported defective car.
- (b) Type of journal, whether friction or roller bearing, and name of latter.
- (c) Type of lubrication grease or oil.

- (d) Type of waste packing or lubricating pads by name.
- (e) Condition of journal.
- (f) Disposition of car.

The above items are in addition to way bill information.

On passenger trains, if overheated journal is not found, observation must be made in vicinity of reported defective car for steam leaks, sticking brakes, etc. and block operator notified.

Special Instruction 1154-A19, applies.

(15) REGION

Concerning the preparation of CT 1041-Train Record (Wheel Report), the following will apply:

1. At no time will an improvised Train Symbol be used.
2. Conductors will, when preparing CT 1041 - Train Records (Wheel Reports), follow instructions for designating Train Symbols - Revision of Rule 3. These, in turn, can be obtained from the Office of the Trainmaster or his Assistant. Further, he will assure himself that he obtains and uses only authorized Train Symbols, Control Codes, etc.
3. Conductors are responsible for the complete and accurate preparation of the CT 1041 - Train Record (Wheel Report). Therefore, although prepared at a machine location, he is responsible for the completion of the report, should any vital information be missing such as Train Header Line.
4. All Train and Engine Service employees must use the authorized Train Symbol, if entered on the CT 1041 - Train Record (Wheel Report), on their time cards.

(16) REGION

APPLICATION OF INSTRUCTION 31, BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS No. 99-D-1.

A new air brake valve designated "ABD" has been approved for application to freight cars in interchange. It has an accelerated release feature not present in the "AB" valve.

This accelerated release feature functions so as to insure a release of the initial valve and propagate the release to associated valves.

If the brake pipe pressure is reduced below the level of the auxiliary reservoir pressure, this release function cannot occur.

In order to prevent the unintentional release of brakes on cars or locomotives which have been cut off from a train it is necessary that all air pressure be depleted in the brake pipe and the angle cock on end of cars or locomotives left standing must be completely open.

The following instructions will apply for cutting off cars or locomotives from train:

1. Make a service application of the brakes and 30 seconds later move brake valve handle to EMERGENCY position to completely deplete the brake pipe pressure.
2. At location where cut is to be made, after signal is received that brake application is completed, close the angle cock on side closest to the locomotive.

Leave angle cock completely open on side of cut farthest from locomotive.

Separate air hose in proper manner.

- 3. If cars or locomotives are to be left standing and train pulled away from them, they must be secured by hand brakes.**

Dependence must never be placed on the air brake to hold cars left standing.

Instruction 31 - No. 99-D-1, modified.

(17) REGION

YARD TRAIN AND ENGINE SERVICE EMPLOYEES

Yard Trainmen, while engaged in switching operations, must not place themselves in the cab of the engine for the purpose of relaying signals, but must position themselves to properly perform all duties as required.

(18) REGION

In the application of Safety Rule 1231, when riding in cabin cars employees must secure themselves with safety seat belts on cabin cars so equipped.

(19) REGION

GENERAL NOTICE No. 225-E (REFERRED TO IN RULE 4161-E AS GENERAL NOTICE No. 225-D) REGULATIONS FOR THE TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES

General Notice No. 225-E, Regulations for the transportation of explosives and other dangerous articles in effect October 1, 1961.

Supplement No. 1 in effect June 27, 1962.

Supplement No. 2 in effect September 25, 1962.

Supplement No. 3 in effect September 1, 1965.

(20) REGION

Employees are not permitted to use, or have available for use, while on duty, any radio not authorized or furnished for use by the Penn Central. It is not intended to prohibit the carrying of such radio in a traveling bag.

(21) REGION

Throughout the winter season, during inclement weather, the Diesel Horn must be sounded approaching all Interlocking Plants, complying with Rule 14L of the current Rules for Conducting Transportation. Engineman will sound Diesel Horn when employees are observed working on bridges, near tunnels and other points.

(22) REGION

SAFETY RULE BOOK S-7-A, TRAIN, ENGINE AND OTHER TRANSPORTATION EMPLOYEES (EXCEPT STATION EMPLOYEES).

OPERATION OF FLEXI-VAN CARS IN PASSENGER TRAINS.

Flexi-van cars equipped for passenger train operation are not fitted with end steam shut-off valves.

In the application of Safety Rule 1051; the end steam valves must be closed nearest the point where cut is to be made before separating steam connectors.

(23) REGION

**QUALIFIED CONDUCTORS
TRANSPORTATION SWITCH LIST CT-3204**

1. Previous instruction pertaining to the preparation of the CT 3204 as a switching list, inbound yard consit, work measurement list, etc., remain unchanged.
2. Conductors are responsible for the proper preparation of the CT 3204 in accordance with these instructions.
3. When in doubt as to these instructions, contact the Train Master, or his representative in charge of the reporting location.

ALLEGHENY DIVISION

**(24) MAIN LINE - PHILADELPHIA-PITTSBURGH
ALTOONA**

**OPERATION OF TRAINS IN THE ALTOONA
PASSENGER STATION**

All inbound trains must be reported as arriving by Inbound Conductor to Alto Tower immediately upon the stopping of his train in the station.

**(25) MAIN LINE - PHILADELPHIA-PITTSBURGH
ALTOONA**

The Conductor and Engineman operating trains in and out of Altoona Passenger Station must familiarize themselves with the consist of their train so that it may be properly platformed at Altoona. In the event of engine or car failure or unusual incidents enroute to Altoona affecting the schedule movement, the train or engine crew must notify the Train Dispatcher immediately.

**(26) MAIN LINE - PHILADELPHIA-PITTSBURGH
GRAY - ANTIS
CLOSE SIDE CLEARANCE**

Account of close clearance to telephone poles and their attachments located adjacent to No. 4 track between Gray and overhead bridge 224.13, west of Gray, trainmen and other employes are prohibited from riding on side of moving equipment at this location.

**(27) MAIN LINE - PHILADELPHIA TO PITTSBURGH
AR - UN - SF**

Knuckles and pins have been placed on the north side in each of the three Gallitzin Tunnels at intervals of 300 feet to be used in emergency, as necessary.

**(28) Rail and other track materials distributed along
tracks at the following locations:**

**(a) BLACK LICK SECONDARY
KY - BEULAH**

Along both sides of secondary track between Mile Post 10 and Mile Post 13.

**(b) CRESSON SECONDARY
HASTINGS JUNCTION - LJ**

Along both sides of secondary track between Hastings Junction and Mile Post 28.

- (c) **SUSQUEHANNA SECONDARY
IR - LUTHER JCT.**
Along both sides of secondary track between
Mile Post 15 and Mile Post 16.
- (d) **MAIN LINE - PHILADELPHIA-PITTSBURGH
VIEW - PORT**
Between No. 2 and No. 3 tracks between View
and Mile Post 125, on the north side of No. 3
track between Mile Post 120 and Mile Post 122,
and on the south side of No. 1 track between
Mile Post 122 and Mile Post 125.
- (e) **MAIN LINE - PHILADELPHIA-PITTSBURGH
JACKS - LEWIS**
Along the north side of No. 3 track between a
point 2700 feet west of Mile Post 172 and Mile
Post 177.
- (f) **CRESSON SECONDARY TRACK
DF - RE**
Both sides of secondary track, DF to Mile Post
23.
- (g) **MAIN LINE - PHILADELPHIA-PITTSBURGH
MO - SO**
Along south side of No. 1 track between Sum-
merhill and South Fork.
- (h) **CLEARFIELD SECONDARY
PARK - SUMMIT**
Along both sides of Secondary track between
Mile Post 8 and Mile Post 10.

Employes must use extreme care while working in
the above areas to avoid personal injury.

PITTSBURGH DIVISION

- (29) **MONONGAHELA BRANCH
ELRAMA**
Box cars must not be placed on that portion of the
Mississippi Glass Company loading track fifty feet
from south end, account low mono-rail.
- (30) **MONONGAHELA BRANCH
OB**
Twin loads, or an overhang load, loaded on gondola
cars must not be moved over Whitehall track be-
tween 23rd Street Freight Station and 21st Street
Yard.
- (31) **MAIN LINE
ISLAND AVENUE**
Road crossing for No. 1 and No. 2 tracks, 45 car
lengths west of Island Avenue yard office, must not
be blocked excessively by standing trains between
the hours of 6.00 A.M. and midnight. Crew of trains
stopped at this location performing other than or-
dinary setoff and pickup work, will cut this crossing
to permit movement of trucks in and out of the
Truc-Train Yard.

**(32) MAIN LINE - PITTSBURGH-CHICAGO
LEETSDALE - JACKS RUN**

Employees are prohibited from riding on side of equipment on No. 1 and Naught Industrial track, River Rail Terminal, Buncher Industrial Plant, account of close clearance.

**(33) MAIN LINE
AMBRIDGE (ECONOMY INDUSTRIAL TRACK)**

Private grade crossing leading to H. H. Robertson Plant, 158 feet west of Weismann Fitting Company track, switch on race track Economy Industrial track, and private grade crossing leading to National Supply Division, Armco Steel Corporation, 450 feet east of Economy Yard Office, must not be blocked excessively by standing trains. Crew of trains stopped at these locations and performing other than ordinary work will cut crossing to permit moving of private automobiles and trucks to and from plant.

**(34) MAIN LINE - PITTSBURGH-CHICAGO
CONWAY**

In order to fulfill the requirements of the second paragraph of instructions 11-e of the Brake and Train Air Signal Instruction, 99-D-1, regarding the application and release of the air brake on rear car in train, the following procedure will apply at Conway:

Item 1. Prior to assembling the train, the Engineman will determine the color of the doubling lights to be used and the manner in which the road test will be made (these lights are located as per Special Instruction 1155-B-32, current timetable).

Item 2. Train will be assembled by the use of designated doubling light by the utility conductor. After the necessary couplings have been made the doubling light will remain on for a period of approximately one (1) minute and will be considered as instructions that train is to remain standing until proper air brake test has been made. Any signals, other than those indicating air brake test, will not be acted upon without a proper understanding.

Item 3. After train has been fully assembled and cabin car placed on the rear of the train, four flashes from the same doubling lights will be an indication to make a full service brake pipe reduction (from the time the brake pipe exhaust opens).

Item 4. Five flashes of the same color light will be an indication to release the automatic brake.

Item 5. Two flashes from the same color light will be an indication that the brakes have been properly applied and released on the rear car of the train and a signal to proceed.

Item 6. In lieu of the above procedure, the following methods may be used to make brake tests:

- (a) Hand Signals
- (b) Wayside Phone
- (c) Radio

**(35) BAYARD BRANCH
WELLSVILLE**

The normal position of truck-lift bridge over Industrial track serving Buckeye Plant of the H. K. Porter Company at 42th Street, Wellsville, is in horizontal position over and obstructing track and will be raised to vertical position to permit shifting movements to be made under the bridge.

Close clearance sign adjacent to track ahead of the lift and red warning lights directly over the lift, in service.

Employees must exercise care while working in this territory to avoid personal injury or damage to Industry's property.

**(36) RIVER BRANCH
TORONTO, OHIO**

Employees are warned of close overhead clearance and side clearances through the private track door of the Titanium Metals Corporation.

Employees must use extreme care when placing cars at this industry to avoid personal injury.

(37) DIVISION

Safety Rule No. 1155 prohibits getting on or off moving equipment except when necessary for the performance of duty.

In the application of this rule, employees are prohibited from getting on or off moving light engines or moving engine coupled only to a cabin.

**(38) WHEELING TERMINAL BRANCH
PENINSULA - CHAPLINE**

Employees must use extreme care while working between 17th Street Overhead Bridge and Peninsula, due to construction project.

**(39) WASHINGTON SECONDARY TRACK
OVERHEAD BRIDGE 1.05**

Contractor's men and equipment will be working in the vicinity of Overhead Bridge 1.05 on new bridge construction.

**(40) ALLEGHENY RIVER BRIDGE NO. 0.33
PITTSBURGH**

Portion of 102 track on east end of lower level of Allegheny River Bridge No. 0.33, leading to the 10th Street Yard removed, remaining portion of No. 102 track leading off No. 101 track at west end of bridge now a stub track with wheel stops, in service for a distance of 700 feet.

**(41) EAST PITTSBURGH INDUSTRIAL TRACK
WESTINGHOUSE AIR BRAKE PRIVATE TRACK
WG**

Highway traffic signals governing vehicular traffic on private driveways leading to and from Parking areas and over the Turtle Creek Bridge on Westinghouse Air Brake Company property, in service.

Traffic signals will be controlled manually by the Air Brake Company watchman guard at the entrance to this area. The signals system will be pre-empted by track occupancy of trains or engines whereby all traffic signals will hold vehicular traffic clear of the bridge and driveway rail crossings. Track circuit limits are indicated by CC signs.

Trains or engines will pass CC signs and stop short of driveway crossings and wait until lunar white light on adjacent traffic signal mast is displayed for rail movements. After lunar white light is displayed movements may be made with caution.

Rail movements destined to the main tracks via WG Interlocking must stop clear of CC signs, call WG for instructions.

**(42) MAIN LINE - PITTSBURGH - ST. LOUIS
CARNEGIE**

Crossing Watchman on duty 8.00 A.M. to 4.00 P.M. on school days only, Grant Mine, Pedestrian Crossing, Carnegie, Pa.

**(43) MONONGAHELA BRANCH
SHIRE OAKS - H**

Open ditch located on west side of No. 2 track between Mile Post 24 and Mile Post 25.

Employees must use extreme care while working in the above area to avoid personal injury.

**(44) POWHATAN SECONDARY TRACK
YORKVILLE - BRIDGEPORT**

State Route 7 relocation work is being performed by Railroad forces and Contractors' forces between Mile Post 36 and a point 3000 feet west of Mile Post 39. Contractors' equipment is working adjacent to right-of-way.

Railroad forces have material scattered at various locations along the track.

Employees must use extreme care while working in the above area to avoid personal injury.

(45) AXLE WORKS INDUSTRIAL TRACK

Walkway on south side of Bridge No. 4.53, out of service.

Employees are prohibited from using this side of bridge.

**(46) SOUTHWEST SECONDARY TRACK
VA - RS**

To avoid personal injury, trains and engines must stop and assure themselves that material has been removed from overhead conveyor before entering the Steel Scaffolding Company building.

**(47) OLD NO. 4 MAIN TRACK
THOMSON YARD
DUQUESNE**

Employees are prohibited from getting off and/or walking along west side (hill side) of Old No. 4 Main track in the Thomson Yard, Duquesne, Pa., account of large drainage ditch.

**(48) SOUTHWEST SECONDARY TRACK
HAYDEN JCT.**

Due to State Highway constructing new bridge - tractors, pile drivers and other equipment will be adjacent to tracks at Hayden Jct.

Employees must use extreme care while working in the above area to avoid personal injury.

**(49) MAIN LINE - PITTSBURGH TO ST. LOUIS
WAGNER - OAKDALE**

Contractor's forces are working on new bridge construction with necessary equipment between Hudson Street Crossing and Fort Pitt Crossing, Carnegie.

Employees must use extreme caution while in this area to avoid personal injury.

(50) Rail and other track material distributed at the following locations:

(a) MAIN LINE - PITTSBURGH-ST. LOUIS
CO - WEIRTON JUNCTION

Both sides of No. 3 track between:
Mile Post 36.9 and Mile Post 37.2.
Both sides of No. 2 track between:
Mile Post 38.3 and Mile Post 38.4.

(b) BAYARD BRANCH
MIDSTEEL - MILE POST 12.4

Between No. 2 track and Running track through
Midsteel Interlocking to Mile Post 12.4.

(c) MAIN LINE - PITTSBURGH - ST. LOUIS
COLLIERS - STEUBENVILLE

Along No. 2 track on curves from Mile Post
38.3 to Mile Post 42.0.

(d) POWHATAN SECONDARY TRACK
BR - WEGEE

Along both sides of Secondary track between
Mile Post 44 and Mile Post 46.

(e) SCULLY BRANCH
EPSLEN

Within Interlocking and east and west legs of
Wye at Esplen.

(f) MAIN LINE - CONEMAUGH
HARMER - UY

Between No. 1 and No. 2 tracks from a point
1000 feet east of Mile Post 67 to a point 2500
feet west of Mile Post 70.

(g) MAIN LINE - PITTSBURGH TO ST. LOUIS
CAMP HILL - OAKDALE
LAUREL HILL - MIDWAY

(1) Both north and south sides of No. 1 track
from a point 3000 feet west of Mile Post 12
to a point 500 feet west of Mile Post 14.

(2) Both north and south sides of Midway In-
dustrial track between Mile Post 18 and
Mile Post 21.

(h) MAIN LINE - PHILADELPHIA-PITTSBURGH
DONOHUE - GREENSBURG

Both sides of No. 2 track between a point 4752
feet west of Mile Post 319 and a point 4224 feet
west of Mile Post 321.

(i) MAIN LINE - PHILADELPHIA-PITTSBURGH
TORRANCE - LATROBE

Rail and other track material distributed on both
sides of No. 2 track between a point 2000 feet
west of Mile Post 306 and a point 2000 feet west
of Mile Post 307, and on both sides of No. 1 track
between a point 4800 feet west of Mile Post 301
and a point 1500 feet west of Mile Post 302, and
on both sides of No. 2 track between a point
1500 feet west of Mile Post 298 and a point
3000 feet west of Mile Post 298.

(j) MAIN LINE - PITTSBURGH - CHICAGO
ROCHESTER - MORADO

Along north and south sides of No. 2 track be-
tween Rochester and a point 3000 feet west of
Mile Post 30.

- (k) **MAIN LINE - PITTSBURGH - CHICAGO
LEETSDALE - EAST CONWAY**
On "0" track between a point 500 feet west of Mile Post 15 and a point 3000 feet west of Mile Post 16.
- (l) **MAIN LINE - PITTSBURGH - CHICAGO
LEETSDALE**
On south side of No. 12 track, Oliver Yard, Leetsdale.
- (m) **MAIN LINE - PITTSBURGH - CHICAGO
JACKS RUN - SEWICKLEY**
On south side of No. 4 track between Jacks Run and a point 2500 feet west of Mile Post 12.
- (n) **YELLOW CREEK SECONDARY TRACK
RIVER - BRANCH**
Along both sides of Secondary track between River and Branch.
- (o) **BAYARD BRANCH - B
EAST DRY RUN - EAST LIVERPOOL
JETHRO - WELLSVILLE**
Along both sides of No. 2 track between Mile Post 15 and a point 2500 feet west of Mile Post 17, and Mile Post 22, and a point 2500 feet west of Mile Post 23.
- (p) **RIVER BRANCH
BRANCH - TORONTO**
Along both sides of No. 1 track between Branch and a point 2500 feet west of Mile Post 8.
- (q) **MAIN LINE - PITTSBURGH - CHICAGO
PENNA. AVENUE - JACKS RUN**
 - (1) Ties and track material unloaded on the north side of No. 4 track between Mile Post 1.9 and Mile Post 4.9.
 - (2) Ties and track material unloaded on the south side of No. 3 track between Mile Post 1.9 and Mile Post 4.9.
- (r) **MAIN LINE - PITTSBURGH - CHICAGO
JACKS RUN - LEETSDALE**
Both sides of No. 1 track from a point 4500 feet west of Mile Post 10 to Leetsdale.
Employees must use extreme care while working in the above area to avoid personal injury.

NORTHERN DIVISION

- (51) **MAIN LINE - HARRISBURG - BUFFALO
WESTPORT**
Trains and engines shifting on Wertz Coal track, Westport, must not pass under coal loading device until they assure themselves that the coal loading device is in its maximum raised position.
- (52) **MAIN LINE - ERIE
JACKSON**
Unloading pit in service, 450 feet west of main track switch on tracks serving L. W. Dunn Construction Co. Engines must not move within 20 feet on either side of pit.

- (53) **MAIN LINE - ERIE**
ST. MARY'S - SPEER CARBON COMPANY
 Employees must exercise caution while walking along Coke Storage track account of "Hot Dog" type thawing units installed between the rails. Cars of inflammable commodities and engines must not move over these thawing units when they are in operation.
 Employees must use caution when shifting this track due to jib crane located adjacent to the siding. This crane has a swinging boom and must be secured in "Full Clear" position before moving train or engine past the crane.
 Employees must also use extreme care while working in this area account of car mover located between Coke Storage track and No. 2 yard track.
- (54) **CHAUTAUQUA BRANCH**
NORTH TRY - TRYONVILLE
 Unloading pit in service on "Lime Siding" Public Delivery track, located 4700 feet south of Mile Post 110.
 Employees must use extreme care while working within this area to avoid personal injury.
- (55) **LOW GRADE SECONDARY TRACK**
RED BANK - FALLS CREEK
 During periods of thawing or inclement weather employees must use extreme care at locations where rock or landslides may occur.
- (56) **MAIN LINE - HARRISBURG-BUFFALO**
MONTANDON
 Due to the removal of passenger station platform at Montandon, Main Street crossing at grade will be used to pick up and discharge traffic.
- (57) **ALL TRAIN AND ENGINE SERVICE EMPLOYEES**
 The following supplementary instructions will apply to the Safety Rules numbered:
 In the application of Rule 1002:
 (1) Employees must wear hat or cap while on duty, except inside of cabin cars.
 (2) Employees must wear a shirt or jacket.
 (3) Employees must not wear Bermuda type shorts.
 In the application of Rule 1151:
 High speed is any speed in excess of five miles per hour.
 In the application of Rule 1155:
 Employees are prohibited from getting on or off moving light engines or moving engine coupled only to a cabin.
- (58) **PASSENGER TRAIN OPERATION**
 All diesel engines on passenger trains must have their water supply for steam generators replenished at Olean and Renovo.
- (59) **LOW GRADE SECONDARY TRACK**
NEW BETHLEHEM - OD
 Footwalk removed from north side of Bridge 20.53. Employees must use care to avoid personal injury when working on this bridge.

- (60) **BRANDY CAMP INDUSTRIAL TRACK
ELBON - BRANDY CAMP**
Employees must exercise caution to avoid personal injury on account of close clearance at new unloading facilities located on the west side of industrial track 1968 feet north of public road crossing, Elbon, Pa.
- (61) **PASSENGER TRAIN OPERATION
MAIN LINE - HARRISBURG TO BUFFALO
JERSEY SHORE**
Due to the removal of passenger station platform at Jersey Shore public crossing at grade, Township Rd. No. 334 (Coal Shed Rd.) just east of station will be used to pick up or discharge traffic.
- (62) **LOW GRADE SECONDARY TRACK
RED BANK - MILE POST 2**
Employees are prohibited from walking on the south side of Red Bank storage track from a point 2000 feet east of Mile Post 0.0 to a point 4000 feet east of Mile Post 0.0 account steep bank in proximity to trackside.
- (63) **MAIN LINE - HARRISBURG - BUFFALO
STERLING RUN - JN**
Footwalk removed from center of bridge 155.20 and temporarily laying on north side of No. 2 track.
Track material laying along both sides of No. 1 and No. 2 tracks east end and west end of bridge 155.20.
- (64) **MAIN LINE - HARRISBURG - BUFFALO
FW - DM**
Concrete signal foundation located on the west side of No. 2 track, 143 feet north of Buffalo Creek Railroad crossing at grade, FW Block Station.
- (65) **Rail and other track materials distributed at the following locations:**
- (a) **MAIN LINE - HARRISBURG TO BUFFALO
MONTY**
Both sides of main track 800 feet east of and 800 feet west of Monty Interlocking.
 - (b) **ALLEGHENY BRANCH
EMLENTON - OIL**
 - (1) On west side of track between Mile Post 121 and Mile Post 124.
 - (2) On both sides of track from Mile Post 114 to Mile Post 117 and from Mile Post 99 to Mile Post 112.
 - (c) **MAIN LINE - HARRISBURG TO BUFFALO
WEST FERRY - L.V. JUNCTION**
On both sides of track between Mile Post 106 and Post 107.
 - (d) **MAIN LINE - HARRISBURG TO BUFFALO
L.V. JUNCTION - WEST MILLER**
On both sides of track between Mile Post 112 and Mile Post 115.
 - (e) **MAIN LINE - HARRISBURG TO BUFFALO
WEST MILLER - DALMATIA**
On both sides of track between Mile Post 119 and 1000 feet west of Mile Post 119.

- (f) **MAIN LINE - ERIE**
CLARE - OTTS
 On north side of main track between 500 feet east of Mile Post 70 to 3000 feet west of Mile Post 70.
- (g) **ALLEGHENY BRANCH**
OIL - FRANK
 Between Oil and south end of the Cran track.
- (h) **CHAUTAUQUA BRANCH**
SOUTH TRY - HYDETOWN
 Between 1000 feet north and 1000 feet south of Mile Post 113.
- (i) **LOW GRADE SECONDARY TRACK**
 Mile Post 84 - VI
 Both sides of main track between Mile Post 84 and VI Block Limit-Station.
- (j) **MAIN LINE - HARRISBURG - BUFFALO**
 - (1) **DF - CT**
 Between Mile Post 179 and Mile Post 181.
 - (2) **CT - DRURY**
 Between Mile Post 193 and Mile Post 194.5.
- (k) **MAIN LINE - ERIE**
ST. MARYS - EMPORIUM
 North side of single track between 800 feet west of Mile Post 132 and Mile Post 136.2.
- (l) **CHAUTAUQUA BRANCH**
HYDETOWN - TITUSVILLE
 On west side of single track, 4800 feet south of Mile Post 119.
- (m) **ALLEGHENY BRANCH**
FOX - ROCKLAND
 West side of single track between Mile Post 88 and Mile Post 91.

Employees must use extreme care while working in the above areas to avoid personal injury.

J. F. SPRENG
 Superintendent, Allegheny Division.

H. J. MARTIN
 Superintendent, Pittsburgh Division

T. E. JORDAN
 Superintendent, Northern Division

Approved:

J. A. FOSHEE,
 General Superintendent.

