



**PENN CENTRAL**

**CENTRAL REGION**

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**ALLEGHENY DIVISION  
PITTSBURGH DIVISION  
VALLEY DIVISION  
WILLIAMSPORT DIVISION**

---

**TIMETABLE NO. 2**

**IN EFFECT 4.01 A.M., SUNDAY, DECEMBER 1, 1968**

---

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

---

**EASTERN STANDARD TIME**

---

**G. M. SMITH**  
Vice President  
and  
General Manager

**J. A. FOSHEE**  
General Superintendent  
Transportation

**Division Superintendents:**

**J. F. SPRENG  
H. J. MARTIN  
W. A. HOLLER  
T. E. JORDAN**

**Divisions:**

**Allegheny  
Pittsburgh  
Valley  
Williamsport**

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<http://PRR.Railfan.net>

2024



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**Williamsport**

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NOTE—Applies on Pages 3 to 43 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 road radio channel 1.

◆ Indicates road 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	Siding Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				PHILADELPHIA (Eastern Region)					
X	X	X	★	HARRISBURG.....	104.6				
				ROCKVILLE.....	109.9				
				MARYSVILLE.....	112.0				
X	X	X	★	BANKS.....	113.2				
				DIV. POST (Allegheny Div.).....	113.3				
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 (H&P Secondary) }..... R-Hunt.	209.0				
X				TUNNEL..... R-Spruce	212.9				
X	X	X	★	SPRUCE.....	214.1				
X				FORGE.....	220.9				
				TYRONE.....	222.1				
X				WILSON (Bald Eagle Branch)..... R-Gray	222.2				
X	X	X	★	GRAY.....	223.1				
				BELL.....	230.0				
X	X	X	★	ANTIS.....	232.1				
X	X		★	WORKS.....	235.5				
				ALTOONA.....	236.1				
X	X	X	★	ALTO (H&P Branch).....	236.3				
X				SLOPE..... R-Alto	237.2				
X	P	P	★	MG.....	243.4				
X				BENNY.....	246.4				
				SF (New Portage Secondary)..... R-AR	247.4				
				GALLITZIN.....	248.2				
X				UN.....	248.4				
X	X	X	★	AR*.....	248.4				
X	X	X	★	MO ((Irvona Branch) (Cresson Secondary)).....	250.5				
				CRESSON.....	251.0				
X				W (South Fork Branch)..... R-SO	264.1				
X	X	X	★	SO (South Fork Branch).....	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				
				DIV. POST (Pittsburgh Div.).....	290.5				
X	X	X	★	JD (Main Line Conemaugh).....	290.6				

(continued on next page)

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		
X				TORRANCE.....	299.9					
				MILLWOOD.....	306.0					
X	X	X ★		DERRY.....	307.3					
				DR.....	307.8					
X	X	X ★		LATROBE.....	312.3					
				KR.....	312.7					
				DONOHUE.....	317.6					
				GREENSBURG JCT. (Greensburg Secondary).....	320.5					
				GREENSBURG.....	322.1					
X	X	X ★		RADEBAUGH.....	323.9					
				RG (Southwest Secondary).....	325.0					
				JEANNETTE.....	326.3					
				MANOR (Manor Secondary).....	329.3					
				SHAFTON (O Secondary).....	330.7					
X	X	X ★		CP (O Secondary).....	332.7					
X	X	X ★		TRAFFORD.....	336.3					
				SZ (Turtle Creek Branch).....	336.3					
				PITCAIRN.....	337.9					
				SPRING HILL.....	338.1					
				WILMERDING.....	339.3					
X	X	X ★		WG.....	339.7					
X				PERRY (Port Perry Branch).....	340.5					
				EAST PITTSBURGH.....	340.8					
X	X	X		R.....	341.6					
X				WK (WK Secondary).....	345.5					
				WILKINSBURG.....	346.5					
X	X	X ★		CM {(WK Secondary) (Brilliant Branch)}.....	347.8					
				EAST LIBERTY.....	348.6					
X	X	X ★		PITT.....	352.7					
				PITTSBURGH.....	353.1					

The direction from Philadelphia to Pittsburgh is westward.

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

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 Wednesday, Thursday and Holidays.

# MAIN LINE PITTSBURGH TO ST. LOUIS

(Pittsburgh Division)

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
X	X	X	★	PITTSBURGH.....	0.0			
X				PITT.....	0.3			
				MONON.....				
				(Monongahela Branch).....	1.1			
X				POINT BRIDGE.....	2.2			
X				ELLIOTT (Scully Branch).....	3.2			
				CORLISS.....				
				(Corliss Connecting).....	4.5			
X				INGRAM.....	5.4			
				CRAFTON.....	6.0			
X	X	X	★	WAGNER { (Scully Branch).....	7.8			
				{ (Carnegie Secondary).....				
				CARNEGIE.....	8.5			
				CAMP HILL (Carnegie Secondary).....	9.4			
				OAKDALE.....	14.8			
				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.....	35.8			
X				NC.....	39.7			
X	X	X	★	WEIRTON JCT. { (New Cumberland Branch).....	41.0			
				{ (Wheeling Secondary).....				
X				SB.....	41.7			
				(West Virginia-Ohio state line).....	42.3			
				STEUBENVILLE.....	43.2			
X				HD.....	44.1	203		
X	X	X	★	MINGO JCT. (River Branch).....	46.3			
X				GOULD.....	49.0			190
X				EAST ACRE.....	56.0	126		
X				MID ACRE.....	56.4			
X	X	X	★	ACRE.....	57.4			
X				WEST ACRE.....	58.4		188	
				HOPEDALE.....	63.8			
				CADIZ JCT. (Cadiz Secondary).....	66.0			
X				EAST CUSTER.....	69.0	204		
X	X	X	★	CUSTER.....	71.0			
X				SCIO.....	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 to Uhrich is westward.

## CORLISS CONNECTING TRACK

(Pittsburgh Division)

X				CORLISS (Main Line Pittsburgh to St. Louis).....	*			
X	X	X	★	ESPLEN (Scully Branch) (Ohio Connecting Bridge).....	1.3			
				*Distance from Corliss.				
				The direction from Corliss to Esplen is eastward.				

# MAIN LINE PITTSBURGH TO CHICAGO

(Pittsburgh Division)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X	★	PITTSBURGH	0.0			
X	X	X	★	PITT	0.3			
				FEDERAL STREET				
				{(Conemaugh Main Line).....}	0.9			
				{(101 Secondary Track).....}				
X	X	X	★	PENNSYLVANIA AVE. (Ohio				
				Connecting Bridge).....	1.8			
				ISLAND AVENUE.....	2.7			
X	X	X	★	JACKS RUN (Ohio Connecting				
				Bridge).....	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				FREEDOM..... R-West Conway	23.9			
X	X	X	★	WEST CONWAY.....	24.5			
X	X	X	★	ROCHESTER {Bayard Branch)	25.9			
				{Low Grade Branch}				
				NEW BRIGHTON.....	28.9			
				BEAVER FALLS.....	30.2			
				MORADO.....	32.8			
X	X	X	★	DIV. POST (Valley Division).....	34.0			
				WOOD (Koppel Secondary).....	34.8			
				NEW GALILEE.....	40.2			
				HAYS.....	41.9			
				ENON.....	45.2			
				(Penna.-Ohio state line).....	48.8			
				EAST PALESTINE.....	49.9			
				BUCKEYE.....	50.8			
				SMITH.....	51.4			
				COLUMBIANA.....	59.7			
				ALUM.....	60.6			
X	X	X	★	LEETONIA (E-L Crossing).....	63.2			
				SALEM.....	69.6			
				LONG.....	71.0			
				GARFIELD.....	75.6			
				BELOIT.....	77.7			
				SEBRING.....	79.0			
X	X	X	★	CP.....	82.8			
				ALLIANCE (Mahoning Sec. Crossing).....	83.0			
X	X	X		WALL (Alliance Br. Crossing).....	83.6			
				MAXIMO.....	89.2			
				LOUISVILLE.....	94.8			
X	X	X	★	FAIRHOPE.....	96.8			
X	X	X		WANDLE (N&W Crossing).....	101.3			
				CANTON.....	101.7			
X	X	X	★	McKINLEY (B&O Crossing).....	102.1			
				REED..... R-McKinley.....	105.4			
				MASSILLON.....	109.5			
X	X	X	★	MACE (B&O Crossing).....	110.7			
X				NEWMAN..... R-Mace.....	112.2		125	
				NORTH LAWRENCE.....	116.6			
X	X	X	★	ORRVILLE (Akron Sec. Crossing).....	124.0			
				SMITHVILLE.....	129.5			
				WOOSTER.....	135.5			
X	X	X	★	BIG RUN.....	138.2	200		
				SHREVE.....	144.8			
				LAKEVILLE.....	150.1			
				LOUDONVILLE.....	156.7			
X	X	X	★	MOHICAN.....	157.4		125	
X				FORK..... R-Mohican.....	159.0			
				PERRYSVILLE.....	160.9			
X	X	X	★	LUCAS.....	168.5			
				ROSS.....	172.6			
				LYNCH.....	174.3			
X	X	X	★	MANSFIELD (E-L Crossing).....	175.3	157		
X				B&O JCT. (B&O Crossing).....	175.7			
				MILL.....	176.3			
				TOLEDO JCT.....	181.8			
X	X	X	★	CRESTLINE (PC Crossing).....	188.7			
X				WEST YARD.....	191.2			
X				ANGLE..... R-Crestline.....	191.8			
X				EAST COLSAN.....	198.6			
X	X	X	★	COLSAN (PC—N & W).....	200.5			
				DIV. POST (Western Region).....	200.6			
				CHICAGO.....	476.8			

The direction from Pittsburgh is westward.



Interlocking	Interlocking Station	Block Station and Train Order Office	Block Limit Station	STATIONS	Distance from JD	Siding Assigned Direction. Car Capacity 50 ft. cars		
						West or North	East or South	Both
				<b>MAIN LINE— CONEMAUGH</b> (Pittsburgh Division)				
X	X	X	★	JD.....				
X				TOMS RUN.....	5.9			
				BENNETT.....	6.4			148
X				ALUM BANK.....	7.5			
X	X	X	★	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.....	34.3			
				VANDERGRIFT.....	37.5			
				PINE RUN.....	39.2		86	
				HYDE PARK.....	41.6			
				LEECHBURG.....	42.9			
				WEST LEECHBURG.....	43.6			
X	X	X	★	AJ (Allegheny Branch).....	47.8			
				KISKIMINETAS JCT.....	47.8			
				FREEPORT.....	49.1			
				BUTLER JUNCTION.....	49.8			
X				HARRIS (Butler Secondary).....	49.8			137
X				BEALE.....	51.4			
				BRACKENRIDGE.....	54.8			
				TARENTUM.....	55.8			
				WEST TARENTUM.....	56.5			
				HIGGINS.....	57.1			
				SPRINGDALE.....	60.7			
				CHESWICK.....	62.8			
X				ACME.....	63.1			
X				HARMAR.....	64.6			145
				BLAWNOX.....	68.2			
				ASPINWALL.....	70.2			
X	X	X	★	UY (Brilliant Branch).....	70.4			
X				ETNA.....	72.4			
X	X	X	★	CQ.....	75.9			
				FEDERAL STREET (Main Line Pittsburgh to Chicago).....	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 to Federal Street is westward

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	East	Both
				<b>MAIN LINE—VALLEY</b> (Valley Division)				
		X ★		ALLIANCE.....	67.0			
				PATTERSON STREET.....	67.1			
				ALLIANCE BRANCH CROSSING.....	67.4			
				ATWATER.....	75.0			
				ROOTSTOWN.....	81.3			
				PORTAGE.....	84.3			
X	X	X		NILES JCT.....	0.0			
X	X	X		NEWTON FALLS.....	8.2			
				RAVENNA.....	22.8			
				RAVENNA.....	85.1			
X	X	X ★		RAVE.....	85.9	121	71	
X	X	X ★		BRADY.....	88.5			
X	X	X ★		HUDSON.....	96.9	148	117	
				DIV. POST (Lake Region).....	102.0			
				TWIN.....	102.9			
X	X			DB (Lake Division).....	123.6			

The direction from Alliance is westward.

				<b>Y. AND R. CONNECTION</b>	*			
X	X	X		RAVENNA (B&O RR).....				
				RAVENNA.....	.3			
X	X	X ★		RAVE.....	1.2			

The direction from Ravenna to Rave is westward.

\*Distance from Ravenna (B&O)

# MAIN LINE HARRISBURG TO BUFFALO

(Williamsport Division)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Erie	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X	★	HARRISBURG (East. Region).....	85.3			
				KASE.....	286.4			135
				DIV. POST (Eastern Region).....	278.0			
X	X			MU (Reading RR Crossing).....	275.9			
				MILTON.....	275.0			
X				EAST FAIR.....	274.4			278
X				WEST FAIR.....	271.7			
				WATSON TOWN JCT. (Watson town Secondary Track).....	270.7			
				WATSON.....	270.3			78
				DEWART.....	268.5			
X				MONTY (Reading RR Crossing).....	265.0			
				MONTGOMERY.....	264.0			
				CLINTON.....	263.7			39
X				EAST MUNCY.....	261.3			
				MUNCY.....	260.1			232
X				WEST MUNCY.....	259.0			
X				EAST ALLENS.....	250.2			
				LYON.....	248.3			
X				WEST ALLENS.....	245.3			
X				EAST LINDEN (Williamsport Branch).....	242.8			239
X				LINDEN.....	242.5			249
X				WEST BUD.....	239.9			
				JERSEY SHORE.....	236.1			20
X				PINE.....	230.8			
X				RICH (Rich Branch).....	228.2			234
				McELHATTAN.....	228.1			
				SCALE.....	225.2			
X				LANE.....	224.8	119		
X	X	X	★	LOCK HAVEN (Bald Eagle Branch).....	223.2		115	
X				WEST LOCK HAVEN.....	220.0			
				FARRANDSVILLE.....	217.6			
X				EAST BAKER.....	212.6			309
X				WEST BAKER.....	209.4			
X				EAST FARWELL.....	201.2			
X				FARWELL.....	197.5		96	
				RENOVO.....	195.2			
		X	★	DRURY.....	194.9			
X				NEW DRURY.....	194.6			
				WESTPORT.....	189.3			
X	X	X	★	CT (W.B.V. Branch).....	183.2			108
X	X	X	★	DF.....	168.2			
				DRIFTWOOD (Low Grade Secondary).....	167.9			
X				HY.....	163.5			
X		X		SG.....	159.0			
X	X	X	★	STERLING RUN.....	158.5			
				JN (Emporium Secondary).....	150.0			186
					*			
		X		EMPORIUM.....	121.2			
				LINORE.....	120.4			
				SIZERVILLE.....	114.9			
X	X	X	★	KEATING SUMMIT.....	107.6			
				NR.....	103.1			9
				WRIGHTS.....	101.9			
				PORT ALLEGANY.....	96.9			143
				TURTLE POINT.....	91.7			
				LARABEE.....	87.7			
				CLERMONT JCT. (Clermont Secondary Track).....	87.5			
X	X	X	★	CR.....	85.6			
				ELDRED.....	84.5			
				Penna.-N. Y. state line.....	79.3			
X				SN.....	78.1			
				PORTVILLE.....	76.2			
X				OW.....	73.0			
				SHAW.....	70.8			
				OLEAN.....	70.4			
				FIRST STREET.....	70.2			
X	X			AD (Salamanca Secondary Track).....	69.5			
				E-L RR CROSSING.....	69.4			
				* Distance from Buffalo.				

(continued on next page)

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
				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			64
X				HUBBARD.....	15.5			
				JAMISON ROAD.....	14.7			
				SPRINGBROOK.....	10.5			
				DIV. POST (Northeastern Region).....	8.8			
X				CP 49A (Main Line New York to Bayview).....	R-Buffalo			
				BUFFALO .....				
Mileage in station list is based on the numbered Mile Posts from Buffalo and Erie.								
Direction Harrisburg to JN is westward.								
Direction JN to M.P. 8.8 is northward.								
NOTE—*Newberry and Williamsport located on Williamsport Branch.								
▲ Linore is a block station for northward movements on No. 1 track, only.								

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
				<b>MAIN LINE—ERIE EMPORIUM SECONDARY TRACK ERIE SECONDARY TRACK</b> (Williamsport Division)				
X	X	X ★		JN (Main Line).....	150.0			
				EMPORIUM.....	149.9			
			X	ST. MARYS.....	128.3			135
				CAP..... K-JN.....	124.4			
				RIDGWAY (Ridgway Sec.).....	117.9			
			X	RIDGWAY SIDING.....	117.1			110
				BURG..... K-JN.....	110.6			63
				JOHNSONBURG.....	110.2			
				WILCOX.....	103.7			
				SERGEANT.....	98.9			
				KANE.....	94.7			115
			X	SHEFFIELD.....	78.9			
				CLARE..... K-JN.....	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-JN.....	44.5			
X	X	X		MS (E-L RR Crossing).....	37.1			42
X				CORRY (Chautauqua Branch).....	37.0			
X		X		EYE..... R-Bridge.....	36.5			
				LOVE.....	33.7			
				UNION CITY.....	26.1			
				WATERFORD.....	18.4			
				JACKSON.....	13.5			
				ELM.....	2.9			
				Division Post-Lake Region.....	2.0			
				ERIE.....	0.0			
				The direction from JN is westward.				

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
				<b>BALD EAGLE BRANCH</b> (Allegheny Division)				
X	X	X	★	LOCK HAVEN (Main Line Harrisburg to Buffalo).....	54.2			
X				POST.....R- <b>Lock Haven</b> .....	52.5			164
				DIV. POST (Williamsport Div.).....	52.0			
				Allegheny Division				
X				EAST BEECH.....	47.2			
				BEECH CREEK.....	45.9			211
X				WEST BEECH.....	45.1			
				HOWARD.....	39.7			
X				SAND.....	35.9			
X	X	X	★	MILES (Bellefonte Secondary Track).....	30.8			
				MILES BURG.....	30.8			123
X				BAKER.....	29.4			
				UNIONVILLE.....	25.9			
X				EAST JULIAN.....R-Miles.....	21.5			
				JULIAN.....	21.4			129
X				WEST JULIAN.....	20.1			
				MARTHA.....	17.2			
				PORT MATILDA.....	13.8			116
X				BEAVER.....	9.7			
X				EAGLE.....	6.1			
				BALD EAGLE.....	5.0			
X				VAIL.....	3.0			
X				PARK (Clearfield Secondary Track).....R-Miles.....	1.5			144
				17th STREET, TYRONE.....	0.9			
				TYRONE.....	0.0			
X				WILSON (Main Line Philadelphia to Pittsburgh).....R-Gray.....				
				The direction from Lock Haven to Wil- son is westward.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Pete	Siding Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				<b>HOLLIDAYSBURG &amp; PETERSBURG BRANCH</b> <b>H. &amp; P. SECONDARY TRACK</b> <b>NEW PORTAGE SECONDARY TRACK</b> (Allegheny Division)					
<b>X</b>		<b>X</b>		PETE▼ (Main Line Philadelphia to Pittsburgh R-Hunt)	0.5				103
				ALEXANDRIA.....	5.0				
				ALFARATA.....	6.2				45
			<b>X</b>	CLOVER CREEK JCT.....	16.1				
				SPRING.....K-Wye (e)	16.1				
				WILLIAMSBURG.....	18.3				
				GANISTER (Springfield Secondary Track).....	20.3				
			<b>X</b>	FRANKSTOWN.....	29.5				
				FRANK.....K-Wye (e)	29.5				
				JONES ST. HOLLBG.....	31.5				
				JCT. MOR. COVE.....					
			<b>X</b>	Secondary Track.....	32.0				
				HOLLY.....K-Wye (e)	32.2				
				HOLLIDAYSBURG.....	32.3				
<b>X</b>	<b>P</b>	<b>P</b> ★		WYE (H&P Branch).....	33.4				
<b>X</b>	<b>P</b>	<b>P</b> ★		ELDORADO.....	36.6				
<b>X</b>				ELDO.....R-Wye	36.6				
<b>X</b>	<b>X</b>	<b>X</b> ★		ALTO (Main Line Philadelphia to Pittsburgh).....	39.6				
				ALTOONA.....	39.9				
<b>X</b>	<b>X</b>	<b>P</b> ★		WYE (H&P Branch).....	33.4				
				MS.....	40.6				
				PS.....	46.9				
<b>X</b>		<b>X</b>		SF▲ (Main Line Philadelphia to Pgh.....R-AR	48.7			180	
				The direction from Petersburg to Altoona is westward.					
				NOTE (e)—Controlled by Alto when Wye is not in service.					
				▲—Indicates in service for eastward trains only.					
				▼—Indicates in service for westward trains only.					
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.							
				<b>PAINT CREEK AND SHADE CREEK BRANCH</b> (Allegheny Division)	*				
				HC (South Fork Secondary Track).....					
				PAINT CREEK BR. JCT.....	1.1				
				SHADE CREEK BR. JCT.....	1.8				
				REITZ 5.....	2.6				
				HUSKIN.....	13.3				
				CAIRNBROOK.....	16.9				
				CENTRAL CITY.....	18.2				
				*Distance from HC.					
				The direction from Paint Creek Br. Jct. to Central City is Southward.					

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from South Fork	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West or North	East or South	Both
				<b>SOUTH FORK BRANCH</b> <b>SOUTH FORK SECONDARY TRACK</b> (Allegheny Division)				
X		X		W (Main Line Philadelphia to Pittsburgh).....	R-SO	1.5		
				SOUTH FORK.....		1.0		
			X	JK.....	K-SO	1.0		
				ST. MICHAEL.....		2.7		
				LOVETT.....		4.2		45
			X	LV (Beaver Secondary).....	K-SO	4.3		
					South Fork Br.			
			X	LV (Beaver Secondary).....	K-SO	4.3		
				SUMMIT.....		8.5		58
			X	HC▲.....	K-SO	12.3		
				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.				
				<b>ANTIS-ALTO SECONDARY TRACKS</b> (Allegheny Division)	*			
X	X	X★		ANTIS (Main Line Philadelphia to Pittsburgh).....				
				FARM.....		1.0		
X	X			ROSE.....		1.9		
		★		BRUSH.....		2.6		
X	X	★		WORKS.....		3.4		
X	X			SOUTH.....		3.4		
X	X	X★		ALTO (Main Line Philadelphia to Pittsburgh).....		4.2		
				*Distance from Antis.				
				Direction Antis to Alto is westward.				
				<b>BEDFORD SECONDARY TRACK</b> (Allegheny Division)	*			
			X	BROOK (Morrison Cove Secondary).....	K-Wye (e)	14.2		
				EAST FREEDOM.....		15.7		
				CESSNA.....		36.8		46
			X	CREEK (Mt. Dallas Secondary).....	K-Wye (e)	44.7		
				BEDFORD.....		45.8		
			X	FORD.....	K-Wye (e)	45.8		
				BUFFALO MILLS.....		58.9		46
			X	HYNDMAN.....		68.8		
				STATE.....	K-Wye (e)	75.0		
				PA.-MD. STATE LINE.....		76.7		
				END OF BLOCK.....				
				CUMBERLAND (W. M. Ry.).....		82.8		
				*Distance from Altoona.				
				Direction Brook to End of Block is southward.				
NOTE (e)—Controlled by Alto when Wye is not in service.								
				<b>SUSQUEHANNA SECONDARY TRACK</b> (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 (Div. Post Williamsport Div.).....		15.0		43



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
				<b>MORRISON COVE SECONDARY TRACK</b> (Allegheny Division)	*			
			X	HOLLY (Jct. H. & P. Secondary Track).....K-Wye (e)	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			
				*Distance from Altoona. Direction from Holly to Curry is southward.				
				<b>MT. DALLAS SECONDARY TRACK</b> (Allegheny Division)	*			
			X	CREEK (Bedford Secondary).....K-Wye (e)				
			X	DALLAS.....K-Wye (e)	6.9			
				*Distance from Creek. Direction from Creek to Dallas is northward.				
NOTE (e)—Controlled by Alto when Wye is not in service.								
				<b>MILROY SECONDARY TRACK</b> (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. Direction from Lewistown to Milroy is eastward.				
				<b>BELLEFONTE SECONDARY TRACK</b> (Allegheny Division)	*			
X	X	X	★	MILES.....} Bald Eagle	30.8			
				MILESBURG.....} Branch	30.8			
			X	BELLEFONTE.....	33.5			
				FONT.....	33.6			
			X	PLEASANT GAP.....} K-Miles.....	37.0			
				WHITE.....	41.0			
				LEMONT.....	42.8			
				CENTRE HALL.....	51.9			
				END OF TRACK.....	65.0			
				*Distance from Tyrone Direction from Miles to End of Track is eastward.				
				<b>CRESSON SECONDARY TRACK</b> (Allegheny Division)	*			
		X	★	CRESSON.....	1.8			
				EP.....	3.6			128
				MUNSTER.....				
				EBENSBURG JCT. (Black Lick Secondary).....	6.4			50
			X	KY.....	6.4			
				BRADLEY JCT. (Susquehanna Secondary).....} K-EP	11.8			61
				DIV. POST (Williamsport Division).....	11.8			
				*Distance from Cresson. Direction from Cresson to Bradly Jct. is northward.				

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	
				<b>BLACK LICK SECONDARY TRACK</b> (Allegheny Division)					
				CRESSON.....					
			X ★	EP.....					
			X	KY.....	5.4				
				EBENSBURG JCT. (Cresson Secondary).....	6.4				
			X	BETH.....	10.5				
			X	EBENSBURG.....	11.0			55	
			X	STEEL.....	12.7				
				BEULAH.....	14.1			72	
			X	SR.....	17.7				
				NANTYGLO.....	18.5			74	
				TWIN ROCKS.....	20.5			40	
				VINTONDALE.....	24.0			28	
			X	VF.....	24.4				
			X	RITTER.....	25.0			46	
			X	CH.....	35.8			50	
			X	NI.....	42.1				
			X	ZD (Indiana Secondary).....	43.3				
				DIV. POST (Pittsburgh Division).....	43.3				
				Direction from KY to ZD is westward. *Distance from Cressen.					
				<b>NO. 101 AND NO. 102 SECONDARY TRACKS</b> <b>ALLEGHENY BRANCH</b> (Pittsburgh Division)	*				
				PITTSBURGH 11TH ST.....					
				29TH STREET.....	1.3				
				SOUTH END.....					
				COLEMAN YARD.....	6.1				
				NORTH END.....					
				COLEMAN YARD.....	6.7				
				NADINE.....	7.8				
X	X	X ★		UY (Brilliant Branch).....	7.8				
				NADINE.....	10.1				
				DN.....	10.3				
				VERONA.....	10.8				
				EDGEWATER.....	11.1				
				OAKMONT.....	18.1				
				NEW KENSINGTON.....	18.9				
				ARNOLD.....	22.3				
				BRAEBURN.....	28.7	115	230		
X	X	X ★		AJ (Main Line Conemaugh).....	28.7				
				KISKIMINETAS JCT.....	29.1				
				SCHENLEY.....	29.8				
				ALADDIN.....	40.0	266	82		
X	P	P ★		FD.....	40.9				
				FORD CITY.....	44.5				
				KITTANNING.....	53.6				
				TEMPLETON.....	59.4				
				RIMERTON.....	62.1			137	
				BRADY SIDING.....					
				DIV. POST (Williamsport Division).....	63.4				
				RED BANK (Williamsport Division).....	63.5				
X	X	X ★		BRADY (Williamsport Div.).....	64.6				
				The distance from UY to Nadine is 2.0 miles; Nadine to Div. Post (Williamsport Div.) is 55.6 miles. *Distance from 11th St. Pittsburgh. The direction from UY to Brady is Northward.					

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

Station	Hours in Service
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.

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	
				<b>TURTLE CREEK BRANCH</b> (Pittsburgh Division)	*				
X	X	X	★	SZ (Main Line Philadelphia to Pittsburgh).....	0.0				
				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.					
				<b>PORT PERRY BRANCH</b> (Pittsburgh Division)	*				
X				PERRY (Main Line Philadelphia to Pittsburgh)..... R-WG..	0.0				
X				U JCT..... R-PG ..	1.1				
X	X	X	★	PG (Monongahela Branch).....	2.1				
				The direction from Perry to PG is westward. *Distance from Perry.					
				<b>BRILLIANT BRANCH</b> (Pittsburgh Division)	*				
X	X	X	★	UY { (Main Line Conemaugh) }.....	0.0				
				{ Allegheny Branch }					
X	X	X	★	CM (Main Line Philadelphia to Pittsburgh).....	1.8				
				The direction from UY to CM is Eastward. *Distance from UY.					
				<b>MONONGAHELA BRANCH</b> <b>MONONGAHELA SECONDARY TRACKS</b> (Pittsburgh Division)	*				
X				MONON (Mainline Pittsburgh to St. Louis)..... R-Esplen	0.0				
X	X	X	★	OB.....	2.7		177		
				HOMESTEAD.....	6.4				
X				KENNY R-PG.....	9.3				
X	X	X	★	PG (Port Perry Branch).....	10.1				
				DUQUESNE.....	10.8				
				SOUTH DUQUESNE (McKeesport Secondary).....	11.6				
				DRAVOSBURG.....	14.4				
				WILSON.....	17.4				
				PETERS CREEK.....	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				
				MONONGAHELA.....	29.8				
X	P	P	★	MC (Ellsworth Secondary).....	29.9				
				MC (Ellsworth Secondary).....	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. (West Brownsville Secondary).....	51.8				
X	P	P	★	BF { (Redstone Secondary) }.....	52.4				
				{ (MRR) (P&LE RR) }					
				The direction from Monon to BF is southward. *Distance from Monon.					
<b>Interlocking, Block and Block-Limit Stations in service part-time as follows:</b>									
Station		Hours in Service							
MC BF		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			
						West or North	East or South	Both	
				<b>SCULLY BRANCH</b> (Pittsburgh Division)	*				
				MONON { (Main Line Pgh. to St. Louis) } { (Monon Branch)	0.0				
X				ELLIOTT R-Esplen	1.3				
X	X	X	★	ESPLEN { (Ohio Connecting Bridge) } { (Corliss Connecting Track) } (Scully Branch)	.0		99		
				DUFF (PCY-RR)	3.0				
X				SCULLY	4.3				
X	X	X	★	RG—R-Wagner	6.0				
				WAGNER (Main Line Pittsburgh to St. Louis)	7.0				
				The direction from Monon to Wagner is Westward. *Distance from Esplen.					
				<b>OHIO CONNECTING BRIDGE</b> (Pittsburgh Division)	*				
X	X	X	★	ESPLEN { (Scully Branch) } { (Corliss Connecting)	0.0				
X				ISLAND AVENUE JCT.—R-Esplen	0.5				
X				ISLAND AVENUE JCT.—R-Esplen	0.5				
X	X	X	★	ISLAND AVENUE	1.1				
				PENNSYLVANIA AVENUE (Main Line Pittsburgh to Chicago)	2.0				
X				ISLAND AVENUE JCT.—R-Esplen	0.5				
X	X	X	★	JACKS RUN (Main Line Pittsburgh to Chicago)	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.					
				<b>BAYARD BRANCH</b> (Pittsburgh Division)	*				
X	X	X	★	ROCHESTER (Main Line Pgh. to Chicago) (Low Grade Branch)	0.0				
				BEAVER	0.9				
				VANPORT (Beaver Valley Secondary)	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				
X	X	X	★	YELLOW CREEK (River Branch)	25.3				142
X				RIVER—R-Yellow Creek (Yellow Creek Secondary)	26.5				
				DIV. POST (Valley Div.)	26.6				
				The direction from Rochester to Div. Post Valley Division is Westward. *Distance from Rochester.					
Interlocking Block and Block-Limit Stations in service part-time as follows:									
Station				Hours in Service					
Midsteel				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 or North	East or South	Both
				<b>LOW GRADE BRANCH</b> (Pittsburgh Division)	*			
X	X	X	★	ROCHESTER (Main Line Pgh. to Chicago) (Bayard Branch)	25.9			
				DIV. POST (Valley Div.)	29.3			
X	X	X	★	FETTERMAN	30.5			
				CASTLE	46.6			
				The direction from Rochester to Div. Post (Valley Div.) is Westward. *Distance from Pittsburgh.				
				<b>RIVER BRANCH</b> <b>POWHATAN SECONDARY TRACK</b> <b>OMAL SECONDARY TRACK</b> (Pittsburgh Division)				
X	X	X	★	YELLOW CREEK (Bayard Branch)	0.0			
X				BRANCH—R-Yellow Creek	1.0			
				PORT HOMER	2.4			
				CLAYPORT	4.3			
				EMPIRE	5.5			
				CROXTON	7.5			
				TORONTO	8.7			
				KINGS	13.5			
				STEUBENVILLE	17.4			
				LA BELLE	18.1			
X	X	X	★	ROCKVILLE (Main Line Pittsburgh to St. Louis) (N&W RR Crossing)	19.6			
X	X			ROCKVILLE (N&W RR Crossing)	19.6			
				MINGO JCT.	20.2			
				GR	23.6			
		X		GR▼ K-Rockville	23.6			
				BRILLIANT	23.8			
				JEFFERSON	24.1			
				RUSH RUN	28.7			
				W. & L. E. JCT.	29.4			
				SHANNON	29.6			110
		X		RU K-Rockville	28.6			
				RAYLAND	31.0			
				TILTONVILLE (N&W RR Conn.)	32.3			
				YORKVILLE	33.2			
		X		OHIO JCT.	36.1			
				OJ (Terminal Branch) K-Rockville	36.2			
				MARTINS FERRY	37.7			
				AETNAVILLE	38.4			
				BRIDGEPORT (B&O RR Crossing)	39.7			
				BELLAIRE (B&O RR Crossing)	43.1			
		X		BR K-Rockville	43.8			145
				SHADYSIDE	46.8			
		X		AM K-Rockville	47.1			
				WEGEE	48.6			
				DILLE	51.3			
				JOHNSON	53.6			
				CAPTINA JCT. (Captina Secondary)	58.4			
				POWHATAN	58.6			
		X		PN ▲ (Omal Secondary) K-Rockville	58.7			
				PN (Powhatan Secondary)	59.7			
				WEST POWHATAN	59.3			
				FERRO	63.0			
				CLARINGTON	65.9			
				OMAL	71.1			
				END OF TRACK	72.7			
				*Distance from Yellow Creek.				

NOTE—▼Indicates Block-Limit Station for Westward trains only.

▲Indicates Block-Limit Station for Eastward trains only.

The direction from Yellow Creek to End of Track is Westward.

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	
				<b>NEW CUMBERLAND BRANCH</b> <b>NEW CUMBERLAND SECONDARY TRACK</b> (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				
				MOSCOW.....	11.2				
			X	KI K-Weirton Jct.....	11.1				
				GLOBE.....	10.4				
				NEW CUMBERLAND.....	7.6				
				TENBURY.....	7.1				
			X	CU K-Weirton Jct.....	7.1				
				EAST TORONTO.....	5.0				
				KINGS CREEK.....	4.1				
				EAST WEIRTON.....	2.0				
			X	WN (Weirton Secondary) K-Weirton Jct.....	1.8				
			X	WN (Weirton Secondary) K-Weirton Jct.....	1.8				
				WEIRTON.....	1.3				
X	X	X★	X	CY▲ (Weirton Secondary) K-Weirton Jct.....	0.3				
				WEIRTON JCT. (Main Line Pittsburgh to St. Louis).....					
				NOTE—▲Indicates Block-Limit Station for eastward trains only on Weirton Secondary. ▼Indicates Block Limit Station for westward trains only. The direction from WN to Weirton Jct. is Westward. *Distance from Weirton Jct.					
				<b>TERMINAL BRANCH</b> (Pittsburgh Division)	*				
			X	OHIO JCT. (Powhatan Secondary).....					
				WT▲ K-Rockville.....	0.1				
				MARTINS FERRY.....	1.6				
				PENINSULA.....	2.7				
			X	CHAPLINE.....	4.4				
				NY▼ K-Rockville.....	4.5				
O				NY ZANE} (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.					
				<b>No. 105 SECONDARY TRACK</b> (Pittsburgh Division)	*				
X				RG (P.C.&Y. R.R. Jct.) (Scully Branch) R-Wagner.....	2.0				
				CARNEGIE.....	2.0				
				GLENN (P.C.&Y. R.R.) Washington Secondary) R-Wagner.....	2.5				
				Direction from RG to Glenn is Westward. *Distance from RG.					

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Siding Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				<b>INDIANA SECONDARY TRACK</b> (Pittsburgh Division)	*				
				END OF TRACK.....	2.3				
				BLAIRSVILLE.....	2.9				
			X	D▲ K-BI	3.6				
				BLACK LICK (Black Lick Secondary).....	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.					
				Direction D to end of Block is Northward.					
				*Distance from Mile Post 0.					
				<b>BUTLER SECONDARY TRACK</b> (Pittsburgh Division)	*				
X				HARRIS (Main Line Conemaugh).....					
			X	JB R-AJ K-VO					
				LANE.....	0.6				
				WINFIELD JCT. (Winfield Railroad).....	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				
X	X	X	★	WEST END BUTLER WYE.....	19.5				
				VO { (B&O R.R. Crossing) }.....	20.8				
				BUTLER.....	21.1				
				Direction from JB to Butler is Eastward.					
				*Distance from JB.					
				<b>NO. 0 SECONDARY TRACK</b> (Pittsburgh Division)	*				
X	X	★		CP (Main Line Philadelphia to Pittsburgh).....					
				YOUGHIOGHENY JCT.....	0.9				
				SHAFTON (Main Line Philadelphia to Pittsburgh).....	1.8				
				Direction from CP to Shafton is eastward.					
				*Distance from CP.					
				<b>NO. 103 SECONDARY TRACK</b> (Pittsburgh Division)					
X	X	★		UY (Brilliant Branch).....					
				SOUTH END COLEMAN YARD.....	1.2				
				Direction from UY to South End of Coleman Yard is northward.					
				*Distance from UY.					

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
				<b>WAYNESBURG SECONDARY TRACK</b> (Pittsburgh Division)	*			
				WH (Washington Secondary Track).....				
				WASHINGTON.....	0.1			
				SUMMIT SIDING.....	4.3			
				BAKER.....	9.8			
				WEST UNION.....	17.9			
				WAYNESBURG.....	28.1			
				Direction from WH to Waynesburg is westward.				
				*Distance from WH to Waynesburg.				
				<b>NO. 101 SECONDARY TRACK</b> (Pittsburgh Division)	*			
X	X	★		FEDERAL STREET (Main Line Pittsburgh to Chicago).....				
				EAST END BRIDGE 0.33.....	0.6			
				Direction from Federal St. to East End of Bridge 0.33 is eastward.				
				*Distance from Federal St. Bridge.				
				<b>YELLOW CREEK SECONDARY TRACK</b> (Pittsburgh Division)	*			
X	X			RIVER (Bayard Br.)...R-Yellow Creek				
				BRANCH (River Br.) R-Yellow Creek	0.9			
				Direction from River to Branch is eastward.				
				*Distance from River to Branch.				
				<b>WHEELING SECONDARY TRACK</b> (Pittsburgh Division)	*			
X	X	X	★	WEIRTON JCT. (Main Line Pittsburgh to St. Louis).....	1.6			
				EAST STEUBENVILLE.....	2.4			
				LOWER FERRY.....	4.1			
			X	FOLLANSBEE.....	4.2			22
				FA.....K-Weirton Jct.....	6.7			
				LAZEARVILLE.....	7.6			56
				WELLSBURG.....	8.6			
				BROOK.....	12.2			
			X	BEECH BOTTOM.....	14.6			93
				KR.....K-Weirton Jct.....	15.1			
				SHORT CREEK.....	19.4			54
				EAST WARWOOD.....	20.0			
				WARWOOD.....	24.0			
			X	WHEELING.....	24.1			
				UN ▲.....K-Weirton Jct.....	24.1			
				UN	24.1			
				BENWOOD } WHEEL Running Track	26.5			
				NOTE—▲ Indicates Block-Limit Station for eastward trains only.				
				The distance from Weirton Jct. to Mile Post O is 0.7 Mile.				
				Direction from Weirton Jct. to Benwood is westward.				
				*Distance from Weirton Jct. to UN.				



Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Carnegie	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						Westor	North	Eastor	South
				<b>WASHINGTON SECONDARY TRACK</b> (Pittsburgh Division)					
		X		GLENN ▼ (PCY RR).....R-Wagner...	0.6				
				WOODVILLE.....	1.8				
				BOWER HILL.....	2.8				
			X	KIRWIN.....	3.3				
				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				
			X	HOUSTON.....	15.3				
				MY.....K-Wagner...	16.5				
			X	MEADOW LANDS.....	17.9				
				WS.....K-Wagner...	19.7				
				ARDEN.....	19.9				
				TYLERDALE.....	21.8				
				CHESTNUT ST.....	22.8				
			X	WH ▲ (Waynesburg Secondary).....K-Wagner...	23.3				
				WASHINGTON (Waynesburg Sec.).....	23.6				
				NOTE— ▲ Indicates Block-Limit Station for Eastward trains only. ▼ Indicates Block Station for Westward trains only. Direction from Glenn to WH is westward.					
				<b>CADIZ SECONDARY TRACK</b> (Pittsburgh Division)	*				
				CADIZ JCT. (Main Line Pittsburgh to St. Louis).....	0.0				
				FOLKS.....	2.1				
				NARVA.....	3.7				
				GEORGETOWN JCT. (Hanna Secondary).....	5.5				
				Direction from Cadiz Jct. to Georgetown Jct. is westward. *Distance from Cadiz Jct.					
				<b>HANNA SECONDARY TRACK</b> (Pittsburgh Division)	*				
				GEORGETOWN JCT. (Cadiz Secondary).....	0.0				
				CADIZ MINE.....	1.0				
				HANNA.....	5.0				
				GEORGETOWN {Industrial Track Joint PC and N&W RR}.....	6.0				
				Direction from Georgetown Jct. to Georgetown is westward. *Distance from Georgetown Jct.					
				<b>CADIZ INDUSTRIAL TRACK</b> (Pittsburgh Division)	*				
				CADIZ MINE (Hanna Secondary Track).....	0.0				
				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	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				<b>SOUTHWEST SECONDARY TRACK</b> (Pittsburgh Division)	*				
X	X	X	★	<b>RG</b>					
				RADEBAUGH SIDING.....	1.1				124
				HEMPFIELD JCT.....	2.2				
				HAYDEN JCT. (Huff Secondary).....	3.2				
				COUNTY JCT. (Greensburg Secondary).....	3.9				
				YOUNGWOOD.....	5.3				
			X	YU..... <b>K-RG</b>	5.5				
				YUKON JCT. (Yukon Secondary).....	8.8				
			X	HN..... <b>K-RG</b>	8.9				
				TARR.....	12.1				
				SCOTTDALE JCT. (Scottdale Secondary).....	16.7				
				SCOTTDALE.....	17.3				68
				BROADFORD JCT.....	17.5				
			X	SY (B&O RR Crossing)..... <b>K-RG</b>	17.6				
				CONNELLVILLE.....	24.5				
				OPOSSUM RUN JCT.....	24.9				
			X	NJ..... <b>K-RG</b>	25.0				
				DUNBAR.....	28.2				
				GIST SIDING.....	30.9				66
			P	RS (Redstone Secondary)..... <b>K-RG</b>	36.3				
			X	VA..... <b>K-RG</b>	37.1				
				Direction from <b>RG</b> to <b>VA</b> is southward. *Distance from <b>RG</b> .					
				<b>ELLSWORTH SECONDARY TRACK</b> <b>MARIANNA SECONDARY TRACK</b> (Pittsburgh Division)	*				
X	P	★		<b>MC</b>					
				{ (Monongahela Br.) }.....	0.0				
				{ (Monongahela Sec.) }.....					
				FRYE SIDING..... Ellsworth Secondary Track	0.8				
				JONES SIDING.....	7.2				46
				BENTLEYVILLE.....	9.7				
				ELLSWORTH SIDING.....	11.0				67
				COKEBURG JCT. { (Cokeburg Sec.) }.....	11.9				
				{ (Marianna Sec.) }.....					
				COKEBURG JCT. { (Cokeburg Sec.) }.....					
				{ (Ellsworth Sec.) }..... Marianna Secondary Track	11.9				
				SCENERY HILL.....	14.0				48
				MARIANNA.....	19.0				
				END OF TRACK.....	19.2				
				*Distance from <b>MC</b> .					
				<b>WEST BROWNSVILLE SECONDARY TRACK</b> (Pittsburgh Division)	*				
				WEST BROWNSVILLE JCT.....					
				WEST BROWNSVILLE.....	1.2				
				DENBO.....	3.6				
				VESTA SIDING.....	5.8				36
				TEN MILE RUN JCT. (MRR RR).....	10.1				
				*Distance from West Brownsville Jct.					
				<b>YUKON SECONDARY TRACK</b> (Pittsburgh Division)	*				
				YUKON JCT. (Southwest Secondary).....					
				WHYEL JCT.....	4.0				
				HUNTER RUN JCT.....	6.4				
				COWANSBURG.....	11.7				
				*Distance from Yukon 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	
				<b>REDSTONE SECONDARY TRACK</b> (Pittsburgh Division)	*				
X	P	P	★	BF (Monongahela Secondary).....	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	
			P	RS (Southwest Secondary).....K-BF	68.4				
				Direction from BF to RS is southward.					
				*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.							
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.							
				<b>BAYARD BRANCH</b> (Valley Division)	*				
X	X	X	★	YELLOW CREEK (Pgh Div.).....	25.3				
X				RIVER.....R-Yellow Creek	26.5				
				DIV. POST (Valley Division).....	26.6				
				McCULLOUGH.....	27.3				
				HAMMONDSVILLE.....	28.7				
				IRONDALE.....	30.0				
				NEW SALISBURY.....	32.2				
				CLARK.....	32.8				
				ROGERS.....	36.9				
				SALINEVILLE.....	37.4				
				SUMMITVILLE.....	42.4				
X				SHALE.....R-Bayard	42.7				
				KENSINGTON.....	48.3				
				EAST ROCHESTER.....	52.2				
X	X	X	★	BAYARD (Tuscarawas Sec. Crossing)....	55.1		100		
X	X	X	★	FAIRHOPE.....	69.0				
				The direction from Yellow Creek to Fairhope is westward.					
				*Distance from Rochester.					
				<b>M. &amp; C. BRANCH</b> <b>M. &amp; C. SECONDARY TRACK</b> (Valley Division)	*				
X	X	X	★	MACE (M&C Secondary track).....					
				EAST GRAVEL.....	1.7				
				PAULS.....	4.0	B&O			
				CANAL FULTON.....	8.1	RR			
X	X	X	★	WARWICK.....	11.1				
				*Distance from Mace.					
				The direction from Mace to Warwick is westward.					

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				<b>DETOUR BRANCH</b> (Valley Division)				
X	X	X★		DETOUR (E & A Branch).....	75.5			
X		X★		BOANNA.....R-Detour.....	76.6			
			X	SOAPTOWN.....	79.4			
				JN.....K-Detour.....	83.1			
				NORTH JACKSON.....	83.3			
				ROSEMONT.....	85.9			
				ELLSWORTH.....	87.7			
				BERLIN CENTER.....	91.4			88
			X	BC.....K-Detour.....	92.2			
				SNODES.....	95.9			
			X	NZ.....K-CP.....	98.9			
				NORTH SEBRING.....	99.3			
X	X	X★		CP.....	102.1			
		★		ALLIANCE (M. L. Pgh.-Chgo.).....	102.3			
				The direction from Boanna to Alliance is westward.				
				<b>LOW GRADE BRANCH</b> (Valley Division)				
X	X	X★		ROCHESTER.....	25.9			
				DIV. POST (Valley Division).....	29.3			
				FETTERMAN.....	30.5			
				THOMPSON RUN.....	34.9			
				ELLWOOD JCT.....	37.2			
				WAMPUM JCT.....	41.8			
				NOTE—The distance between Mile Post 41 Low Grade Branch, and Mile Post 42 E & A Branch, is 9295 feet.				
				The direction from Rochester to Wampum Jct. is westward.				
				<b>E &amp; P BRANCH</b> (Valley Division)				
X	X	X★		CASTLE.....	46.6			
				CHERRY ST.....	47.5			
				OAKLAND.....	48.7			
			X	NEW CASTLE.....	49.7			
				GS.....K-Castle.....	49.9			
				PULASKI.....	60.0			
				WEST MIDDLESEX.....	64.6			
		X★		WHEATLAND.....	67.4			
				FARRELL.....	68.5			
				SHARON.....	69.8			
				SHARPSVILLE.....	73.0			
				TRANSFER.....	78.7			
				VICTORY.....	81.3			
X	X	X★		BRUIN (E-L Crossing).....	82.0			104
				SHENANGO.....	82.8			
				GREENVILLE.....	84.5			21
X-O				JAMESTOWN (Stoneboro Branch).....	90.6			
				WESTFORD.....	96.2			135
			X	WF.....K-Bruin.....	96.2			
				ESPYVILLE.....	99.6			
				LINESVILLE.....	103.6			
				CENTER ROAD.....	107.7			
			X	RK.....K-Bruin.....	110.7			
				CONNEAUTVILLE.....	111.3			
				SPRINGBORO.....	114.1			
			X	AR.....K-Bruin.....	120.4			
				ALBION.....	120.4			
X	X	X★		THORNTON JCT. (N&W Crossing).....	127.6			
X				CP 103—R-Cleveland-Lake Division Dispatcher.....	129.3			
X				CP 89—R-Cleveland-Lake Division Dispatcher.....	148.0			
				ERIE (Lake Region Division).....	146.0			
				The direction from Castle to Girard Jct. is westward.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				<b>E &amp; A BRANCH</b> <b>KOPPEL SECONDARY TRACK</b> (Valley Division)				
X	X	X	★	WOOD.....	Koppel Secondary Track	34.8		
				KOPPEL.....		36.9		
				ROCKFORD.....		38.7		
				WAMPUM JCT.....		41.8		
X	X	X	★	WAMPUM JCT.....	E & A Branch	41.8		
				CASTLE.....		46.6		
				CROSS CUT.....		47.3		
				COVERTS.....		49.1		
				EDENBURG.....		51.5	142	
				QUAKERTOWN.....		55.6		
				Penna.-Ohio state line.....		56.2		
				LOWELLVILLE.....		57.1		
X	X	X	★	STRUTHERS.....		60.2		
				GRAHAM (LE&E Crossing).....		60.8	124	112
				HASELTON.....		61.9		
				WEST HASELTON.....		62.2		
				CENTER ST. (B&O Crossing)		62.6		
				(E-L Crossing)		62.7		
				(B&O Crossing)		62.8		
				CRAB CREEK (B&O Crossing)		63.9		
				MARKET ST. (E-L Crossing)		65.3		
				YOUNGSTOWN.....		65.4		
				UPPER MILL.....		66.0		
X	X	X	★	AUSTINTOWN (E-L Crossing)		66.3		
X	X	X	★	DIVISION ST. R-Girard..		67.7		
X	X	X	★	GIRARD.....		70.0	212	210
				BELMONT ST. R-Detour..		73.9		
				NILES.....		74.7		
X	X	X	★	DETOUR.....		75.5		
X	X	X	★	BOANNA..... R-Detour..		76.6		
X	X	X		NILES JCT. (B&O RR).....		77.8		
				NOTE—The distance between Wampum Jct. and Mile Post 42 is 4847 feet. The distance between Mile Post 40 Koppel Secondary Track and Wampum Jct. is 5811 feet.  The direction from Wood to Niles Jct. is westward.				
				<b>P Y &amp; A BRANCH</b> <b>P Y &amp; A SECONDARY TRACK</b> (Valley Division)				
X	X	X	★	DETOUR.....	P Y & A Branch	75.5		
				VAN WYE.....		76.2		
				WARDWELL.....		77.5		
				BRICKHOUSE.....		78.3		
X	X	X	★	WARREN.....	(E-L Crossing)	79.9		
				NORTH WARREN.....		80.9		
X	X	X	★	NORTH WARREN.....	P Y & A Secondary Track	80.9		
				HOWLAND.....		81.7		
				CHAMPION.....		85.1		
				BRISTOLVILLE.....		90.9		
				OAKFIELD.....		92.2		
				LOCKWOOD.....		95.8		
			X	BD.....		95.9		
			X	OW.....		100.8		108
			X	EAST ORWELL..... K-North		100.8		47
				RM..... Warren		106.1		
				ROCK CREEK.....		109.6		
				EAGLEVILLE.....		113.3		
			X	GR ▲.....		114.7		
				DIV. POST (Lake Region).....		114.7		
				NOTE—▲ Block-Limit Station for eastward trains only.  The direction from Detour to GR is westward.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Ashtabula	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				<b>YOUNGSTOWN BRANCH</b> (Valley Division)				
	X	XC		JM (Ashtabula Harbor).....	1.4			
	X	XC		ASHTABULA.....	0.0			
	X	XC		OD (Main Line Buffalo to Chicago Crossing).....	0.2			
	X	XC		NP (N&W Crossing).....	1.1			
X				CP 4.....	4.5			†76
X				JEFFERSON JCT.....	5.5			
X				CP 7.....	7.7			
X				CP 13.....	12.6			†200
X				CP 14 (Dorset Jct.).....	14.8			
X				CP 24.....	23.8			
X				WICK.....	26.4			
X				CP 26.....	26.6			†250
X				GUSTAVUS.....	31.4			
X				CP 36.....	36.3			†200
X				CP 38 (E-L Crossing).....	38.6			
				BROOKFIELD.....	47.1			
				COALBURG.....	50.7			†140
X				CP 52 (Doughton Jct.).....	52.4			†336
X				CP 56.....	56.3			
	X	XC		VALLEY ST. (E-L Crossing).....	57.6			
				YOUNGSTOWN.....	58.3			
				DIVISION POST (P&L RR).....	58.3			
				EAST YOUNGSTOWN.....	62.1			
				The direction from Ashtabula Harbor to Youngstown is southward. †Controlled Sidings. Rule 221C. does not apply to eastward trains or engines via Stoneboro Branch at JM, OD & NP.				
				<b>JEFFERSON BRANCH</b> (Valley Division)				
				JEFFERSON JCT.....	5.5			
				JEFFERSON.....	10.9			
				END OF BRANCH.....	11.6			
				The direction from Jefferson Jct. to Jefferson is Southward.				
				<b>SHARON BRANCH</b> (Valley Division)	*			
				CP 52 (Doughton Jct.).....	0.0			
				COALBURG.....	0.6			
				HUBBARD (E-L Crossing).....	1.5			
				FARRELL (E-L Crossing).....	5.8			
				Ohio-Penna. State Line.....	6.0			
				SHARON.....	7.0			
				FERRONA.....	7.8			
				The direction from Doughton Jct. to Ferrona is Eastward. *Distance from Doughton Jct.				
				<b>AKRON BRANCH—AKRON SECONDARY TRACK</b> (Valley Division)	*			
X	X	X	★	HUDSON.....				68
X				CLARK.....				
X				SILVER.....				
X				PAYNE.....				103
				CUYAHOGA FALLS.....				
X				ARLINGTON.....				
X	X	X	★	JO (E-L Crossing).....				
				AKRON.....				
				CROSIER ST.....				
				BRIDGE 16.....				
				MANCHESTER ROAD.....				
X				LAMBERT.....				
				BARBERTON.....				
	X	X	★	BN.....				121
X	X	X	★	CLINTON.....				
				WARWICK (B&O Crossing).....				
X	X	X	★	WARWICK.....				
X	X	X	★	MARSHALLVILLE.....				
				ORRVILLE (M.L. Crossing).....				110
				DIVISION POST (West. Reg.).....				

\*Distance from Hudson.

The direction from Hudson to Div. Post (Western Reg.) is southward.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Ashtabula	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				<b>STONEBORO BRANCH</b> (Valley Division)				
				DORSET JCT. CP 14.....	14.8			34
				DORSET.....	15.3			
				ANDOVER.....	23.0			96
				SIMONS.....	28.7			
				Ohio-Penna. State Line.....	29.3			
				JAMESTOWN (E&P Crossing).....	34.5			34
				OSGOOD.....	39.4			
				AMASA (E-L Crossing).....	39.6			
				SALEM.....	41.4			
				HADLEY.....	46.9			
				CLARKS MILLS.....	50.1			
				BRANCH.....	54.8			204
		P ♦		STONEBORO.....	55.9			
				DIV. POST (Williamsport Division).....	56.0			
				The direction from Dorset Jct. to Stoneboro is Eastward.				

NOTE—Stoneboro, train order office only.

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

Station	Hours in Service
Stoneboro	8.00 A.M. to 1.00 A.M. daily except Sunday. Open Sunday 5.00 P.M. to 1.00 A.M.

				<b>ALLIANCE BRANCH</b> <b>MINERVA SECONDARY TRACK</b> <b>PINEY FORK SECONDARY TRACK</b> (Valley Division)	*			
				PHALANX.....	Minerva Secondary Track	0.0		
				BRACEVILLE.....		1.3		
				NEWTON FALLS (B&O Crossing).....		3.9		
				NEWTON FALLS.....		4.4		
				PALMYRA.....		11.2		
				NORTH BENTON.....		18.5		
X	X			ALLI (M. L. Valley Crossing).....		24.7		
				WALL (M. L. Pgh.-Chicago Xing).....		25.1		
				MOUNT UNION.....		26.6		28
				FREEBURG.....		32.8		
				MINERVA (N&W and Tuscarawas Crossing).....		41.4		
		P		MINERVA YARD.....		42.1		
				MINERVA YARD.....	Alliance Branch	42.1		
				WATHEYS.....		48.2		59
				MECHANICSTOWN.....		52.5		
				WATTSVILLE.....		56.0		
				BERGHOLZ.....		60.9		
				PHILLIPS.....		62.4		
				AMSTERDAM.....		65.0		
				HAYS.....		68.2		
				APEX.....		69.6		
				PAN.....		73.6		
				HOPEDALE.....		76.7		43
				MARION MINE.....		78.2		
		P		PINEY FORK.....		82.8		
				PINEY FORK..... } Piney Fork		82.8		35
				DILLONVALE..... } Secondary Track		87.6		
				The direction from Phalanx to Dillonvale is southward.				
				NOTE: Minerva and Piney Fork Train order office only.				
				*Distance from Phalanx				

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

Station	Hours in Service
Alliance	8.00 A.M. to 5.00 P.M. daily except Sat., Sun. and Holidays.
Minerva Yard	Daily 9.00 A.M. to 5.00 P.M., 11.55 P.M. to 7.55 A.M. Closed Sunday 9.00 A.M. to 5.00 P.M. Closed Holidays 9.00 A.M. to 11.55 P.M.
Piney Fork	9.00 A.M. to 6.00 P.M. daily except Sat., Sun. and Holidays.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Marietta	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
				<b>MARIETTA BRANCH</b> <b>DOVER SECONDARY TRACK</b> (Valley Division)				
			X	DJ (▼)..... K-Town	103.7			
			X	DOVER (B&O Crossing) #..... K-Town	103.3			
			X	DO..... K-Town	101.6			
				STONE CREEK.....	93.3			
				NEWCOMERSTOWN.....	84.2			
X	X	X	★	TOWN (Buckeye Div. Crossing)	84.1			
			X	JH..... K-Town	82.5			
				GUERNSEY.....	77.5			
				KIMBOLTON.....	68.9			
			X	FA ▲..... K-Town	58.7			
				FA.....	58.7			
				CAMBRIDGE (B&O Crossing)	57.9			
				CAMBRIDGE SHOP.....	57.1			
				CAMBRIDGE SCALES.....	54.5			
				BYESVILLE.....	52.9			
				ALBIN.....	48.5			
				PLEASANT CITY.....	48.0			
				GLENWOOD.....	45.2			
				AVA.....	42.6			
				BELLE VALLEY.....	38.7			
				CALDWELL.....	35.3			21
				DEXTER CITY.....	27.2			
				MACKSBURG.....	24.8			
				MACKSBURG WYE.....	24.6			
				WARNER.....	17.6			
				WHIPPLE.....	13.9			12
				MARIETTA.....				
				NOTE (▼)—For Southward movements only. ▲—Block-Limit Station for northward trains only. The distance from Mile Post 69 to Mile Post 75 is 0.7 mile. The direction from DJ to Marietta is southward. # In service part-time as follows: 6.01 A.M. to 10.01 P.M., Daily except Saturday and Sunday.				
				<b>TUSCARAWAS SECONDARY TRACK</b> (Valley Division)	*			
X	X	X	★	BAYARD (Bayard Br. Crossing).....	2.6			
				MINERVA (N&W Crossing).....	2.7			
				MINERVA JCT. (Alliance Br. Cros).....	2.6			
			X	PE..... K-Bayard	3.1			
				PEKIN.....	4.0			
				ONEIDA (N&W Crossing).....	5.7			
			X	MN..... K-Bayard	7.5			
				MALVERN.....	7.5			
				WHITACRE.....	10.8			
				WAYNESBURG.....	11.8			
				MAGNOLIA.....	14.7			
			X	BR..... K-Bayard	15.2			45
				SUMMIT SIDING.....	17.8			
			X	MY..... K-Bayard	19.8			
				MINERAL CITY (B&O Crossing).....	19.8			
			X	ZOAR..... K-Bayard	21.3			48
				VALLEY JCT. (N&W Crossing).....	21.5			
			X	DJ (▲)..... K-Bayard	28.8			
				*Distance from Bayard. NOTE (▲)—For northward movements only. The direction from Bayard to DJ is southward.				
				<b>MAHONING SECONDARY TRACK</b> (Valley Division)	*		East	
X	X	X	★	BAYARD.....	54.8			162
				MOULTRIE.....	58.0			
				HOMEWORTH.....	60.7			
		X	★	ALLIANCE (M.L. Crossing).....	67.0			228
				*Distance from Rochester. The direction from Bayard is westward.				



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
				<b>HOUSTON SECONDARY TRACK</b> (Valley Division)	*			
				OAKLAND (E&P Branch).....	48.7			
				MORAVIA ST. (P&E Crossing).....	49.3			
				NEW CASTLE.....	49.9			
				EASTBROOK.....	54.2			
				WILMINGTON JCT.....	57.9			
				NESHANNOCK FALLS.....	58.9			
				VOLANT.....	62.2			
				LEESBURG.....	64.6			37
				MILLBURN.....	66.8			
				MERCER.....	71.4			21
				HOUSTON JCT.....	72.3			
				HOUSTON JCT.....	72.3			
				JACKSON CENTER.....	76.5			
				BUCKEYE MINE				
				TRACK SW	77.9			
				END OF TRACK.....	78.3			
				Jackson Industrial Track				
				The direction from Oakland to Houston Jct. is westward.				
				*Distance from Pittsburgh.				
				<b>VAN WYE SECONDARY TRACK</b> (Valley Division)				
X				BOANNA (E&A Branch).....	R-Detour			
				VAN WYE (PY&A Branch).....	1.1			
				The direction from Boanna to Van Wye is Eastward.				
				*Distance from Boanna.				
				<b>CROSS CUT SECONDARY TRACK</b> (Valley Division)	*			
				CROSS CUT (E&A Branch).....				
				CHERRY ST. (E&P Branch).....	0.6			
				*Distance from Cross Cut.				
				The direction from Cross Cut to Cherry St. is Eastward.				
				<b>WALFORD SECONDARY TRACK</b> (Valley Division)	*			
				COVERTS (E&A Branch).....				
				WALFORD.....	4.9			
				*Distance from Coverts.				
				The direction from Coverts to Walford is Westward.				
				<b>GEM SECONDARY TRACK</b> (Valley Division)	*			
				SOAPTOWN (Detour Branch).....				
				GOODMAN.....	1.7			
				*Distance from Soaptown.				
				The direction from Soaptown to Goodman is westward.				
				<b>SOUTH MASSILLON INDUSTRIAL TRACK</b> (Valley Division)	*			
X	X			MACE.....				
O				CONNECTION WITH No. 1 TRACK	0.6			
				JOINT N&W and				
				B&O RR CROSSING.....	0.8			
				SOUTH END OF SOUTH				
				MASSILLON YARD.....	1.3			
				*Distance from Mace.				

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Lyons	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East & West	North & South	Both
				<b>CORNING BRANCH</b> (Williamsport Division)				
				LYONS.....	0.0			
				DIV. POST (Northeastern Region).....	4.5			
X				CP WD S-GY.....	4.6			
X	X	X		CP EX S-GY.....	11.8			
X				GY.....	14.2		†226	
				GENEVA.....	15.1			
				DRESDEN.....	28.4		160	
			XC	HIMRODS JCT.....	35.3		150	
				DUNDEE.....	40.5			
				WATKINS GLEN.....	51.7			
			PC	BEAVER DAM.....	59.7		186	
X	X	X		YD CORNING.....	69.8		250	
				CP 75..... S-YD.....	76.2			
				PRESHO.....	79.3			
			PC	LAWRENCEVILLE.....	85.8		152	
				New York-Penna. State Line.....	85.8			
				CV JCT.....	87.0			
				HAMMOND.....	97.1			
				MIDDLEBURY.....	102.3			
			PC	WELLSBORO JCT.....	106.3		176	
				ANSONIA.....	114.1			
			PC	DI.....	122.9		190	
				BLACKWELL.....	131.2			
				CEDAR RUN.....	136.4			
				SLATE RUN.....	141.5			
			PC	CAMMAL.....	147.8		183	
				JERSEY MILLS.....	152.3			
				WATERVILLE.....	156.9			
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..... } Secondary Tracks	179.4			
				NB.....	180.1			

The direction Lyons to Newberry Jct. is southward.

†Controlled Siding

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

Station	Hours in Service
Beaver Dam	6.00 A.M. to 10.00 A.M.; 11.00 A.M. to 3.00 P.M., Daily
Lawrenceville	5.00 A.M. to 1.00 P.M.; 2.00 P.M. to 10.00 P.M. Daily.
Wellsboro Jct.	6.00 A.M. to 10.00 P.M. Daily.
DI	2.00 P.M. to 10.00 P.M. Daily.
Cammal	7.00 A.M. to 3.00 P.M. Daily.

				<b>PENN YAN INDUSTRIAL TRACK</b> (Syracuse Division)	*			
				DRESDEN (Corning Br.).....	0.0			
				CASCADE MILLS.....	2.3			
				PENN YAN.....	6.5			
				*Distance from Dresden. Direction from Dresden to Penn Yan is Westward.				
				<b>ELKLAND INDUSTRIAL TRACK</b> (Syracuse Division)	*			
				CV JCT. (Corning Br.).....	0.0			
				NELSON.....	6.7			
				ELKLAND.....	11.5			
				*Distance from CV Jct. Direction from CV Jct. to Elkland 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
				<b>WELLSBORO INDUSTRIAL TRACK</b> (Syracuse Division)	*			
		PC		WELLSBORO JCT. (Corning Br.).....	0.0			
				WELLSBORO.....	3.1			
				END OF BRANCH.....	3.9			
				*Distance from Wellsboro Jct. Direction from Wellsboro Jct. to Wellsboro is Eastward.				
				<b>CHERRY TREE BRANCH</b> (Williamsport Division)	*			
		P		C.B. JCT.....	14.5			
				JG.....	0.6			
				US.....	12.1			160
				LUMBER.....	6.1			
				GOOD 22.....	12.6			
				BELL RUN.....	13.3			
				BOWER.....	15.6			
				W.J. (Mahaffey Secondary).....	0.0			90
				DOWLER JCT. (Hooverhurst Secondary).....	7.3			
				BURNSIDE.....	1.5			
		P		SCALES.....	8.2			
				CHERRY TREE.....	9.1			
				*Distance from Direction from C.B. Jct. to Cherry Tree is westward.				

**Block Stations 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

				<b>BOARDMAN SECONDARY TRACK</b> (Williamsport Division)	*			
				POTTS RUN JCT. (Madera Secondary).....	0.0			
				BOARDMAN.....	1.3			
				End of Track.....	4.9			
				*Distance from Potts Run Jct. Direction from Potts Run Jct. to End of Track is westward.				
				<b>MADERA SECONDARY TRACK</b> (Williamsport Division)	*			
				CLEARFIELD JCT. (Snow Shoe Branch).....	84.2			
				DIMELING.....	0.0			
				CHASE.....	3.4			
				FAUNCE.....	7.0			
				POTTS RUN.....	10.5			
				POTTS RUN JCT. (Boardman Secondary).....	11.3			
				MADERA JCT. (Moshannon Secondary Crossing).....	16.8			
				MADERA.....	17.3			
				GLEN HOPE.....	21.3			
				IRVONA.....	26.3			
				*Distance from Dimeling Direction from Clearfield Jct. to Irvona is southward.				

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	
				<b>RENO INDUSTRIAL TRACK</b> (Williamsport Division)					
				POLK JCT. (J.F. & C. Branch).....	67.0				
				POLK.....	67.5				
				PENNA. STATE ASYLUM.....	68.3				
				FRANKLIN.....	76.4				
				ECLIPSE.....	78.1				
XO				RENO.....	81.2				
				END OF BRANCH.....	81.9				

Direction from Stoneboro to Reno is eastward.

				<b>W B V BRANCH</b> (Williamsport Division)	*				
		P↓		B&O JCT.....	0.0				
				WB.....	1.4				
				GRAY.....	6.0				130
				SHAWVILLE.....	7.7				
				SURVEYOR.....	9.8				
				BALD HILL.....	12.3				
		PC↓		WALTON.....	13.0				158
				FRENCHVILLE.....	18.1				
				MOWRY.....	24.8				126
				KARTHAUS.....	31.4				146
				CATARACT.....	36.8				77
				LOOP RUN.....	39.2				
				SPRUCE.....	40.7				
				GW.....	51.1				204
X	X	X★		CT (Main Line Harrisburg to Buffalo).....	53.6				
				*Distance from B&O Jct. Direction from B&O Jct. to CT is eastward.					

**Block Stations and Train 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	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				<b>SNOW SHOE BRANCH</b> (Williamsport Division)	*				
				SNOW SHOE.....	46.0				
				GILLINTOWN.....	49.2				
				GORTON.....	55.2				
				VIADUCT (Grassflat Secondary).....	59.8				
			<b>PB</b>	WINBURNE.....	65.4				
				MUNSON (Philipsburg Secondary).....	67.2				
				MORRISDALE.....	70.9				
				VAN.....	73.9				
				BIGLER.....	77.3				
				WOODLAND.....	80.1				
				CLEARFIELD JCT. (Madera Secondary).....	84.2				
			<b>P+</b>	B&O JCT.....	86.8				
				CLEARFIELD.....	87.4				
				<b>*Distance from SR</b>  Direction from Snow Shoe to Clearfield is westward.					
<b>Block Stations and Train Order Offices in service part-time as follows</b>									
Station				Hours in Service					
Winburne				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					
				<b>IRVONA BRANCH</b> (Williamsport Division)	*				
				MO.....	0.0				
				PENNA. NO. 16.....	9.0				65
				CONDON.....	13.2				
				SANDY RUN.....	18.0				
				VAN ORMER.....	18.9				
				IRVONA JUNCTION.....	27.3				
				COALPORT (R. R. St.).....	30.2				
				BLANDBURG (Stroud Jct.).....	40.1				
				<b>*Distance from Cresson.</b>  The direction from Cresson to Blandburg is Northward.					

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
				<b>CHAUTAUQUA BRANCH</b> (Williamsport Division)	*			
X	X	X		GB.....	7.4			
				BLASDELL.....	7.5			
				LAKEVIEW.....	15.6			
				ANGOLA.....	22.8			
				SILVER CREEK.....	32.7			
				DUNKIRK (Valley Branch).....	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 (Main Line Erie).....	93.9			
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 (Oil City Secondary).....	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.				
				<b>ALLEGHENY BRANCH</b> (Williamsport Division)	*			
X	X	X	★	BRIDGE (Oil City Secondary).....	132.3			
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 (Low Grade Secondary).....	64.6			
				RED BANK.....	63.5			
				DIV POST (Pittsburgh Div.).....	63.4			
				BRADY SIDING.....	62.1			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 Bridge to Pittsburgh is southward. *Distance from Pittsburgh.				

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
				<b>VALLEY BRANCH</b> (Williamsport Division)				
<b>X</b>		<b>P</b>		DUNKIRK (Chautauqua Branch) DUNKIRK (P.C. and N.W. RR crossing)	0.0 0.9			
				FREDONIA	3.1			
				NORTONS	7.1			
				CASSADGA	14.1			16
				SINCLAIRVILLE	21.8			
<b>X</b>	<b>P</b>	<b>P</b>		GERRY	26.5			
				FALCONER	32.3			
				FALCONER JCT. (E.L. RR crossing)	32.7			9
				FREWSBURG	38.3			
				Penna.-N.Y. State Line	42.3			
				AKELEY	44.7			
				RUSSELL	46.7			
				NORTH WARREN	51.9			20
		<b>P</b>		WARREN	54.4			

Direction from Dunkirk to Warren 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 Ashtabula Jct.	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				<b>J. F. &amp; C. BRANCH</b> (Williamsport Division)				
		<b>P</b>		STONEBORO	55.9			
				DIVISION POST (Williamsport Div.)	56.0			
				SANDY LAKE	57.2			
				RAYMILTON	63.4			
				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			
				L.E.F.&C. JCT.	119.7			
				ROSE	128.1			

Direction from Stoneboro to Rose is eastward.

**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.

				<b>RICH BRANCH</b> (Williamsport Division)	*			
<b>X</b>				CP BN (Mill Hall Branch)	S-SR	0.0		
<b>X</b>				RICH (Main line)	R-Newberry	1.2		

\*Distance from CP BN.

Direction CP BN to Rich is westward.

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
				<b>MILL HALL BRANCH</b> (Williamsport Division)	*			
X	X	X ♦	♦	SR (Corning Branch).....	0.0			
X				AVIS.....	2.5			
				CP BN (Rich Branch)..... S-SR..	4.9			
				LOCK HAVEN.....	10.8			
				MILL HALL.....	13.9			
				BALD EAGLE JCT. (Bald Eagle Branch).....	15.2			
*Distance from SR. Direction from SR to BE Jet is westward.								
				<b>WILLIAMSPORT BRANCH</b> "O" TRACK (Williamsport Division)	*			
O				WILLS (Reading RR Crossing) R-MU	249.5			
	X	X		WALNUT.....	248.0			
				WILLIAMSPORT..... } Station Track	247.8			
X	X	X ★		NEWBERRY (Elmira Secondary Trk.)	246.1			169
X				RIVER..... R-Newberry	242.7			
X				LINDEN (Main Line)..... R-Newberry	242.5			
X				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.								
				<b>ELMIRA BRANCH</b> <b>ELMIRA SECONDARY TRACK</b> <b>SODUS BAY SECONDARY TRACK</b> (Williamsport Division)	*	North	South	Both
A			X	SODUS POINT.....	33.4			
				POINT..... ▼ K-Himrod Jct.	31.3			
			X	WALLINGTON (NYC RR).....	29.7			
				NEW..... K-Himrod Jct.	19.5			115
			X	NEWARK.....	16.8			
A				ARK..... K-Himrod Jct.	16.3			
				PHELPS JCT. (NYC RR).....	10.5			
A				SENECA CASTLE.....	4.9			
				STANLEY (LV RR).....				115
*Distance from Stanley.								
A				STANLEY (LV RR Crossing).....	52.2			
			X	HALL.....	49.7			
				BELL..... K-Himrod Jct.	44.8			
			X ★	PENN YAN.....	39.8			
				HIMROD JUNCTION.....	32.9			
		X ★	X	HIMROD JUNCTION.....	32.9			
			X	STARK..... K-Watkins Glen (b)..	29.5			117
				ROCK..... K-Watkins Glen (b)..	24.0			87
		B ★		WATKINS GLEN.....	17.4			99
				FALLS.....	15.1			88
				MONTOUR FALLS.....	14.1			
			X	PORT..... K-Watkins Glen (b)..	8.1			36
				HORSEHEADS.....	1.2			99
*Distance from HO. ▼ Southward trains only.								
(continued on next page)								



Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Newberry	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		HO.....	80.6			
X				ELMIRA.....	76.5			
				SOUTHPORT JUNCTION.....	75.5			
X		X		SHANNON.....R-Kendall	75.4			
				SOUTHPORT.....	75.0			
	X	X		KENDALL.....	74.0			
				Penna.-N.Y. state line.....	69.0			
				SNED.....	60.5			112
				COLUMBIA X ROADS.....	56.3			
				TROY.....	51.7			50
				COWLEY.....	45.4			112
				CANTON.....	38.5			
				LEOLYN.....	32.5			119
			X	MAX.....K-Kendall	24.2			104
				RAILSTON.....	23.2			
				BODINE.....	18.5			
				TROUT RUN.....	12.7			
			X	COGAN.....K-Kendall	7.8			106
X	X	X★		NEWBERRY (Williamsport Br.)				
The direction from Sodus Point to Newberry is southward.								
(b) Port, Rock and Stark controlled by Himrod Jct. when Watkins Glen is not in service.								

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

Station	Hours in Service
Watkins Glen	3.00 P.M. to 11.00 P.M., Daily except Saturday, Sunday and Holidays

				CRESSON SECONDARY TRACK (Williamsport Division)	*	Westor North	Eastor South	Both
		X★		EP.....	1.8			
				DIV. POST (Allegheny Division).....	11.8			
			X	DF.....	11.9			
			X	PATTON.....	18.5			37
			X	PU.....	18.6			
			X	RE.....	25.9			
				HASTINGS JCT. (Hastings Secondary).....	26.1			47
			X	WELSHDALE.....	30.8			54
			X	LJ.....	35.2			
				MAHAFFEY JCT. (Mahaffey Secondary).....	39.0			
			X	HM.....	40.9			
				McGEES JCT. (McGees Secondary).....	41.0			
			X	BEAR RUN JCT.....	43.7			
			X	K.....	47.8			
				CLOE.....	54.2			
			X	PUNXSUTAWNEY.....	56.5			
				▼RU.....	56.6			
				END OF TRACK.....	63.3			
Direction from Cresson to End of Track is northward.								
▼—Indicates in service for southward trains only.								
*Distance from Cresson.								

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Cresson	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						West or North	East or South	Both	
				<b>SUSQUEHANNA SECONDARY TRACK</b> (Williamsport Division)					
		<b>X ★</b>		<b>EP</b> (Allegheny Div.)					
				DISHART (Div. Post Allegheny Div.)	15.0			43	
				LUTHER JCT.	18.8				
				STERLING JCT.	20.4				
		<b>X</b>		<b>BN</b>	21.6			65	
		<b>X</b>		SPANGLER	22.3				
				WC	23.6				
		<b>X</b>		BARNESBORO	23.7				
		<b>X</b>		<b>JA</b> (Moss Creek Secondary)	25.6				
				EMIGLI RUN JCT. P.C.	27.9				
		<b>X</b>		<b>CJ</b> (CHERRY TREE JCT.)	28.9				
		<b>X</b>		<b>DC</b> (CHERRY TREE)	29.3				
				Direction from Bradley Jet. to <b>DC</b> is northward.					
				<b>GRASSFLAT SECONDARY TRACK</b> (Williamsport Division)					
				VIADUCT (Snowshoe Branch)	0.0				
				GRASSFLAT	2.9				
				*Distance from Viaduct.					
				Direction from Viaduct to Grassflat is northward.					
				<b>MAHAFFEY SECONDARY TRACK</b> (Williamsport Division)	*				
				<b>WJ</b>	112.2				
				MAHAFFEY	112.7				
				MAHAFFEY JCT. (Cresson Sec.)	113.0				
				*Distance from SR.					
				Direction from <b>W.J.</b> to Mahaffey Jct. is southward.					
				<b>PHILIPSBURG SECONDARY TRACK</b> (Williamsport Division)	*				
				MUNSON (Snowshoe Branch)	0.0				
				OPHIR	3.6				
				LOCH LOMOND	5.0				
<b>X</b>				DECATUR	5.1				
				<b>RG</b> (Clearfield Secondary Crossing)	6.5				
				PHILIPSBURG	7.1				
				*Distance from Munson.					
				Direction from Munson to Philipsburg is southward.					
				<b>HOOVERHURST SECONDARY TRACK</b> (Williamsport Division)	*				
				DOWLER JCT. (Cherry Tree Branch)	7.3				
				HOOVERHURST	11.0				
				End of Track	11.8				
				*Distance from <b>WJ</b>					
				Direction from Dowler Jct. to End of Track is northward.					

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	
				<b>CLEARFIELD SECONDARY TRACK</b> (Williamsport Division)	*				
				GRAMPIAN.....	52.5				
				CURWENSVILLE.....	47.1				
			X	CLEARFIELD.....	46.8				
			X	FIELD.....	40.5				
				WOODLAND.....	39.1				
				WALLACETON.....	34.3				
			X	LACE.....	29.4				29
X				RG. (Philipsburg Secondary Crossing).....	29.4				
			X	BURG.....	23.7				
				PHILIPSBURG.....	23.5				
				MAPLE.....	23.2				
			P	MILLS (Moshannon Secondary Track).....	20.8				
				OSCEOLA MILLS.....	19.2				
			X	SUMMIT.....	18.8				67
				VAIL (Div. Post Allegheny Div.).....	13.5				
					3.0				
X		X		PARK (Bald Eagle Branch).....	R-Miles	1.5			
				*Distance from Tyrone. Direction Granpian to Park is southward. ▼ Indicates block limit station for southward trains only.					

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.

				<b>MOSHANNON SECONDARY TRACK</b> (Williamsport Division)	*				
			P	MILLS (Jct. Clearfield Secondary Track).....	K-Miles				
				JCT. M.&C. SECONDARY TRACK.....	2.0				
				JCT. COAL RUN SECONDARY TRK.....	2.1				
			X	COAL.....	2.1				
				HOUTZDALE.....	5.7				
			X	RAM.....	6.9				
				SMOKE RUN (Muddy Run Secondary).....	11.6				
				MADERA.....	14.1				
				MADERA JCT. (Madera Secondary).....	14.6				
				McCARTNEY.....	21.0				
				*Distance from Mills. Direction from Mills to McCartney is southward.					

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.

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
				<b>OIL CITY</b> <b>SECONDARY TRACK</b> (Williamsport Division)	*			
X	X	X	★	BRIDGE {(Chautauqua Branch)} (Allegheny Branch)	0.9			
			X	ROCK.....K-Bridge	3.8			
			X	ACE.....K-Bridge	12.7			
				TIONESTA.....	20.5			
				WEST HICKORY.....	26.8			37
			X	TRUNK.....K-Bridge	30.1			
				TIDIOUTE.....	35.4			
				END OF BLOCK.....	36.0			
				Direction Bridge to End of Block is northward.				
				<b>SALAMANCA SECONDARY TRACK</b> (Williamsport Division)	*			
				END OF BLOCK.....	113.3			
			X	ALLEGANY.....	113.5			
				BILL.....K-Machias	115.6			
				AD (Main Line Harrisburg to Buffalo)	116.3			
				The direction from End of Block to AD is northward.				
				*Distance from Oil City.				
				<b>RIDGWAY SECONDARY TRACK</b> (Williamsport Division)	*			
				RIDGWAY (Emporium Sec. Track)				
				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 to Falls Creek is southward.				
				*Distance from Ridgway.				

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
				<b>WATSONTOWN SECONDARY TRACK</b> (Williamsport Division)	*			
				WATSONTOWN (Main Line Harrisburg to Buffalo).....				
				STRAWBERRY RIDGE.....	12.6			
				EYERSGROVE JCT.....	20.2			
				LIGHT STREET.....	28.0			
				LASALLE STREET.....	38.5			
				BERWICK.....	39.1			
				The direction from Watsonstown to Berwick is eastward.				
				*Distance from Watsonstown.				
				<b>LOW GRADE SECONDARY TRACK</b> (Williamsport Division)	*			
X	X	X	★	BRADY.....				76
				RED BANK.....	0.0			
			X	AW.....	5.8			
			X	ST. CHARLES.....	14.8			
				HF.....	17.3			59
				BOSTONIA.....	19.2			
			X	NEW BETHLEHEM.....	20.4			
				OD.....	23.0			52
				HAWTHORN.....	23.9			
			X	MY.....	25.5			51
			X	SU.....	34.1			73
				SUMMERVILLE.....	34.1			
				ROSE (J.F. & C. Branch).....	40.9			27
			X	BROOKVILLE.....	41.5			
			X	BE.....	44.7			95
			X	RS.....	56.0			40
				REYNOLDSVILLE.....	56.1			
X	X	X		FALLS CREEK (B&O RR) (Ridgway Secondary).....	62.7			75
			X	DUBOIS.....	65.1			
			X	DB..... K-Falls Creek	65.7			76
				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.....	110.0			
X	X	X	★	DF.....	110.1			
				The direction from Brady to DF is eastward.				
				*Distance from Red Bank.				

## 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	7.09
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
SC	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	◇31	◇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	\$ 10.53	\$ 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				
\$ 9.03	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	9.56
TORRANCE.....	2.10	2.22	6.15	6.34	10.06
JD (Ally. Div.).....	2.21	2.33	6.23	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
MC.....	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	◇16	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	5.08	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			
11.58	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	2.06			
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			

## PITTSBURGH—UHRICH—COLSAN

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	
EAST PALESTINE		2.45		8.35	
LEETONIA		2.57		8.47	
SALEM				\$ 8.57	
CP-ALLIANCE		3.20		\$ 9.17	
WALL		3.21		9.18	
FAIRHOPE		3.33		9.31	
WANDLE		3.39		9.37	
CANTON		\$ 3.40		\$ 9.45	
McKINLEY		3.41		9.46	
MASSILLON					
MACE		3.51		9.56	
ORRVILLE		4.03		10.09	
WOOSTER				\$ 10.24	
BIG RUN		4.18		10.30	
MOHICAN		4.35		10.47	
LUCAS		4.45		11.02	
MANSFIELD		4.52		\$ 11.10	
CRESTLINE	{	\$ 5.08		\$ 11.28	
COLSAN		# 5.15		# 11.35	
		5.26		11.46	
ESPLEN		1.11			10.18
CORLISS		1.16			10.23
WAGNER		1.22			10.30
LAUREL HILL		1.37			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	\$	8.05	\$ 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				
		\$ 12.54	12.40				
		1.03	12.52				
		\$ 1.16	\$ 1.03				
		\$ 1.36	\$ 1.22				
		1.37	1.24				
		1.50	1.37				
		1.53	1.43				
		\$ 2.06	\$ 1.50				
		2.07	1.52				
		\$ 2.20					
		2.22	2.02				
		\$ 2.37	2.14				
		\$ 2.52	F 2.25				
		2.58	2.30				
		3.18	2.48				
		3.32	3.00				
		\$ 3.40	\$ 3.08				
		\$ 3.58	\$ 3.30				
		* 4.08	* 3.40				
		4.19	3.51				
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				

STATIONS	FIRST CLASS				
	●10 Mail & Express	50	◇32	◇54	●8 Mail & Express
	Leave	P.M.	A.M.	A.M.	A.M.
COLUMBUS (South. Reg.)	\$ 11.55		\$ 4.05		\$ 3.40
UHRICH (Pittsburgh Div.)	2.10		6.57		6.15
DENNISON	2.13		5.59		6.18
CUSTER	2.36		6.19		6.41
ACRE	2.51		6.33		6.56
MINGO JCT.	3.04		6.45		7.09
STEBENVILLE			\$ 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
COLSAN		12.37		4.09	
CRESTLINE		\$ 12.50		\$ 4.25	
		\$ 1.00		\$ 4.35	
MANSFIELD		1.19		4.50	
LUCAS		1.27		5.03	
MOHICAN		1.37		5.13	
BIG RUN		1.54		5.30	
WOOSTER					
ORRVILLE (Valley Div.)		2.09		5.45	
MACE		2.21		5.57	
MASSILLON					
McKINLEY		2.31		6.07	
CANTON		\$ 2.48		\$ 6.11	
WANDLE		2.50		6.13	
FAIRHOPE		2.53		6.19	
WALL		3.08		6.31	
CP-ALLIANCE		3.09		\$ 6.34	
SALEM				\$ 6.50	
LEETONIA		3.29		6.59	
EAST PALESTINE		3.41		7.13	
WOOD (Pittsburgh 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.	4.26		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

## 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	11.06					
	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					
\$ 4.49			\$ 9.37				
\$ 5.03			\$ 9.50				
% 5.13			% 9.55				
\$ 5.32			10.11				
5.41			10.19				
5.51			10.29				
6.08			10.46				
\$ 6.13							
F 6.29			11.02				
6.41			11.14				
\$ 6.45							
6.55			11.23				
\$ 7.00			\$ 11.25				
7.05			11.27				
7.10			11.32				
7.21			11.44				
\$ 7.26			11.45				
\$ 7.45							
7.54			12.04				
F 8.07			12.16				
8.28			12.35				
\$ 8.34							
\$ 8.44			12.45				
8.46			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					
9.16	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				

NORTHWARD		AKRON BRANCH	SOUTHWARD	
B. & O. 10	B. & O. 6		B. & O. 5	B. & O. 7
P.M.	P.M.		A.M.	A.M.
<b>S</b> 6.59	11.20	ARLINGTON.....	<b>S</b> 2.48	9.30
<b>F</b> 6.55	<b>S</b> 11.16	AKRON.....	<b>S</b> 3.00	<b>S</b> 10.00
6.24	11.03	BARBERTON.....	3.07	10.07
6.14	10.56	WARWICK.....	3.15	10.15
P.M.	P.M.		A.M.	A.M.
DAILY	DAILY		DAILY	DAILY

SOUTHWARD - EASTWARD FIRST CLASS		BUFFALO HARRISBURG	WESTWARD - NORTHWARD FIRST CLASS	
	574		575	
	A.M.		P.M.	
\$	5.40 4.07		\$	11.35 1.00
	F 3.57	F 1.10		
	F 3.47	F 1.17	Eastern Region	
	3.20	F 1.24		
	3.12	F 1.33		
		1.52	575	
	% 2.55		Will run	
	\$ 2.40	\$ 2.20	on all	
		% 2.35	even	
	2.27		dates	
	2.10		during	
	% 2.03		June,	
	\$ 1.58	\$ 3.10	July,	
		% 3.15	Sept.,	
			Oct.	
574			on all	
Will run			odd	
on all			dates	
even			during	
dates			April,	
during			May,	
April,			August.	
May,				
August.			Central	
			Region	
on all			575	
odd			Will run	
dates			on all	
during			even	
June,			dates	
July,			during	
Sept.,			April,	
Oct.			May,	
			August.	
			on all	
			odd	
			dates	
			during	
			June,	
			July,	
			Sept.,	
			Oct.	
	</			

WESTWARD		WILLIAMSPORT BRANCH	EASTWARD	
5741	575		5750	574
A.M.	A.M.		A.M.	A.M.
STATIONS			STATIONS	
% 2.55 3.00 3.05 3.07	% 2.35 2.40 2.45		\$ 2.20 2.14 2.07 2.05	\$ 2.40 2.35 2.28
2.46		2.27		
A.M.	A.M.			
Will run on all even dates during June, July, Sept., Oct.	Will run on all even dates during April, May, August.		Will run on all even dates during June, July, Sept., Oct.	
on all odd dates during April, May, August.	on all odd dates during June, July, Sept., Oct.		on all odd dates during June, July, Sept., Oct.	

### 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.

SOUTHWARD		CORNING BRANCH	NORTHWARD	
98 E.L. Freight	255 E.L. Freight			
DAILY	DAILY EXCEPT SUNDAY			
Leave	Leave			
A.M. 6.00	A.M. 8.00	E. L. CONNECTION.....		
6.20	8.20	CP-75.....		
A.M.	A.M.	LAWRENCEVILLE.....		
		C. V. JCT.....		
A.M.	A.M.			
Arrive	Arrive			

## 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*	8.00 AM to 5.00 PM	Closed	Closed
Tyrone*	8.00 AM to 4.00 PM	Closed	Closed
Altoona*	7.00 AM to 11.00 PM	Closed	Closed
Johnstown*	8.00 AM to 5.00 PM	Closed	Closed

### PITTSBURGH DIVISION

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

### VALLEY DIVISION

East Palestine*	11.30 AM to 1.30 PM	Closed	Closed
Salem*	8.00 AM to 12.00 Noon 1.00 PM to 5.00 PM	Closed	Closed
Alliance*	8.00 AM to 5.00 PM	Closed	Closed
Canton*	8.30 AM to 7.30 PM	Closed	Closed
Massillon*	8.00 AM to 5.00 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
Crestline	10.00 AM to 11.59 AM 1.00 PM to 5.00 PM	Closed	Closed



Station	Monday to Friday	Saturday	Sunday
<b>WILLIAMSPORT DIVISION</b>			
<b>East Aurora*</b>	<b>8.00 AM to 5.00 PM</b>	<b>Closed</b>	<b>Closed</b>
<b>Olean</b>	<b>5.30 AM to 11.30 PM</b>	<b>Closed</b>	<b>Closed</b>
<b>Port Allegany*</b>	<b>8:00 AM to 5:00 PM</b>	<b>Closed</b>	<b>Closed</b>
<b>Emporium*</b>	<b>8.00 AM to 5.00 PM</b>	<b>Closed</b>	<b>Closed</b>
<b>Renovo*</b>	<b>8.00 AM to 11.45 AM 12.45 PM to 5.00 PM</b>	<b>Closed</b>	<b>Closed</b>
<b>Lock Haven*</b>	<b>1.00 PM to 3.00 PM</b>	<b>Closed</b>	<b>Closed</b>
<b>Watsonstown*</b>	<b>8.00 AM to 5.00 PM</b>	<b>Closed</b>	<b>Closed</b>
<b>Milton*</b>	<b>8.00 AM to 5.00 PM</b>	<b>Closed</b>	<b>Closed</b>

**NOTES—**

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

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD—NORTHWARD

The time shown conveys no timetable authority.

STATIONS	PR-1 (1-3)	SWC-1 (1)	PR-3 (3-6)	ED-3 (1)	PR-9 (3-6)	PR-5 (1)	PR-11 (1)	PR-7 (1-2-5)	TT-3 (3-6)	CSB-7 (4)	TT-1 (3-6)	DJ-3 (1)	PG-5 (1)	PWC-1 (2)	DE-7 (1)	VC-1 (4)	PI-1 (1)	PR-17 (1)	PR-19 (1)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.
Banks.....	2.30	2.45	3.00	3.30	3.45			5.00	5.15		7.40		1.00	9.00					
Antia.....		6.15	5.30		6.15			7.30	7.35	7.50	10.05		4.00						
Alto.....	5.15	6.30	5.45		6.30			7.45	7.50	9.45	10.20		5.00	1.45					
JD.....	7.00	9.45	7.25	8.15				9.25	9.10	12.30			7.00						
Kieki.....													9.30						
Derry.....		7.45			8.30			9.45	9.50		12.35			5.30					
SZ.....									10.30					7.00					
WG.....									11.15					8.45	7.30	9.00	9.10		
Thompson.....																			
Pitt.....		12.15	9.10		9.55			11.35			2.05								
CM.....																			
East Conway.....	9.45	1.20	9.55	10.25	10.40			11.55		6.45	3.30		11.59						
West Conway.....	5.00		6.00	12.45	5.10	7.00	4.30	9.00			4.00	8.00			10.30	12.15	3.00	9.10	
Rochester.....				1.00															
Wood.....	6.00	7.00				8.00		9.20			4.20				10.50				
Alliance.....															12.15	12.40			
Twin.....															1.45	3.20			
Orr ille.....	8.45	9.45	6.55		10.45			12.45			6.15								
Crestline.....			11.15	9.00															
West Yurd.....			11.45	10.05															
Colsun.....	10.30		12.01	10.25		12.35		3.00			8.25								
Uhrich.....					9.00		8.05		2.10			11.25		3.15			6.00	6.25	1.10
Arrive	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.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 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-5 (1)	CBF-1 (1)	CSB-7 (1)	ENF-1 (1)	HD-4 (1)			
Leave	A.M.	P.M.						A.M.	P.M.	P.M.	P.M.	A.M.			
Banks.....		8.00					Buffalo.....	5.00	10.00		12.15				
Antis.....		11.45					Renovo.....	11.00			5.15				
Alto.....		12.01					Corry.....								
JD.....							Molly.....	5.45		1.30	11.00	11.45			
Kiski.....							Oil City.....		4.30						
Derry.....		3.00					Brady.....		11.30						
SZ.....		3.45					Lock Haven.....			5.00					
WG.....		4.30					Tyrone.....			7.20					
Pitt.....							Altoona.....			7.50					
CM.....							Conway.....		8.00						
East Conway.....							Newberry.....					6.00			
West Conway.....	6.30						Corning.....					1.40			
Wood.....	6.55	7.20					Geneva.....								
Alliance.....							Lyons.....					5.45			
Twin.....	1.00														
Orrville.....		11.00													
Crestline.....		12.50													
West Yard.....		2.35													
Colsan.....		2.55													
Uhrich.....															
Arrive	P.M.	P.M.						P.M.	A.M.	A.M.	P.M.	A.M.			

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except 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	CNY-4 (1)	CE-4 (3)	ED-4 (3)	CE-4 (1)	CG-8 (1)	DE-8 (1)	WPB-4 (1)	SW-8 (1)	CS-8 (1)	PR-4 (1)	AST-2 (1)	CG-2 (1)	IP-2 (1)	SW-6 (1)	BAL-2 (1)	CSB-8 (1)	TT-8 (3-6)	TT-2 (3-6)	TT-4 (3-6)	DT-8 (1)
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
Banks.....	12.01			12.45	1.00		2.40	6.35	6.15	11.00	11.15	11.40		12.45	2.00		6.45	7.55	9.40	
Antis.....	8.00			8.45	10.50		10.30	2.35	3.15	8.00	8.00	7.30		8.45		10.45	4.25	5.30	7.15	
Alto.....	7.45				10.35		10.15		2.45	7.45	7.30	7.15				11.45	4.10	5.15		
JD.....	4.35			5.55			6.30	12.05	11.59	5.00				6.15		8.45				
Kiski.....							3.50		10.00											
Derry.....	4.10				5.00						5.00	4.00			8.30	8.25	2.05	2.00	4.55	
SZ.....								10.00			4.20						1.20		4.15	
WG.....		8.50				9.00		9.30			3.50		2.30				12.10		3.45	8.30
Pitt.....	2.45											2.30				6.00		12.35		
CM.....																				
East Conway.....	1.45			3.30	1.20	6.45	2.30		8.00	1.00		1.30		2.15	5.55	5.00		11.25		
West Conway.....			6.45		12.20					5.05		12.30		1.15	5.10			10.50		6.15
Wood.....		6.20	6.25		12.01	6.25				4.45		12.10			4.50		9.45	10.30		5.55
Alliance.....		3.05				5.00														
Twin.....						3.05														
Orrville.....		2.25	4.30		10.30					12.25		11.30			3.00		7.40	8.40		4.00
Crestline.....			3.00		8.55	3.00			10.30		10.30	9.05					6.00			2.30
West Yard.....			2.20		8.35	2.20			10.00		10.00	8.45								1.50
Colsan.....			2.05		8.25	2.05			9.45		9.45	8.35			11.40		5.15	6.35		1.35
Uhrich.....								4.00			12.45		8.30	10.10					12.30	
Leave	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except 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	CH-2 (1)	CH-10 (1)	ED-2 (4)	EC-2 (1)	CE-2 (1)	STATIONS	BF-4 (1)	CSB-8 (1)	NFE-2 (1)	CBF-2 (1)	DH-3 (1)			
Arrive	A.M.	P.M.	P.M.	A.M.	P.M.		A.M.	A.M.	A.M.	P.M.	A.M.			
Banka.....	11.15	8.15				Buffalo.....	12.30		10.00	10.00				
Lock Haven.....						Renovo.....	10.00		7.00					
Antis.....	7.00	5.55				Corry.....				2.30				
Alto.....	4.30					Lyons.....								
JD.....	12.30					Geneva.....					12.25			
Kiski.....	10.30					Corning.....					3.15			
Derry.....		1.30				Newberry.....					3.00			
SZ.....						Molly.....	1.00	12.45	10.00		6.00			
WG.....				8.50		Oil City.....				6.00				
Pitt.....						Brady.....				10.00				
CM.....						Lock Haven.....		11.00						
East Conway.....	7.30	11.00	7.20			Tyrone.....								
West Conway.....		4.45	6.20	4.35		Altoona.....		9.00						
Rochester.....		4.30				Conway.....				4.00				
Wood.....			6.00	4.15										
Alliance.....		11.30	4.35											
Twin.....			2.40	10.30										
Orrville.....			10.00											
Crestline.....			8.15											
West Yard.....			7.10											
Colsan.....			6.55											
Uhrieh.....														
Leave	P.M.	A.M.	A.M.	A.M.	A.M.		P.M.	P.M.	P.M.	P.M.	P.M.			

(1) Daily. (2) Daily except Sunday. Wed. (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 293. 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.

Transportation Apprentices

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
Akron, Ohio	E. L. Mollin, M.D. (Surgeon) Office, 666 West Market St. Res., 2301 Parker Ave. (Ans. Service)	434-6111 864-1319 376-6801
	Wm. Murphy, M.D. (Medical Officer) Office, Med. Arts Bldg. 550 E. Market St. (Res.) Medical Center By Appointment	376-0028 864-6182 376-6801
Alliance, Ohio	J. Fred Lembright, M.D. (Surgeon) Office, 340 Union Ave.	823-3260
	Robert G. King 1401 South Arch Ave.	TA 1-0201
Altoona, Pa.	Medical Department (Penn Central) 9th Ave. & 12th St., Daily except Sat., Sun. and holidays 8:00 A.M. to 5:00 P.M. (When Medical Department is not open, use Emergency Room at the Altoona Hospital, Howard Ave.)	943-6141 (Ext. 531)  944-0811
Ashtabula, Ohio	William F. Davis 2125 Lake Ave.	997-4366
	T. F. O'Connor, Oculist 4634 Main St.	993-3841
	Carl J. Streicher, Oculist 217 Park Place	992-6941
	S. L. Altier, M.D. (Medical Officer) Office, 3503 Carpenter Road By Appointment	964-0471
	R. S. Millberg, M.D. (Medical Officer) Office, 430 West 25th Street By Appointment	998-1212 963-1136 (Res.)
	W. B. Millberg, M.D. (Surgeon) Office, 430 West 25th Street	998-1212
Blairsville, Pa.	Samuel Cohen (Surgeon and Part-time Medical Officer) Office, 50 W. Market St. Res., Wm. Penn Highway	459-9191 459-6107
Brownsville, Pa.	Ralph F. Garofalo, M.D. (Part-time Medical Officer) Snowden Square Brownsville, Pa.—By Appointment	STate 5-5471
Butler, Pa.	Edward C. Lutton (Surgeon) Office, 127 East Cunningham Street Res., R. D. No. 5, Butler	287-4900 287-4000
Cambridge, Ohio	M. Joseph Boyle, M.D. (Company Surgeon and Medical Officer) 213 North 11th Street	432-7671 432-7502 (Res.)
Campbell, Ohio	E. J. Reilly Robinson Rd. and Madison St.	755-4116
Canandaigua, N. Y.	A. W. Sainsbury 42 No. Main St.	394-1210
	P. N. Standish Office, 134 N. Main St. Res., W. Lake Road	1650 405
Canton, Ohio	J. D. Botti, M.D. (Surgeon) Office, 1320 Market Ave., N.	454-2337 (Bus.) 455-5396 (Ans. Service)

Location	Name and Address	Telephone Number
Canton, Ohio	Paul Wasson, M.D. (Oculist) Office, 800 McKinley Ave. (If no answer, call)	452-8884 (Bus.) 454-5103 (Ans. Service)
	Joseph P. Thomas, M.D. (Part-time Medical Officer) 3996 Fulton Drive, N.W. By Appointment	492-4022
Carnegie, Pa.	W. J. Connelly (Surgeon) Office, 111 E. Main St. Res., 826 Washington Ave.	Browning 6-1775
Cherrytree, Pa.	S. L. Early, M.D.	743-6615 (off.)
Clearfield, Pa.	N. D. Yingling	765-5716 (Off.) 765-4521 (Res.)
Conemaugh, Pa.	F. P. Dostal (Surgeon) Office and Res., 300 Greeve St.	Johnstown 535-4146
Connellsville, Pa.	D. S. Newill (Surgeon) Office, 210 National Bank & Trust Bldg. Res., Breakneck Road	Market 8-4750
Conway, Pa.	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
Corning, N. Y.	S. V. Collins 162 E. First St.	XF 6-6811
	P. M. Hoffman, Oculist 134 E. First St.	XF 6-3312
Corry, Pa.	Edison H. Harmon, M.D. Part-time Medical Officer Office, 8 East Park Place By appointment	663-7245
Crestline, Ohio	*H. Morton Brooks, M.D. (Medical Officer) Office, 258 N. Steltzer Street Hours: Monday and Thursday, 1:00 P.M. to 4:00 P.M.; 7:00 P.M. to 8:00 P.M.; Tuesday and Friday, 10:00 A.M. to 12:00 Noon, 1:00 P.M. to 4:00 P.M.; Wednesday, 9:00 A.M. to 12:00 Noon	OV. 3-3855
Dennison, Ohio	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, Pa.	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
Dover, Ohio	R. E. Rinderknecht, M.D. (Medical Officer) Office, 404 Walnut St. By Appointment	Dover 4-2630 (Bus.) Dover 4-2833 (Ans. Service)
Dunkirk, N. Y.	John F. Foss, M.D. 77 East Fourth St.	366-2700
E. Liverpool, Ohio	William J. Horger (Part-time Medical Officer) 1100 Pennsylvania Ave. By Appointment	FULTON 5-7394



Location	Name and Address	Telephone Number
Ebensburg, Pa.	Robt. C. Magley (Surgeon) Office and Res., 214 W. Sample St.	GRGreenlee2-7320
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
Franklin, Pa.	Donovan C. Blanchard, M.D. 1122 Liberty St.	432-5660
	Chester A. Nordstrom, (Oculist) 308 Exchange Bank Building	432-5817
Geneva, N. Y.	M. J. Coyne 508 Exchange St.	789-5141
	K. T. Fairfax, Oculist 423 Main St.	789-1555
Greensburg, Pa.	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, Pa.	David N. Ingram (Surgeon) Office, First National Bank Bldg.  Res., Mill Seat Pl.	Canonsburg SHERWOOD 5-5010 SHERWOOD 5-5012
Hubbard, Ohio	Bernard M. Schneider 250 W. Liberty St.	534-1978
Huntingdon, Pa.	Philip F. Dunn (Surgeon) 601 Penn Street Huntingdon, Pa.	643-0540 643-2290 Res. 643-4750
Indiana, Pa.	T. W. Kredel (Surgeon) 39 South Ninth Street	Office 465-5012 Res. 465-6730
Jersey Shore, Pa.	N. F. Dunkle, M.D. 201 N. Broad St.	398-0501
Johnstown, Pa.	R. P. Zimmerman (Surgeon) 1111 Franklin St. Res., 105 Helen St., Southmont	255-3100 536-5311
	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, Pa.	Sidney G. Sedwick (Surgeon) Office and Residence, 114 South McKean St.	1481
Latrobe, Pa.	Homer R. Mather (Surgeon) Office, Mellon National Bank Bldg. Res., Main & Sylvan St.	KEystone7-4771 BEverly 8-8128
	J. H. Hamill (Surgeon) Office, Mellon National Bank Bldg. Res., Stader Apartments	KEystone7-4751 KEystone7-5639
Lewistown, Pa.	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

Location	Name and Address	Telephone Number
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, Pa.	Ralph N. Dougherty 806 Peoples Bank Building 298 Mohawk Drive, Mt. Vernon, McKeesport	664-4222 751-7028
Mansfield, Ohio	L. A. Hautzenroeder, M.D. (Surgeon) Office, 548 Glessner Ave.	LA. 5-1345
	*Marvin F. Dees, M.D. (Medical Officer) Office, 120 Sturges Ave. (By Appointment)	LA. 2-3751
	R. D. Wise, M.D. (Oculist) Office, 28 West 4th St.	LA. 4-0481
Marietta, Ohio	N. M. LaBarre, M.D. (Surgeon) Office, 822 Third St. Res., 629 Third St.	FR 3-5786 FR 3-3694
Massillon, Ohio	P. A. Paulson, M.D. (Surgeon) Office, 11 Lincoln W.W. Res., 346 Commonwealth Ave. (If no answer, call)	833-3956 (Bus.) 833-5079 (Res.)
Mifflin, Pa.	Robert P. Banks (Surgeon) 117 North Main St. Mifflintown, Pa.	436-2717 Res. 436-2615
Minerva, Ohio	P. S. Whiteleather 106 South Main St.	868-4245
Monongahela, Pa.	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
Natrona Heights, Pa.	R. W. Heineman (Part-time Medical Officer) Box 347, R. D. 1, Burtner Road Natrona Heights, Pa.	ACademy 4-3222
New Castle, Pa.	W. B. Bannister, M.D. (Surgeon) Office, Temple Bldg. Res: 23 Bellaire Dr.	658-8201 (Bus.) 654-4791 (Res.) 658-6618 (Ans. Service)
	R. G. Campbell, M.D. (Oculist) Office, 225 E. Washington St. Res., 229 Hazelcroft Ave.	652-4831 654-2201
	G. R. Cunningham, M.D. (Medical Officer & Asst. Surgeon) 203 Johnson Bldg. 243 East Washington Street By Appointment	652-5380 (Bus.) 658-6618 (Ans. Service)
Niles, Ohio	R. H. Ralston, M.D. (Medical Officer) Office, 421-423 Robbins Ave. By Appointment	652-4358

Location	Name and Address	Telephone Number
N. Charleroi (W. Monessen) Pa.	A. S. Sickman (Surgeon) Office, 502 Lincoln Ave. Res., 516 Lincoln Ave.	Hudson 3-6519
Norwalk, Ohio	C. B. Thomas 257 Benedict Ave. Norwalk Professional Colony	662-4561
Oakmont, Pa.	Charles E. Piper (Surgeon) 440 Henke Bldg. Delaware and Allegheny Aves.	VAndyke 8-5151
	F. W. Nicklas (Surgeon) 347 Delaware Ave.	VAndyke 8-5050
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
Orrville, Ohio	Wm. C. Beam, M.D. (Medical Officer) Office, 135 East Market St. By Appointment	682-5911
Osceola Mills, Pa.	Peter Guillard, (Part-time Surgeon) Curtin St.	ED 9-6592
Patton, Pa.	John A. Murray (Surgeon) Office and Res., 456 Magee Ave.	674-8977
Penn Yan, N. Y.	Glenn C. Hatch 165 Main St.	75
Phillipston, Pa.	W. J. Hoffman (Surgeon) Part-Time Medical Officer Office, Broad Street Res., 808 Robinson Street	Lakewood 63441 Lakewood 64331
Pitcairn, Pa.	Milton D. Bosse, (Part-time Medical Officer) for emergency service, peri- odic and return to duty ex- aminations. 502 Broadway	DRexel 2-4400
Pittsburgh, Pa.	H. G. Ferri, M.D. (Medical Officer) Office, 228 Penn Central Station 8:30 A.M. to 5:00 P.M. Daily except Saturday, Sunday and Holidays NOTE—When Medical Officer's of- fice is closed, surgical attention, if necessary, may be arranged through the Train Dispatcher's office at Pitts- burgh.	(Co. phones) 720 729  2846 (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

Location	Name and Address	Telephone Number
Pittsburgh, Pa.	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, Pa.	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
	G. S. Janda, M.D. (Surgeon) Office, 322 Erie Avenue	923-0644
Reynoldsville, Pa.	M. B. Brandon (Surgeon) Office, 6 No. 3rd St. Res., 702 Grant St.	653-2630 653-2552 327-2521
	A. A. DeVittorio Part-Time Medical Officer 6 No. 3rd St.	653-2630 653-2611
Ridgway, Pa.	W. W. Thompson (Surgeon) Part-Time Medical Officer Office, 107 Center St. Res., 110 South Street	PRospect 2-3841
Salem, Ohio	E. P. Schaefer, M.D. (Medical Officer) Office, 412 N. Lincoln Ave.	337-9411
Sharon, Pa.	Ransford Riddle, M.D. (Oculist) Office, W. State St. and Porter St. Res., 310 Buhl Blvd.	346-4214 346-6947
	Thomas V. Murray, M.D. (Surgeon) Office, 912 East State St.	342-6891 (Bus.) 346-6877 (Ans. Service)
	Wayne Hobbs, M.D. (Medical Officer) Office, 912 East State St. By Appointment	342-6891 (Bus.) 346-6877 (Ans. Service)
Steubenville, Ohio	Sanford Press (Part-time Medical Officer) 8:00 A. M. to 4:00 P. M. By Appointment 525 North Fourth St.	ATlantic 2-4893
	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
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, Pa.	Norman B. Ream, (Surgeon) 218 East 10th St.	684-1052 684-1255 Res. 684-1855
Uniontown, Pa.	J. E. Shelby (Surgeon) Office, 54 West Fayette St. Res., 18 Barton Mill Road	GE-76931 GE-86637

Location	Name and Address	Telephone Number
Vandergrift, Pa.	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
Watsontown, Pa.	F. R. Adams (Surgeon) Brimmer Ave.	538-3771
Weirton, W. Virginia	J. L. Thompson (Surgeon) Office, Weirton Steel Co., Emergency Hospital Res., 3841 Palisades Drive	680 1283
Wellsboro, Pa.	William S. Butler 5 East Ave.	Office 724-4121 Res. 724-6766
Wheeling, W. Virginia	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
Wilkinsburg, Pa.	Wm. M. McNaugher (Surgeon) Office, Clark Bldg., 717 Liberty Ave., Pittsburgh. Res., 6850 Reynolds St.	ATlantic 1-4882 MOntrorse 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
Wooster, Ohio	Adrian J. Hartzler, M.D. (Surgeon) Office, 1736 Beall Ave.	262-9851 Bus. 263-4886 (Ans. Service)
Youngstown, Ohio	E. Weltman, M.D. (Medical Officer) Office, 619 Home Savings and Loan Bldg. Hours: Mon. through Friday By appointment	743-1014 (Bus.) 744-4513 (Ans. Service)
	E. A. Shorten (Surgeon) 420 Oak Hill Ave.	744-4344
	C. Stefanski 901 Mahoning Bank Bldg.	743-6509
	Paul J. Mahar 420 Oak Hill St.	744-0030
	W. H. Evans, Oculist 510 Dollar Bank Bldg.	744-2147
Youngwood, Pa.	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
Akron, Ohio	City Hospital 525 East Market St.	762-5131
Alliance, Ohio	Alliance City Hospital 207 E. College St.	821-1000
Altoona, Pa.	The Altoona Hospital Howard Ave. & 7th St.	WI 4-0811
Ashtabula, Ohio	Ashtabula General Hospital 2420 Lake Ave.	992-3112
Bedford, Ohio	Bedford Municipal Hospital 44 Blaine Ave.	232-1000
Bellaire, Ohio	The City Hospital 47th St.	OR 6-6772
Bellefonte, Pa.	Centre County Hospital Willowbank St.	EL 5-4801
Berwick, Pa.	Berwick Hospital Mulberry Street	PL 2-4551
Brookville, Pa.	Brookville Hospital South Main Street	425
Brownsville, Pa.	General Hospital Church St.	State 5-7200
Butler, Pa.	Butler County Memorial Hospital East Brady St.	2731
Cambridge, Ohio	Guernsey Memorial Hospital North Clark St.	224-5691
Canandaigua, N. Y.	F. F. Thompson Memorial Hospital 120 N. Main St.	394-1100
Canton, Ohio	Mercy Hospital 723 Market Ave., N. W.	453-4541
Clearfield, Pa.	Clearfield Hospital Turnpike Ave.	PO 5-6581
Connellsville, Pa.	State Hospital East Murphy Ave.	2400
Corning, N. Y.	Corning Hospital 163 E. First St.	962-5051
Corry, Pa.	Corry Memorial Hospital 612 W. Smith St.	655-8201
Crestline, Ohio	Crestline Memorial Hospital North Columbus St.	OVERland 3-1212
Cumberland, Md.	Sacred Heart Hospital 215 Decatur St.	Parkview 2-7200
Dover, Ohio	Union Hospital Reeves Heights, Iron Ave.	364-2107
DuBois, Pa.	Maple Avenue Hospital Maple Avenue	700
	DuBois Hospital South Main Street	788

Location	Name and Address	Telephone Number
Dunkirk, N. Y.	Brooks Memorial Hospital 10 West 6th St.	366-1111
East Liverpool, Ohio	City Hospital West 5th St.	FU 5-7200
Elmira, N. Y.	Arnot-Odgen Memorial Hospital Roe Avenue	RE 4-5221
Franklin, Pa.	Franklin City Hospital 1 Spruce Street	432-2151
Geneva, N. Y.	Geneva General Hospital 198 North St.	789-4222
Greensburg, Pa.	Westmoreland Hospital Pittsburgh St.	TEmples 7-0100
Greenville, Pa.	Greenville Hospital North Main St.	23
Huntingdon, Pa.	J. C. Blair Memorial Hospital	Mi 3-2290
Indiana, Pa.	Indiana Hospital	HOpkins 3-0261
Jersey Shore, Pa.	Jersey Shore Hospital Thompson and Howard St.	398-0100
Johnstown, Pa.	Conemaugh Valley Memorial Hospital 1086 Franklin St.	536-6671
Kane, Pa.	Community Hospital Kane, Pa.	837-8585
	Kane Summit Hospital Thompson Park	837-6767
Kittanning, Pa.	Armstrong County Hospital South McKean St.	43-1411
Latrobe, Pa.	Latrobe Hospital Second Ave.	KEystone 7-7771
Lewistown, Pa.	Lewistown Hospital Highland Ave.	248-5411
Lock Haven, Pa.	Lock Haven Hospital 4th and Nelson Sts.	748-7721
Marietta, Ohio	Marietta Memorial Hospital Matthew St.	373-1731
Marion, Ohio	City Hospital 685 Delaware Ave.	2-1121
Martins Ferry, Ohio	Martins Ferry Hospital 83 North Third St.	ME 3-1100
Massillon, Ohio	City Hospital Amherst St., N. E.	832-7411
McKeesport, Pa.	McKeesport Hospital 1500 5th Ave.	HObart 6-4000
Monongahela, Pa.	Memorial Hospital West Chess St.	Blackburn 8-4800
Montour Falls N. Y.	Schuyler Rel. Ass'n Schuyler Street	3131
Mt. Pleasant, Pa.	Frick Memorial Hospital Main St.	2337
New Brighton, Pa.	Beaver Valley General Hospital Penn Avenue	Tilden 32400

Location	Name and Address	Telephone Number
New Castle, Pa.	Jameson Memorial Hospital West Leasure Ave.	654-7751
	St. Francis Hospital S. Mercer & Phillips St.	658-3511
New Kensington, Pa.	Citizen's General Hospital 651 Fourth Ave.	Edison 7-3541
Oil City, Pa.	Oil City Hospital East Bissell Avenue	644-1211
Olean, N. Y.	Olean General Hospital North Main St.	FR 2-0181
	St. Francis General Hospital West State Street	FR 2-5300
Orrville, Ohio	Dunlap Memorial Hospital	682-3010
Penn Yan, N. Y.	Soldiers' and Sailors' Hospital 418 Main St.	536-4431
Philipsburg, Pa.	Philipsburg State Hospital	DI 2-3320
Pittsburgh, Pa.	Allegheny General Hospital 320 East North Ave., N. S.	Fairfax 2-0100
	St. Joseph's Hospital 2117 East Carson St.	Hubbard 1-0500
	Eye and Ear Hospital 230 Lothrop Street	683-3500
Port Allegany, Pa.	Port Allegany Community Hospital Pine Street	642-2541
Punxsutawney, Pa.	The Adrian Hospital	938-4500
Ravenna, Ohio	Robinson Memorial Hospital 460 South Chestnut St.	296-6467
Renovo, Pa.	Renovo Hospital 9th and Huron Ave.	PR 6-6111
Ridgway, Pa.	Elk County General Hospital Cor. Euclid and Hospital Sts.	923-1000
Roaring Spring, Pa.	The Nason Hospital Park Ave.	Bell 80
Rochester, Pa.	General Hospital 500 Pinney St.	SP 4-6060
Salamanca, N. Y.	City Hospital Parkway Drive	945-1900
Salem, Ohio	City Hospital 1995 E. State St.	332-1551
Sewickley, Pa.	Valley Hospital Blackburn Road	741-6600
Sharon, Pa.	Sharon General Hospital 740 East State St.	347-7701
Sodus, N. Y.	Myers Community Hospital	4251
Spangler, Pa.	Miner's Hospital	948-7171
St. Marys, Pa.	Andrew Kaul Memorial Hospital Johnsonburg Road	834-7871



Location	Name and Address	Telephone Number
Steubenville, Ohio	Gill Memorial Hospital 726 N. Sixth St.	AT 2-3671
	Ohio Valley Hospital Ross Park	283-4141
Tarentum, Pa.	Allegheny Valley Hospital Freeport Road	ACadamey 4-5100
Titusville, Pa.	Titusville City Hospital 406 West Oak Street	822-2291
Troy, N. Y.	Samaritan Hospital Burdette Ave.	AS 4-3000
	St. Mary's Hospital Oakwood	AS 2-5000
Tyrone, Pa.	Tyrone Hospital Clay Ave. Extension	MU 4-1255
Uniontown, Pa.	Uniontown Hospital West Berkley St.	83531
Warren, Ohio	Trumbull Memorial Hospital East Market St.	654-2176
Warren, Pa.	Warren General Hospital Crescent Park	Randolph 3-3300
Washington, Pa.	Washington Hospital Leonard Ave.	BA 5-7000
Weirton, W. Virginia	Weirton General Hospital Weircrest	Weirton 680
Wellsboro, Pa.	Soldiers' and Sailors' Memorial Hospital Central Ave.	724-1631 724-1632— Night Number
Wheeling, W. Virginia	Wheeling Hospital 109 North Main St.	CE 3-4455
	Ohio Valley General Hospital 20th and Eoff Sts.	CE 2-1122
Wilkinsburg, Pa.	Columbia Hospital 312 Penn Ave.	FRemont 1-8600
Williamsport, Pa.	Williamsport City Hospital 777 Rural Ave.	322-7861
	Divine Providence Hospital 1100 Grampian Blvd.	326 4191
Windber, Pa.	Windber Hospital Association Somerset Ave.	867
Wooster, Ohio	Community Hospital 1761 Beall Ave.	263-6010
Youngstown, Ohio	Southside Hospital Oak Hill Ave. and Francis St.	747-0751
	Northside Hospital Gypsy Lane and Goleta Ave.	747-1431
	St. Elizabeth Hospital 1044 Belmont St.	747-7231

# OPERATING RULES

## STANDARD TIME

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

## TIME TABLES

**1004-A.** All First Class trains on pages 44 to 53 are passenger trains unless otherwise indicated.

### Letters and Characters

**1004-A. (All Divisions).** 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.
- No train baggageman between Crestline and Chicago.

## EMERGENCY SIGNALS AT INTERLOCKING AND OTHER DESIGNATED POINTS.

**1013-A1. Emergency Signals—Whistle, Horn or Oscillating white light in service as follows:**

### **Allegheny Division**

All attended interlocking stations.

### **Pittsburgh Division**

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

### **Valley Division**

Main Line—Pittsburgh-Chicago—At all attended interlocking stations, except: Big Run and Mohican.

Bayard Branch—Bayard.

Akron Branch—JO

E & A Branch—At all attended interlocking stations.

E & P Branch—Bruin

P Y & A Branch—North Warren

Main Line Valley—Alliance to Twin-Hudson

### **Williamsport Division**

Machias, Lock Haven, Bridge.

**1014-A1. (All Divisions).**

## ENGINE WHISTLE OR HORN SIGNALS

Rule 14 (d) will apply on the following tracks:

Track	Between	And
A Secondary	Deer	Hunt
No. 2 track	JK	South Fork
No. 101 Secondary	Reed	McKinley
No. 101 Secondary	NP	GR

Rule 14 (e) will apply on the following tracks:

C Secondary track	Hunt	Deer
No. 1 track	South Fork	JK
No. 101 Secondary	McKinley	Reed
No. 102 Secondary	GR	NP

**Rule 14 - One short blast preceding the call for the track will apply on the following:**

Yellow Creek Secondary, Ellsworth Secondary, Ohio Connecting Bridge, Corliss Connecting Track, Brilliant Branch, Main Line Conemaugh between Federal Street and CQ, and Toms Run and JD, Port Perry Branch, Low Grade Branch between Rochester and Mile Post 29, Susquehanna Secondary at DF, and Monon Single track from Monon to OB.

**Two short blasts preceding the call for the track will apply on the following:**

Scully Branch, Bayard Branch between Rochester and Vanport, Black Lick Secondary at KY, and Scully Single track from Monon to OB.

**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)-A5. (Williamsport Division).** Rule 14(1) will not apply at the following locations:

**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.

**WARREN**—Within borough limits.

**1014(1)-A6. (Allegheny and Williamsport Division).** 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
Geneva	Engine bell

**1014(1)-A7. (Allegheny Division).** Enginemen must comply with Rule 14(1) approaching all private crossings at grade.

**1014(1)-A8. (Pittsburgh Division).** 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.

## 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 Divisions).** 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.

**1019-A3.** In the application of **Rule 19**, the use of reflectorized marker is prohibited as follows:

**Pittsburgh Division**

All territory during night hours.

**Allegheny Division**

All territory during night hours.

**Valley Division**

E & A Branch between M.P. 56.2 and Wampum Jct., also on Sharon, Stoneboro, Low Grade and E & P Branches.  
All other territory during night hours.

**Williamsport Division**

All territory except, Sodus Bay Secondary Track, (Where reflectorized markers may be used during daylight hours).

**1026-A1. (Pittsburgh Division).** 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 Divisions).** On account of fire hazard lighted fusees must not be displayed on open deck bridges or trestles, except in an emergency.

**1035-B2. (Allegheny Division).** 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 Divisions).** Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger and 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, Allegheny Branch, Alliance Branch, and Corning Branch between SR and CP75 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	.....	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 B&O
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) Southern Lake
X	X	X	Wilkinsburg, Yard Master's Office	
X	X	X	Pittsburgh, Crew Dispatcher's Office, 115 Pennsylvania Station	Eastern C&N (B&O RR) Akron (B&O RR) Southern Lake
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	Employees' 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	Eastern Western C&N Div. B&O RR Akron Div. B&O RR Southern Lake
X	X	X	East Conway	
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	Southern Lake
X	X		Midland, Freight Station	
X	X	X	Wellsville, Engine House	Southern Lake Western
X			PC&Y RR, McKees Rocks	
X	X	X	Scully, Yard Master's Office	Southern Lake C&N Div. B&O RR
X	X		Canonsburg, Freight Station	
X	X	X	Weirton Jct., Yard Master's Office	C&N Div. B&O RR Southern Lake
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 Southern Lake
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	Southern
X	X	X	Dennison, Engine House	Southern C&N Div. B&O RR

# VALLEY DIVISION

Bull. Board & Books	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	.....	Salem—Passenger Station	
X	X	.....	Alliance—Station Trainmen's Room	
X	X	.....	Canton—Republic Steel Co. Alloy Division Yard Office	
X	X	X	Canton—Crew Dispatcher's Office	Lake and Western Region
X	X	.....	Massillon, Republic Steel Co. Yard Office	
X	X	.....	Mace, Yard Office	
X	X	X	Orrville—Yard Office	Lake and Western Region
X	X	X	Mansfield—Yard Office	
X	X	X	Crestline—Psg. Station	Western, & Lake Reg.
X	X	X	Crestline—Engine House	
X	X	X	Crestline Yard Office	Western, & Lake Reg., N. & W. Ry.
X	X	X	Goodman, Yard Master's Office	Akron-Chicago Div. B&O RR
X	X	.....	Dover, Freight Agents Office	
X	X	X	Cambridge Shop, Gang Foreman's Office	Newark Div. B&O RR
X	X	X	South Akron, Yard Master's Office	Lake and Western Akron-Chicago Div. B&O RR
X	X	X	Cherry Street, Enginehouse	Akron-Chicago Div. B&O RR
X	X	.....	Moravia, Yard Office	
X	X	.....	Wheatland, Yard Office	Akron-Chicago Div. B&O RR
.....	X	.....	Westinghouse Plant, Yard Office	
X	X	.....	Sharpsville, Yard Office	
X	X	X	West Haselton, Yard Office	Akron-Chicago Div. B&O RR
X	X	X	Girard, Yard Office	
X	X	X	Niles, Yard Office	Akron-Chicago Div. B&O RR
.....	X	X	Ashtabula—West Yard Trainmen's and Yardmen's crew room	Buffalo Division P.&L.E. R.R.
X	X	X	Ashtabula Harbor—Yardmen's Crew room	
X	X	X	Minerva—Yard Office	Lake Region
X	X	X	Youngstown—Yard Office McGuffey St.	P.&L.E. R.R. Lake Region
X	X	X	East Youngstown—P.&L.E. YMCA Building	Buffalo Division Lake Region
X	X	.....	Hubbard—Station	Lake Region
X	X	X	Stoneboro—Station	Lake Region



# WILLIAMSPORT DIVISION

Bull. Board & Books	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Olean, Crew Dispatcher's Office	Northeastern Eastern
X	X	X	Emporium, Yard Office	
X	X	.....	Corry, Freight Station	N&W RR Lake
X	X	.....	Warren, Yard Office	Lake
X	X	X	Ridgway, Yard Office	
X	X	X	Oil City, Crew Dispatcher's Office, Yard Master's Office	N&W RR Northeastern Eastern
X	X	.....	Titusville, Freight Station	
X	X	.....	Phillipston, Yard Office	
X	X	X	Reynoldsville, Train Master's Office	
X	X	X	Renovo, Yard Master's Office, West Yard	Northeastern Eastern
X	X	X	Renovo, Yard Master's Office, East Yard	Northeastern Eastern B&O RR
X	X	X	GENEVA GY	
X X	X X	X X	CORNING Register Room Yard Office	
.....	X	X	LAWRENCEVILLE	E-L
.....	X	X	WELLSBORO JCT. Station	
X X	X X	X X	NBY. JCT. Diesel Fuel Station Yard Office	Northeastern
X	X	X	ELMIRA Southport Yard Office	Northeastern E-L
X	X	X	Lock Haven, Yard Office	Eastern
X	X	X	Newberry Junction, Diesel Fuel Station	Northeastern Eastern
X	X	X	Newberry Junction, Yard Office	Northeastern Eastern
X	X	X	Newberry, Yard Master's Office	Eastern Northeastern E-L RR
X	X	X	Williamsport, Engine House	Eastern
X	X	.....	Barnsboro, Yard Office	
X	.....	X	Cherry Tree, WS	CT&D RR Eastern
X	X	.....	Osceola Mills, Engine House	Eastern
X	X	.....	Osceola Mills, Yard Office	Eastern
X	X	X	Avis	

OTHER RAILROADS				
Bull. Board & Books	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X			N&SS RY, Cleveland, Ohio	
X			N&W RR, Cleveland (Yard Office), Ohio	
X			N&W RR, Cleveland (Engine House), Ohio	
X			B&O RR, New Castle Jct., Pa.	
X			B&O RR, Haselton, Pa.	
X			B&O RR, De Forest Jct., Ohio	
X			B&O RR, Cleveland, Ohio	
X			B&O RR, Lorain (Yard Office), Ohio	
X			B&O RR, Lorain (Engine House) Ohio	
X			B&O RR, Akron Jct., Ohio	
X			B&O RR, Rittman (Locker Room), Ohio	
X			B&O RR, Massillon, Ohio	
X			B&O RR, Canton, Ohio	
X			B&O RR, Holloway, Ohio	
X			B&O RR, Willard, Ohio	
X			B&O RR, Newark, Ohio	
X			B&O RR, Cambridge, Ohio	
X			LV RR, Wilkes-Barre, Pa., Yard Office	
X			LV RR, Hazelton, Pa. Shop Office	
X			LV RR, Delano, Pa., Crew Dispatcher	
X			LV RR, Delano, Pa., Yard Office	
X			E-L Railroad, Elmira, N.Y. Yard Master's Office	
X			B&O RR, Buffalo, N.Y.	
X			B&O RR, DuBois, Pa.	
X			LEF&C, Clarion, Pa.	
X			N&W RR, Buffalo, N.Y.	
X			N&W RR, Conneaut, Pa.	

**Standard Clocks**

- 1075-A3. Standard Clocks at Other Points:  
Train dispatcher's office.  
Open block stations.
- 1075-A5. (All Divisions). At Josephine, B. & O. 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.
- 1075-A7. (All Divisions). In the application of Rules C, 75 and 400C-1, all 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 exam nation, date last instructed on Brake and Train Air Signals (99-D-1), date last examined on Book of Rules, Timetable, and Safety Rules.

**1078-A1. Train inspection signals and detectors in service as follows:**

Division	Location of Detector	Type of Detector	Track	Direction of Operation	Location of Train Inspection Signals
{ Youngstown Branch }	MP 21 Wick, O.	H & D	Main	N&S	
Corning Branch	**MP 144.1	Dragging Equipment	Lyons to Main	N&S	Newberry Jct. Sig. MP 144.1

\*\*Indications of Dragging Equipment Detector displayed by this signal for northward trains cannot be observed or interpreted until entire train is north of this signal. Aspects and indications displayed by this signal for southward trains cannot be observed or interpreted until entire train is south of this signal.

### MOVEMENT OF TRAINS

**1083-A1. (All Divisions).** 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. (All Divisions).** Trains will not leave the following stations without clearance Form A:

**Williamsport Division:**

SR ... for Northward trains.

CT ... for trains destined to W.B.V. Branch.

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

CB Junction ... Westward trains.

Cherrytree ... Eastward trains.

Stoneboro ... Eastward trains.

YD ... All trains.

**(Valley Division)**

NP ... for trains destined to Stoneboro Branch.

Stoneboro ... for trains destined to Stoneboro Branch.

Minerva ... for trains destined to Alliance Branch.

**1083-A3. (All Divisions).** Train Registers located as follows:

Polk Junction ... (Williamsport Division). Conductors of eastward trains must register arrival of their trains at Polk Junction.

Stoneboro ... (Valley Division)

Minerva ... (Valley Division)

Lawrenceville ... (Williamsport Division)

**1083-A4. (Valley Division).** Westward trains enroute to points via Akron-Chicago Division of B. & O. will obtain Form A from Operator at Mace Block Station.

**1083-A5. (Williamsport Division).** Southward remotely controlled Manual Block Signal at CP 75 and northward Manual Block Signal at Lawrenceville will supersede the superiority of trains between CP 75 and Lawrenceville. Northward trains and engines must approach Home Signal at CP 75 prepared to stop.

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 Trains on Main Tracks by Timetable and Train Order Only Where No Form of Block Signal System is In Use.  
Movement of passenger trains will be made under MBS Rules.

ALLEGHENY DIVISION

Track	Between	And	Note
Paint Creek & Shade Creek Br.	HC	Central City	3-4

VALLEY DIVISION

Jefferson Branch	Jefferson Jct.	Jefferson	3
Stoneboro Branch	CP 14	Stoneboro	3
Sharon Branch	Hubbard	Ferrona	3
Alliance Branch	Minerva	Piney Fork	3
Marietta Branch	FA	Marietta	3

WILLIAMSPORT DIVISION

Mill Hall Branch	CP BN	Bald Eagle Jct.	3
Valley Branch	Dunkirk	Warren	3
JF&C Branch	Stoneboro	Rose	3
Irvona Branch	MO	Landburg	3-4

- NOTE 1. Rule S-97 does not apply.  
NOTE 2. Except where Rule S-93 is in effect, extra trains must not occupy the Main Track unless authorized by Signal Indication or Permission of Train Dispatcher or Operator. All movement must be reported clear.  
NOTE 3. See Special Instruction 1093-A1.  
NOTE 4. Track car movement by Train Order.

Yard Limits

1093-A1. Yard Limits indicated by yard limit signs 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

Track	Between	And
Bedford Secondary Track	2500 feet North of State	Jct. of PC 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
Cresson Secondary Track	EP	0.5 mile north of EP
Black Lick Secondary Track	Mile Post 10	Mile Post 12
	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
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.
Susquehanna Secondary Track	DF	Mile Post 12

### PITTSBURGH DIVISION

Turtle Creek Branch	SZ	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.	Mile Post 6
	Mile Post 16	Mile Post 19
	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

### VALLEY DIVISION

Track	Between	And
Mahoning Secondary Track	1584 feet west of Mile Post 64	150 feet west of Mile Post 67
P Y & A Secondary Track	1253 feet west of Mile Post 114	<b>GR</b>
Marietta Branch	2750 feet north of Mile Post 52	1050 feet south of Mile Post 59
	Marietta	Mile Post 3
Akron Secondary Track	500 feet north of Mile Post 36	1470 feet north of Mile Post 40
Dover Secondary Track	2000 feet south of Mile Post 102	430 feet south of Mile Post 28 (Tuscarawas Secondary track)
	<b>JH</b>	500 feet north of Mile Post 85
E & P Branch	Castle	1600 feet west of Mile Post 51
	1600 feet west of Mile Post 66	2640 feet west of Mile Post 73
	Mile Post 81	Mile Post 84
Detour Branch	Mile Post 80	<b>Boanna</b>
Minerva Secondary Track	3355 feet north of Mile Post 2	2110 feet south of Mile Post 5
	2100 feet south of Mile Post 23	2600 feet south of Mile Post 29
Minerva Secondary Track & Alliance Branch	2100 feet south of Mile Post 40	4200 feet south of Mile Post 43
Jefferson Branch	2920 feet south of Mile Post 5	3124 feet south of Mile Post 11
Sharon Branch	Hubbard Mile Post 1.0	4303 feet east of Mile Post 7
Stoneboro Branch	C.P. 14	1220 feet east of Mile Post 16
	325 feet west of Mile Post 54	1502 feet east of Mile Post 57

### WILLIAMSPORT DIVISION

Main Line	Mile Post 91	500 feet south of Mile Post 98
Oil City Secondary Track	<b>Bridge</b>	Mile Post 5
Salamanca Secondary Track	End of block	<b>AD</b>
Erie Secondary	Elm	1217 feet east of Mile Post 4
	1493 feet east of Mile Post 24	2000 feet east of Mile Post 27
Emporium Secondary	<b>MS</b>	5048 feet east of Mile Post 37
	900 feet west of Mile Post 63	Clare Block Limit Station
	4247 feet east of Mile Post 93	55 feet west of Mile Post 96
	Mile Post 109	Mile Post 111
	2347 feet east of Mile Post 116	4296 feet east of Mile Post 118
	2530 feet east of Mile Post 127	800 feet east of Mile Post 130
	4879 feet east of Mile Post 147	4466 feet east of Mile Post 149

Track	Between	And
<b>Allegheny Branch</b>	<b>Brady</b>	<b>Mile Post 61</b>
<b>Low Grade Secondary Track</b>	Red Bank	2025 feet east of Mile Post 2
	Mile Post 5	Mile Post 7
	2640 feet east of Mile Post 18	100 feet east of Mile Post 23
	4889 feet east of Mile Post 32	3018 feet east of Mile Post 34
	1853 feet east of Mile Post 40	Mile Post 43
	2574 feet east of Mile Post 54	3843 feet east of Mile Post 56
	1340 feet east of Mile Post 61	721 feet east of Mile Post 67
	100 feet east of Mile Post 108	<b>DF (Main Line)</b>
<b>Sodus Bay Secondary Track</b>	Penn Yan 2250 feet north of Mile Post 39	2720 feet north of Mile Post 40
	Stanley 378 feet south of Mile Post 51	2050 feet north of Mile Post 1
	Newark 2700 feet south of Mile Post 16	3058 feet north of Mile Post 19
<b>Elmira Branch</b>	Horseheads HO	Mile Post 4
	Watkins Glen 54 feet north of Mile Post 15	1287 feet south of Mile Post 19
<b>Elmira Secondary Track</b>	Newberry	3178 feet north of Mile Post 2
	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
	Mile Post 73	Kendall
	Kendall	321 feet north of Shannon
<b>Valley Branch</b>	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
<b>J F &amp; C Branch</b>	739 feet west of Mile Post 58	Polk Jct.
	980 feet east of Mile Post 118	1250 feet east of Mile Post 120
<b>Mill Hall Branch</b>	<b>SR</b>	<b>Bald Eagle Jct.</b>
<b>Ridgway Secondary</b>	Mile Post 1.5	2000 feet south of Mile Post 2
<b>W B V Branch</b>	Mile Post 51.1	Mile Post 53.5
	Mile Post 2.3	Mile Post 0.0
<b>Snow Shoe Branch</b>	Clearfield Jct.	Clearfield
	Mile Post 58.0	Mile Post 60.0
	Mile Post 64.5	Mile Post 67.5
<b>Cherry Tree Branch</b>	<b>CB Jct.</b>	<b>US</b>
	Mile Post 7.0	Mile Post 9.1
<b>Susquehanna Secondary Track</b>	Mile Post 20	Mile Post 24
	<b>CJ</b>	<b>DC</b>
<b>Irvona Branch</b>	Cresson	Mile Post 2
	1.3 miles south of Irvona Jct.	0.6 mile north of Irvona Jct.

Track	Between	And
Cresson Secondary Track	Mile Post 30	Mile Post 33
	Mile Post 56	<b>RU</b>
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
Corning Branch	Mile Post 26.3	Mile Post 29.1
	Mile Post 68.0	Mile Post 74.7
	Mile Post 84.0	Mile Post 87.0
	Mile Post 105.2	Mile Post 108.4

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

### **ALLEGHENY DIVISION**

Track	Between	And
No. 1 and No. 2	South Fork	<b>JK</b>

### **Authority to Proceed as an Extra**

**1097-A1. (All Divisions).**

Referring to the note to Rules S-97 and D-97 when a train is to run as a Passenger Extra it will be notified by the operator.

### **Non-Interlocked Railroad Crossing at Grade**

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

### **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.	2
Wheeling Secondary Track Follansbee Siding Follansbee Wheeling Steel Corporation	Target	Horizontal  Vertical	Stop  Cross without stopping.	  1-25
Powhatan Secondary Track Tiltonville, Connection to New Yard N&W RR	Target	Horizontal	Stop before crossing.	4
M.P. 1.4 New Cumberland Branch	Hand Signal		Stop unless proceed signal is received.	31
Bridgeport, B&O RR	Target	Horizontal	Stop before crossing.	6
Bellaire, B&O RR	Target	Horizontal	Stop before crossing.	6



# VALLEY DIVISION

Location	Signals, Etc. Governing Movements over Crossings		Requirements	Note
	Type	Indication or Position		
Alliance, Over Mahoning Secondary Track	Target	Vertical	Cross without stopping.	9-10 11-5
	Position Light Sig.	More favorable than stop		
	Target	Vertical	Stop before crossing. For movements against current of traffic:	9-10 11-5
Alliance, Over Main Line-Pgh.-Chicago	Target	Horizontal	Stop before crossing.	5
Alliance, Alliance Branch	Target	Horizontal	Cross without stopping.	11-5 13-14
	Target	Horizontal	Stop before crossing. For movements against current of traffic:	11-5 13-14
Center Street, B&O RR	None	None	Stop	15
Center Street, 1000 feet west: E-L RR	Target	Vertical	Cross without stopping.	11-5 13-16
	Position Light Sig.	More favorable than stop		
	Target	Vertical	Stop before crossing. For movements against current of traffic:	11-5 13-16
Center Street, 1800 feet west: B&O RR	Target	Vertical	Cross without stopping.	11-5 13-16
	Position Light Sig.	More favorable than stop		
	Target	Vertical	Stop before crossing. For movements against current of traffic:	11-5 13-16
Crab Creek: B&O RR	Target	Vertical	Cross without stopping.	11-5 13-23
	Position Light Sig.	More favorable than stop		
	Target	Vertical	Stop before crossing. For movements against current of traffic:	11-5 13-23
Crab Creek: EL R.R.	Target	Vertical	Proceed	5
	Electric Lock Indicator	Vertical		27
Youngstown, 2015 feet east of station: E-L RR	Target	Vertical	Cross without stopping.	11-5 13-23
	Position Light Sig.	More favorable than stop		
	Target	Vertical	Stop before crossing. For movements against current of traffic:	11-5 13-23
Austintown: E-L RR	Target	Vertical	Cross without stopping.	11-5 13-23
	Position Light Sig.	More favorable than stop		
	Target	Vertical	Stop before crossing. For movements against current of traffic:	11-5 13-23
Youngstown, Canfield Industrial track: LE&E RR	Target	Vertical	Stop before crossing.	5-17
Niles, B&O RR	Target	Vertical	Stop before crossing.	5-18
New Castle, Bridge No. 48.88 E-L RR	Target	Vertical	Stop before crossing	5-19
New Castle, Moravia Street: P&LE RR	Target	Vertical	Cross without stopping.	5

Location	Signals, Etc., Governing Movements over Crossings		Requirements	Note
	Type	Indication or Position		
New Castle, Bridge No. 49.57 E-L RR	Target	Vertical	Stop before crossing.	5-19
Minerva, N&W RR	Target	Horizontal	Cross without stopping.	5-20
Minerva, Alliance Branch	Target	Horizontal	Stop before crossing.	5-8
Oneida, N&W RR	Target	Horizontal	Stop before crossing.	5
Mineral City, B&O RR	Target	Horizontal	Cross without stopping.	5-24 12
Valley Junction, N&W RR	Position Light Sig.	More favorable than stop	Stop before crossing.	21
Dover, B&O RR	Target	Horizontal	Stop before crossing.	5
Cambridge, B&O RR	Target	Vertical	Stop before crossing.	5
Barberton, A&BB RR	Target	Horizontal	Stop before crossing.	5-22 24
South Akron Yard, A&BB RR	Target	Horizontal	Stop before crossing.	5-22
Youngstown Branch Youngstown: EL	Target	Diagonal	Proceed	
Youngstown: B&O Republic Steel Corporation	Target	Vertical	Proceed	
Sharon Branch Hubbard: EL	Stop Sign		Proceed	
Minerva, Secondary Track Newton Falls: B&O	Target	Vertical	Proceed	32
Alliance: Over Main Line Valley	Target	Vertical	Proceed	33
Minerva: N&W	Target	Vertical	Proceed	34
Minerva: Tuscarawas Secondary Track	Target	Vertical	Proceed	34
WILLIAMSPORT DIVISION				
Ridgway Secondary Track Brockway E-L RR	Position Light	More favorable than stop	Stop before crossing.	29-30
Elmira Secondary Elmira LV RR	Target	Normal "Clear" for PC Trains		36
Wallington	RR Grade Crossing			35
Moshannon Secondary Track Betz Jct. PC RR	Stop board	Stop	Stop before crossing. It must be known that crossing is clear before using.	7
Philipsburg Industrial Track Loch Lomond Jct. PC RR	Stop board	Stop	Stop before crossing. It must be known that crossing is clear before using.	7
Madera Secondary Track Madera Jct.	Stop Sign PC RR	Stop		26
RG PC RR	Target	Stop		11

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

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

NOTE 3. The normal position of signals is for B. & O. R. R. movement over crossing. PC Trainmen must restore to normal after using.

NOTE 4. The normal position of target at Tiltonville will be for N & W R. R. trains. N & W Road cross-over switches will be locked with PC and N & W R. R. switch locks. Trainmen of PC 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 5. At night, the position of target is indicated by two red lights.

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

NOTE 7. Referring to **Rule 9:**  
Night signals will not be displayed.

NOTE 8. Trainmen will operate targets, and leave in Proceed position for Tuscarawas Secondary Track. When targets indicate Proceed, trains and engines may proceed over crossings at restricted speed.

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

NOTE 10. If the target at Alliance, is inoperative for any reason, or lights not burning, operator will be located on the ground and trains and engines will be governed by hand signal from him to use crossing.

NOTE 11. Train and engines moving against the current of traffic must stop before crossing.

NOTE 12. Trains receiving proper proceed indication may proceed without stopping, at a speed not exceeding 15 miles per hour.

NOTE 13. Trains and engines moving with the current of traffic must approach crossing prepared to stop, when signal is in proper position and it is known crossing is clear may proceed without stopping at a speed not exceeding 15 miles per hour.

NOTE 14. Trainmen will, after using crossing, return the target to position for movement of trains on the Main Line Valley Division.

If the target should be found set for Alliance Branch movement, train will, after assuring themselves that the crossing is clear of approaching Alliance Branch trains, set the target for Main Line, Valley Division movement and proceed.

NOTE 15. Crossings in charge of Train Director. All trains must stop and not proceed until a hand signal from Train Director, a red flag by day, red light by night, is received.

NOTE 16. Erie-Lackawanna Railroad target located 1000 feet west of Center Street and B. & O. target located 1800 feet west of Center Street equipped with electric locks.

(Continued on next page)

To operate target use horizontal lever, equipped with latch.

Normal position of lever is **UP** with target vertical.

Center position of lever, target diagonal, all trains stop.

Reverse position of lever is **DOWN** with target horizontal.

Indication lights located on target pole.

Lights are normally burning.

Westward light out, indicates train approaching on PC westward track.

Eastward light out, indicates train approaching on PC eastward track.

**R** light burning, indicates lever unlocked allowing lever and target to be moved from vertical to horizontal position.

**N** light burning, indicates lever unlocked allowing lever and target to be restored to vertical or normal position.

To change target from vertical to horizontal position employees must:

Operate lever to center position.

If eastward and westward lights are burning, the **R** indication light will display a light and lever may be thrown to Reverse position.

If either the eastward or westward or both lights are not burning when lever is placed in Center position wait 4 minutes, then **R** light will display a light and lever may be moved from Center to Reverse position.

After movement has been made over PC track and crossover switches are in normal position lever must be placed in Center position, wait 30 seconds until **N** light displays a light then move lever to Normal Position.

**NOTE 17.** The normal position of target at Youngstown, Canfield Industrial track, will be for L. E. & E. trains.

End of Circuit signs located approximately 70 feet east and west of crossing, trains and engines must stop clear of these signs.

Indicator light located adjacent to target operating lever, indicates when burning that no L. E. & E. trains are approaching the crossing.

Crossing target is ground lever type, equipped with electric lock. To change target from horizontal to vertical position PC employees will:

First—Unlock and remove switch lock from keeper.

Second—If indicator light is not burning, wait three minutes for timing device to operate.

Third—Throw ground lever to opposite position.

After movement of train over crossing is completed, the ground lever must be restored to normal position, lock inserted and locked.

**NOTE 18.** Crossing target operates in three positions governing movements on Ward Switch over B. & O., with the following indications:

Horizontal—Clear route for Baltimore & Ohio Lake Branch trains.

Diagonal —Stop for all trains.

Vertical —Clear route for trains using the Ward Switch.

Derails on Ward Switch, one 35 feet south of the Baltimore & Ohio Lake Branch main track crossing, one 90 feet north on the Ward Switch, and one 90 feet north on the Erie-Lackawanna connection, connected with target signal in a horizontal position which indication gives the right to Baltimore & Ohio trains to proceed over crossing at a speed of 10 miles per hour without making the statutory stop.

No. 1 lever of a two-lever stand, operating the target and derails, is provided with three switch locks—one B. & O., one EL, and one PC.

Crews using the Ward Switch to cross over the Baltimore & Ohio Branch main track will:

First —Unlock and throw No. 1 lever to the halfway position, which places the target in the diagonal or stop position.

Second—Throw No. 2 lever, which removes the derails from the Ward Switch.

Third —Complete the movement of No. 1 lever, this locks the derails in the reverse position and places the target in the vertical position.

After crews using the Ward Switch have completed their movements, the levers and derails must be restored to the normal position for movement of Baltimore & Ohio trains.

(Continued on next page)

**NOTE 19.** At New Castle, Bridge No. 48.88 and Bridge No. 49.57, the targets governing movement over EL Crossing will be handled by train crews. Targets must not be placed in proceed position for a PC train if an EL train, in either direction, is within the stop post limits.

**NOTE 20.** When target is in proper position, Tuscarawas Secondary Track trains in both direction and Alliance Branch southward trains may proceed without stopping at a speed not exceeding fifteen (15) miles per hour.

**NOTE 21.** Train or engines must stop before crossing, and when proceed indication (**Rule 281, Fig. A**) is displayed will proceed over crossing.

When stop indication (**Rule 292, Fig. A**) is displayed, engineman or conductor will communicate by telephone with and obtain instructions from N & W Train Dispatcher at Brewster, Ohio.

**NOTE 22.** After using crossing trainmen will return target to position for movement of train on the A. & B. B.

**NOTE 23.** If target should be found set for Foreign Railroad movement, PC trainmen will, after assuring themselves that crossing is clear of approaching Foreign Railroad trains, set the target for PC movement and if proper signal is received, will proceed.

**NOTE 24.** Normal position of target is for PC movement.

**NOTE 25.** Wheeling Steel Corporation crews must secure permission from the Operator at Weirton Jct. to cross PC 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 26.** Trains will proceed over crossing under flag protection.

**NOTE 27.** Target signal, governing movement of E.L. Haselton Branch and Brown Bonnell lead of E.L. and PC switch on Northeast side of E.L. Haselton Branch, equipped with electric lock, in service.

Electric locked indicator, indicates when vertical (Clear), when horizontal (Stop), in service.

Target signal, indicator and switches will be operated by a member of train crew as follows:

Normal position of target is horizontal for movement on E.L. Haselton Branch and must be left in this position.

Vertical position for PC movement across E.L. Haselton Branch and Brown Bonnell lead of E.L.

Diagonal position for E.L. movement to and from Brown Bonnell lead across PC lead to Northeast side interchange track.

To operate target signal a member of train crew will first contact E.L. Train Dispatcher for permission. When permission is received and the indicator located adjacent to the target indicates clear, target signal may then be operated to vertical position, after which switches may be lined for desired movement.

Instructions for indicator and target operation posted in E.L. phone box adjacent to target.

**NOTE 28.** 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 must be restored.

(Continued on next page)

NOTE 29. 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 PC movements; to left for E.-L. R.R. movement. Before operating knife switch, employees must assure themselves that crossing is not occupied.

NOTE 30. Stop must be made within not less than 200 feet or more than 800 feet of crossing.

NOTE 31. 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.

NOTE 32. Trainmen will operate target. Normal position for PC. Proceed on main track, also over Standard Steel Spring Company lead without stopping, at restricted speed.

NOTE 33. Trainmen will operate target and restore and lock it in position for ML Valley.

NOTE 34. Trainmen will operate targets, and leave in Proceed position for Tuscarawas Secondary Track. When targets indicate Proceed, trains and engines may proceed over crossings at restricted speed.

NOTE 35. Instructions to operate signals are contained in box located on post adjacent to crossing.

Enginemen will not use sand between R.R. Grade Crossing signals at Wallington.

NOTE 36. At Elmira's a green light or green banner displayed toward PC movements at the LV RR crossing will be an indication for PC movement to proceed over the crossing. A red light or red banner displayed toward PC movements at the LV RR crossing will be an indication for PC movements to stop. If crossing signal is in stop position and it is known that the crossing is clear, PC trains must stop, restore the signal to normal position and proceed. Stop signs with red lights located 100 feet north and 130 feet south of crossing.

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**1098-A3. (Pittsburgh Division).** 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 enginehouse 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. (Pittsburgh Division).** 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.

**1098-A5.** At railroad crossings and junctions at grade, not interlocked, all trains must come to a full stop, not nearer than two hundred (200) feet, nor farther than eight hundred (800) feet from the crossing, and shall not cross until signalled to do so by the watchman, nor until the way is clear.

(Continued on next page)

**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 railroad 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 times 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 limit 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	
<b>Main Line:</b> 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 connection to Lewistown Secondary 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 connection to Lewistown Secondary Trk.		X						
	South Grand St.		X						
	South Wayne St., 6992 ft. west of connection to Lewistown Secondary 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		X					
		No. 3				X			
		Tracks 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	3 & 4			X				
875 feet east of Signal No. 2384	Brick Yard	No. 1, 2 & 3							8
Bald Eagle Branch Tyrone	12th St.	Main			X				
	13th St.				X				
	14th St.				X				
Mill Hall	Traffic Route 64				X				
H. & P. Secondary Track:	Alexander Crossing	100 feet east of station							6
Alfarata	Alfarata Crossing	Secondary							6
Hollidaysburg	Newry St.	No. 1 & No. 2			X				
Williamsburg	Route 866	Long Side Track, storage and sta.		X				X	1-2
	Route 203	High Street		X				X	1-2
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 Secondary Trk.	Furnace Industrial						X	5
Milroy Secondary Track: Lewistown—1857 ft. east of junction with Milroy Secondary Trk.	U.S. Route 322	Maitland Industrial						X	5
Reedsville	State Route	Secondary	X						



Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
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						
Lemont-east of	State Highway Route 871		X					7	
Centre Hall— east of	State Highway Route 45		X						7
Centre Hall			X						7
White	State Route 64, State Route 53 & Leg. Route 14024	White Rock Quarries Pleasant Gap	X						
Black Lick Secondary Track: Nanty-Glo	Chestnut St.	Interchange		X					
		Secondary				X			3
Black Lick	State Route 119		X						
Other Tracks: Holidaysburg	William Penn Hwy. U.S. Route 22	Berwind White Coal Co.	X						
	Jones St.	All Tracks	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						
Lilly	All Crossings	All Tracks	X						
Portage	Mountain and Caldwell Avenues	Martin	X						
	Main Street	All Tracks	X						
Onnalinda	S. H. Route 869	Beaver Secondary Track, Mine Track F—78	X						
Windber	Grahan Ave. 21st Street, Somerset Ave.	South Fork Secondary Windber Industrial	X						
Loyalhanna No. 7	Route 55-110	Mine Track F-124, Shade Creek Branch	X						
Central City	Sunshine Ave.	Main	X						
Reitz No. 4	Route 55-110	Mine Track F-125, Shade Creek Branch	X						
Centerville	Route 32009	No. 4			X				4
Bolivar	Lincoln St.	Industrial 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.** 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 8.** 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.

## 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.	X						
Greensburg	Depot St.	Station Track 410	X						
	All Crossings	Jeannette	X						
		Big Run	X						
		Manor	X						
Irwin to Cereal		Youghiogheny	X						
Irwin	Main St.	"O"	X						
Pitcairn	All Crossings	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	Tructrain	"O" & Team		X			X		
	45 Car lengths West Yard Office	No. 1 & 2							32
Ambridge	Cross St.	Team	X						
	State Route 68		X						
	11th St., 14th St.	Economy Indust.	X						
	11th St.	Lead to—National Electric Products Co.	X						
	Leading to H. H. Robertson Co.	Economy Indust.							36
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.	X						
Beaver Falls	State Route 18 9th Ave.	Armour & Co. and Union Drawn Steel Co.	X						
	11th & 15th St.	Marginal	X						
	15th Street	No. 2			X				
Main Line— Conemaugh: Natrona	Federal Street	Yard		X			X		
	Philadelphia Ave.	Yard		X			X		
		No. 2			X				

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Brackenridge	Mile Lock Lane	Allegheny Ludlum Steel Company		X			X		
	Morgan Street	Yard		X			X		
	All Crossings Brackenridge & Tarentum	No. 2							33
Tarentum	Bridge Street	Yard		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				
	Fourth Ave.	Tarentum Builders Supply	X						
Glassmere	Third Street	No. 1							17
Springdale	Butler Street	West Penn Power Co. & Old Coach		X			X		
		No. 1			X				
Harmar	Allegheny Valley Sewer Treatment Plant	No. 1							18
Creighton	State Route 28	Bailey Run	X						
Cheswick		Private	X						
3400 ft. east of Blawnox	Boyd Ave.	Sun Oil Co.	X						
Blawnox	Center Avenue	Blawnox Co.		X			X		
Blairsville	Market St.	Industrial						X	
		Running						X	6-29
		Yard						X	6-29
Main Line—Pgh.-St. Louis:									
Carnegie	Chartiers Street	Carnegie Secondary		X			X		
Oakdale	Union Avenue	Industrial		X			X		
McDonald	McDonald St.			X			X		
Primrose	Noblestown Rd.			X			X		
Steubenville	Logan St.	Yard		X			X		24
	Washington St.			X			X		24
	Slack Street	Industrial		X			X		24
	Ross St., 1650 ft. east of M.P. 43	Ross St. Industrial	X						
Mingo Jct.	State Street	Yard							34
Millers	Millers	Storage		X			X		
Oakdale	Union Avenue	Team	X						
		Elevator	X						
Two miles east of Center Ave., Burgettstown	Noblestown Road	Cherry Valley Industrial	X						
Jewett	Cadiz St.	Siding		X		X			
	Center St.	Siding		X		X			
		No. 2			X				
Dennison	Third St.	No. 101 Secondary		X					
		Yard Tracks 8, 10, 12, 14 and 16		X			X		

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Dennison	Jewett St.	No. 1 and No. 2			X	X			31
		No. 101 Secondary		X		X			31
		Dyke Westward Sdg.		X		X			31
Uhrichsville	Main St.	No. 101 Secondary		X					
	Uhrich St.	No. 101 Secondary		X					
	Dawson St.	No. 101 Secondary		X					
		No. 2			X				30
	Third St.	No. 101 Secondary		X					
		No. 2			X				30
Allegheny Branch: Verona	Stirling Lumber Co. Crossing	Hill Extension Specialty Steel Products Co., Verona Ind.		X			X		
	James St.	Main & Industrial	X						
	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.	Industrial		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		
	All Crossings	Duck Run	X						

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
<b>Monongahela Branch:</b> Homestead	Amity St.	Home Running	.....	X	.....		X	.....	
Duquesne	Grant Avenue	No. 1 & No. 2 & Running	.....		X	.....			6 7
	Station St.	No. 1 & No. 2 & Running	.....	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	.....	
<b>Monongahela Secondary Track:</b> Donora	Washington Road	Industrial	.....	X	.....		X	.....	
West Monessen	Fourth St.	Running	.....	X	.....		X	.....	
Belle Vernon	State St.	Running	.....	X	.....		X	.....	
		Main	.....		X	.....			
Allenport	Pgh. Steel-North Private	Running and Storage	.....	X	.....		X	.....	
	Pgh. Steel-South Private		.....	X	.....		X	.....	
Roscoe	Howard St.	Running	.....	X	.....		X	.....	
California	Spring St.	Storage	.....	X	.....		X	.....	
<b>Bayard Branch:</b> Beaver	State Route 68, Walnut Lane, Tuscarawas Road, State Route 930, All Crossings Buffalo St. to P&LE RR Conn.	Beaver Valley Secondary	X						
	Water Works	All Crossings	.....						35
Laughlin	State Route 39	Lead to—Hall China Co.	X						
E. Liverpool	Market St.	Main	.....		X	.....			6
	Dresden Ave., St. Clair Ave.	Hill	X						
	Market St. Jackson St. Washington St. Virginia Avenue	South Side Storage	X						
Wellsville	State Route 7	Industrial	.....	X	.....		X	.....	
	18th St.		.....	X	.....		X	.....	
		Main	.....		X	.....			6-8
	State Route 7	Champion Works, McClain Tire Brick Co.	X						
<b>New Cumberland Secondary Track:</b> New Cumberland	Third St.	Belt Line	X						
	Chester Street	Secondary	X						
	State Route 2	Tenbury Industrial	X						
<b>New Cumberland Branch</b> Wierton Jct.	Cove Rd. Crossing		X						
			X						
			X						
<b>New Cumberland Branch</b> Wierton Jct.	Cove Rd. Crossing	Yard & Ind.	.....	X	.....	X	X	.....	
		Main	.....			X			
<b>Indiana Secondary Track:</b> Black Lick	Lyda Coal Co. Trk.	Secondary	X						
1991 feet south of M. P. 17	Indian Spring Road		.....					X	21

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Wheeling Secondary Track: Wellsburg	Nineteenth Street	Industrial		X			X		
	Fifth St.			X			X		
	Twelfth St.	Secondary	X						26
	All Street Crossings								11
Washington Secondary Track: Bridgeville	Bower Hill Rd. Station St.	Secondary	X						
Boyce	State No. 978, 2000 feet west of east switch to Boyce Siding		X						
Cannonsburg	College St.	Industrial		X			X		
	Pike St.			X			X		
	Central Avenue			X			X		
	Jefferson Avenue			X			X		
	Strabane Avenue			X			X		
Houston	Main St.			X			X		
Washington	Woodland Ave.	Secondary	X						9
	West Wylie Ave.		X						9
	Chestnut St.		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 St.	Hancock Storage						X	19
	Clark St.	Main			X				6
	Main St.	Retail		X			X		
	Daniels St.			X			X		
	Loretta St.	Main			X				6
		Retail						X	19
Powhattan Secondary Track: Tiltonville	Third St.	Secondary				X			
		Joint N&W RR & PC Drill Track						X	16
Martins Ferry	First St.	Main, B&O RR Interchange, Wheeling Steel Co. Furnace	X						
	Second St.		X						
	Center St.	Secondary		X					
	Hanover St.			X					
Brilliant	Penn Street	Jefferson Storage	X						
Wheeling (two miles east of 18th St.)	Fulton Road	Blaw Knox Ind.	X						
Wheeling	Eoff Street Chapline St.	Zane Running	X						
Southwest Secondary Track Tarr	Route 31	Delivery		X			X		
		Siding, Storage & Industrial		X			X		
Scottdale	Ruths Crossing	Secondary				X			1-5

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
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 St.						X		12
2015 ft. south of VA	Church St.						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 St.		X						
Scully Branch Carnegie	Chestnut St.	Industrial		X		X	X		
	675 ft. east of MPI	Main				X			
Unity Industrial Track Unity	U.S. Route 30	Industrial							11
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	Industrial	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						



Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
<b>Other Tracks (continued):</b>									
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	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. (State Route 80) Market St.	Saltsburg Indust.	X						
Butler, Pa.	State Route 422	East Leg Wye- Butler Yard	X						
	Monroe St.	Butler Yard— All Tracks	X						
1300 ft. west of end of track	State Route 66	Schenley Indust. Park Coal Co.	X						
Cannonsburg	George St.	Rare Metals Co.	X						
	State Route 519	Patsch Mine	X						
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						

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 disc. 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.

(Continued on next page)

**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 movement 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 approach 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 thereafter 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 Ave., East Main St. and Church St. 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 Ave., 100 feet north of Main St. and 161 feet south of Church St. marked PC. The operation of any of the control switches will set the traffic signals to show red when viewed from North Beeson Ave., Main St. or Church St. 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 St., 3500 feet south of VA, Southwest Industrial Track with the exception of East Fayette St., where column 1 applies and between VA and Miller Ave., 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.

N & W 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.

(Continued on next page)

NOTE 15. Engineman 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.C. 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 291**, at fixed signal No. 586, will stop at C.C. sign, located 465 feet west of signal No. 586 and communicate with operator at AJ Block Station before proceeding.

NOTE 18. Eastward trains on No. 1 track receiving a Stop Signal **Rule 292** at Harmar, must stop clear of grade crossing leading to Allegheny Valley Sewage Treatment Plant, crossing just west of Harmar and communicate with operator at UY.

NOTE 19. Trains and engines on Retail Track, Loretto St. and on Hancock Storage at Myers St., Toronto must not enter the highway crossing until a member of the crew has manually operated the protection with 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 St., 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 MP 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 St. Industrial Track must not occupy 28th St. until it is known that traffic signals are displaying red indication.

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

NOTE 23. Highway crossing protection consisting of flasher light signal on 28th St. at Smallman St. 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 St., 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 Penn. 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. Apparatus controlled by watchman in tower at Market St., Steubenville is provided to interrupt the operation of the automatic highway crossing protection manually at the following locations:

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

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

(Continued on next page)

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-A1, 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 29.** Highway crossing protection consisting of flashing light signals and short arm gates with Penn-Central switch key controllers to be operated by a member of crew as follows:

Movements north or south over Market St., 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 St., 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 St., Dennison, automatically.

**NOTE 32.** 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 ordinary setoff and pickup work, will cut this crossing to permit movement of trucks in and out of the Truc-Train Yard.

**NOTE 33.** 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.

**NOTE 34.** 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.

**NOTE 35.** 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.

**NOTE 36.** 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.

## VALLEY DIVISION

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Main Line Pgh.-Chg.:									
New Galilee	Continental Avenue	No. 1			X				
	Monroe St. 1050 ft. west of M.P. 40	Switching		X			X		
Enon	Main St.	Main							2
East Palestine	State Line Road	Industrial		X			X		
		Main			X				2
	James Street	Industrial		X			X		
		Main			X				2
	Market Street				X				2
Columbiana	Pittsburgh Street				X				2
	Elm Street	Industrial		X			X		
		Main							2
		No. 2			X				
	Quigleys X-ing	Main							2
	Main Street	Main			X				2
Lestonia	Chestnut Street	House		X	X		X		2-3
	Walnut Street	Interchange		X	X		X		2-3
Salem	Lisbon Road	Main			X				2
	S. Elsworth Avenue								4
	Mill Street	Industrial		X			X		
	Mill	Main							4
	New Garden Ave.	Industrial		X			X		
		No. 1							4
		No. 2			X				2-4
	Wilson Street	Industrial		X			X		
		No. 1							4
		No. 2			X				2-4
	Pershing Ave.	Industrial		X			X		
		No. 1							4
		No. 2			X				2-4
Sebring	15th Street	Industrial		X			X		
Alliance	Bandy Rd.	Main			X				
	Freedom Ave.	Main			X				2
	Lincoln Ave.	Industrial		X			X		
	Patterson Street	Main 1 & 2			X				2
		CP 2 & 3 Eng. Hse. Lead		X			X		2
	Mahoning Ave.	No. 101 & Yard		X			X		2
		No. 1 & No. 2			X				2
		Main (Detour Branch)							2
Beloit	Main St.	Main			X				
Louisville	Chapel Street	Industrial		X			X		
		House		X			X		
		Main			X				2
	Main Street	Industrial		X			X		
		Main			X				2

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Main Line Pgh.-Chg. (Continued): Canton	Broadway Rd.	Yard and Switching		X			X		
	Carnahan Ave.	Industrial		X			X		
		Main				X			
	8th Street					X			
	4th Street, N.E.	Industrial		X			X		
	4th Street	Main				X			
	3rd Street, N.E.	Industrial		X			X		
		Main				X			
		No. 1 and No. 4							17
	2nd Street, N.E.	Industrial		X			X		
		Main				X			
	Tuscarawas St., E.	Industrial		X			X		
		Main				X			21
		No. 1, 2, 3 & 4							16
	Cherry Ave., S.E.	Industrial		X			X		
		Main		X					5
	Market Street			X					5
	Cleveland Ave., S.W.	Main		X					5
	Marion Ave., S.W.	Industrial		X			X		
	Camden Ave., S.W.	Main				X			
	Prospect Ave.					X			
	Dueber Ave., S.W.					X			
	Clarendon Ave.					X			
	Raff Road					X			
Massilon	16th Street, S.E.	Industrial		X			X		
	3rd Street, S.E.			X			X		
		Main				X			21
		No. 2 & No. 7							15
Newman	Earls	Siding		X			X		
Orrville	Main St.	Main			X				2-3
Wooster, East of	Shays	All Tracks							33
Wooster	Liberty Street	Storage and House		X			X		
		Main			X				2
	South Street	Storage and House		X			X		
		Main			X				2
Lakeville	Golls	Industrial		X			X		
Loudonville	Jefferson St.	No. 1 and No. 2							33
	Market Street	Main				X			
		No. 1 and No. 2							34
	Spring Street	Main				X			
		No. 1 and No. 2							34
		Industrial		X			X		

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
<b>Main Line Pgh.-Chg. (Continued):</b>  Mansfield	Steel Mill 1800 ft. east of M.P. 177	No. 1 and 2							33
	Illinois Ave.	No. 3				X			37
	N. Adams St.	Lead to Freight House	X						
	Orange St.	No. 1 and No. 2				X			36
	Orange St.	No. 3				X			35 37
	Orange St.	Siding					X		
	Fifth St.	No. 1 and No. 2			X				
	Fifth St.	No. 3				X			35 37
	Fifth St.	Siding					X		
	Fourth St.	No. 1 and No. 2			X				
	Fourth St.	No. 3				X			35 37
	Fourth St.	Siding					X		
Crestline	State Rt. 181	Industrial		X			X		
	Bucyrus St.	Industrial		X			X		
	Wiley St.	Outbound Eng.		X			X		
	Wiley St.	Yard		X			X		
	State Rt. 181	No. 1 and 2			X				
	Bucyrus St.	No. 1 and 2			X				
<b>Main Line—Valley:</b> Alliance	Union Avenue	CP-3		X			X		
	North Rockhill Rd.	Industrial		X			X		
Hudson	Barlow Road			X			X		
Twin	Highland Road	Main			X				2
<b>Bayard Branch:</b> E. Rochester	Route 30	Bayard Eastward Siding		X			X		
<b>Akron Branch:</b> Silver	Graham Road	Siding		X			X		
	Hudson Drive			X			X		
Cuyahoga Falls	Front Street			X			X		
	Portage Street	Main				X			
		Storage & Team							22
	Broad Street	Main				X			
		Love Coal Co., House Track & Falls Lumber Co.							22
	Howe Road	Main				X			
		Ohio Edison							22
Akron	Arlington St.	Holub		X			X		
		Interchange		X			X		
Barberton	Snyder Avenue	Siding & Indust.		X			X		
<b>Detour Branch:</b> Alliance	Bandy Road	Main			X				
Lordstown Yard	Ellsworth Bailey Road	Tail						X	27
<b>E. &amp; A. Branch:</b> Cross Cut	Montgomery Ave.	Main			X				2

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Struthers	Bridge Street	Main			X				2
		Siding		X			X		
	Lowellville Team Track								29
	Bridge Street	No. 1							30
E. & P. Branch: New Castle	Cherry St.	Main							2
		Secondary							2
		Yard		X			X		
	Mahoning Ave.	Main							2
		Yard		X			X		
	Grant Street	Storage		X			X		
Wheatland	Council Avenue			X			X		
Sharon	Depot St.	Secondary		X			X		
	Depot St.	Main				X			25
Greenville	Homer Street	Main				X			
		Greenville Siding	X						
	Second Street	Main				X			
		Greenville Siding	X						
	Main Street	Main				X			23
Jamestown	Liberty Street	Storage		X			X		
	Main Street			X			X		
	Jackson Street			X			X		
		Main				X			
Linesville	Erie Street	Storage		X			X		
P Y & A Branch Warren	All Crossings								28
Houston Secondary Track: New Castle	Moravia St.	Main						X	14
	South Mill St.		X						
	Grove Street		X						
	Produce Street		X						
	E. Washington St.		X						
	Sycamore St.								19
	Croton Ave.								19
	Cascade St.								26
Volant	Rt. 206								26
1547 ft. west of Mile Post 66	Route 19		X						10
Mercer	Wilson Ave.		X						
	Market St.		X						
1971 ft. west of Mile Post 76	Route 62		X						
Dover Secondary Track: Dover	Strasburg Spur	Secondary				X			20
Newcomerstown	State St., U.S. Routes 16 and 36	Eastward and Westward Wye		X			X		



Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Marietta Branch: Cambridge	Wheeling Ave.	Main	X						8
	Steubenville Ave.		X						
	Woodlawn Ave.		X						
Marietta	State Route 26	Storage		X			X		
Tuscarawas Secondary Track: Minerva	Market Street	Industrial		X			X		
Mineral City	State Route No. 8	All Tracks							22
Dover	Wooster Ave.	Main	X						6
	Tuscarawas Ave.		X						6
	Union Ave.		X						6
Mahoning Secondary Track: Alliance	Mahoning Ave.	Siding		X					
	Summit Street	Siding and Storage		X			X		
	Broadway Avenue	Siding		X					
Walford Secondary Track: Walford	South Main St.	Main	X						
3980 ft. west of Mile Post 3	East Poland Ave.		X						
Sharon Secondary Track: Sharon	Staunton Ave.	Main							19
	Pitt Street								19
	Silver Street								19
	Fisk Street								19
	Clark								19
Youngstown Branch Ashtabula, Ohio	State Road	Ceico Lead			X				
Ashtabula, Ohio	West Ave. S.W. Wye	All							32
Wick, Ohio	U. S. Route 322	Main (Youngstown Branch)							31
Sharon Branch Bentley, Pa.	Highway 62	Industrial Lead (Sharon Branch)			X				
Other Tracks: East Palestine	National Fire- proofing Co.	Lead to National Fireproofing Co.	X						
Columbiana	Elm Street	Storage		X			X		
		Enterprise	X						
Leetonia	Chestnut Street	Team	X						
Orrville	Market Street	McGill	X						
Ravenna—(1.6 miles east of)	State Route 44	Lead to Flintkote Co.	X						11
Hudson—(3.5 miles south of)	Hudson Drive	Stow Industrial	X						
Salineville	Main Street	Salineville Ind.	X						
New Philadelphia	Fourth Street	NP Industrial	X						
	Third Street		X						
	Broadway		X						

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Other Tracks (continued): Dover—(1.4 miles north of)	Winfield Road	Strasburg Spur	X						
Dover—(4.9 miles North of)	Beartown Road		X						7
Victory	Township Road	Siding and Ind.	X						
Westford	White's Road	Westford Siding	X						9
Niles	Park Ave.	Wye	X						
	Warren Ave.		X						
Wheatland	South Railroad St. Mill St.	No. 1 lead to Wheatland Tube Co.	X						12
	South Railroad St.	No. 2 lead to Wheatland Tube Co.	X						
1116 ft. west of New Brighton	Fifth Street	Kenwood Industrial						X	14

**NOTE 1.** To prevent unnecessary operation of highway crossing signals at Grace St. and Glendale Ave., westward trains on No. 2 track stopping east of Grace St. will manually control crossing signals from control box equipped with stop and start buttons, located adjacent to crossing and southwest of Grace St.

**NOTE 2.** 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 3.** When westward home signals are in stop position, automatic highway crossing protection will not operate. When proper authority is received to pass signal in stop position, train or engine will proceed to and stop clear of Walnut Street crossing, unless flashing light signals are operating.

**NOTE 4.** Salem—except trains doing work at station, cars or engines must not be permitted to stand within a distance of 70 feet from either side of any crossing.

Watchman on duty Monday through Friday 8:00 A.M. to 1:00 A.M., located in tower building located at New Garden Street controls cut-out and cut-in devices for use when trains stop enroute and for switching movements.

After stopping enroute on No. 1 or No. 2 main tracks and before proceeding over a crossing on an industrial or yard track, not listed under special instruction 1103-A1, Movement in either direction over the crossing must not be made until it is known gates are down or a member of crew is placed on crossing to protect movement over it.

**NOTE 5.** Canton—Insulated joints are located at clearance point for crossing protection, 20 feet east of east edge of Market Street on all tracks, westward trains stopping at Canton must stop clear of these insulated joints.

When westward trains are stopped east of Market Street, Canton, and gates have been raised, movement will not start until engineman signals crossing watchman by operating engine bell, which is a signal to lower gates. Trains will not proceed over crossing until gates have been lowered.

**NOTE 6.** Engines with cars ahead.

**NOTE 7.** For southward movements.

**NOTE 8.** Daily except Sunday, 8:30 A.M. to 4:30 P.M.

**NOTE 9.** Crossing must be protected by a trainman whenever the front or rear of train is standing within 200 feet, on either side, of highway crossing.

(Continued on next page)

**NOTE 10.** A lighted fusee must be used in addition during the hours of darkness when protecting this crossing.

**NOTE 11.** Movements over this crossing are restricted to daylight hours only.

**NOTE 12.** 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 14.** City traffic lights are used to provide protection. These lights are manually controlled and must be operated by member of train or engine crew before movement is started over sidewalk or street and restored to normal after movement has been completed.

**NOTE 15.** Shifting movements must be protected by manual operation of flashing light signals before fouling the crossing.

Push button must be held pressed continuously by a member of the train crew until the engine or cars reach the crossing. Lights will operate continuously while engine or cars occupy the crossing.

Operation of push buttons must be repeated each time the crossing is to be occupied.

Movements on this track over the crossing must not exceed a speed of five (5) miles per hour.

**NOTE 16.** Westward trains on No. 1 No. 2 No. 3 and No. 4 tracks receiving stop signal **Rule 292**, at Wandle will stop clear of Second Street to avoid unnecessary operation of automatic crossing signals and automatic gates.

**NOTE 17.** Shifting movements on No. 1 track and No. 4 track must not exceed speed of 5 miles per hour.

**NOTE 18.** Cut out and cut in push buttons for use of trainmen located at southeast and northwest corners of Market and Spring Streets, mounted on pedestal posts and locked with switch locks. Trains and engines making movements on Mill Siding and House Track Siding, east and west of Spring Street, must assure themselves that gates have been lowered before passing over or fouling crossing.

**NOTE 19.** Trains and engines must approach these crossings prepared to stop unless flashing light signals are known to be operating in event flashing light signals are not operating, protection must be provided as prescribed by **Rule 103**.

**NOTE 20.** In the event crossing protection signals are not operating, a member of the crew must manually start the signal protection by pushing the proper button mounted in instrument case located on southwest corner of crossing.

**NOTE 21.** The device which cuts out the operation of the automatic highway crossing signals (flashing light signals) at Tuscarawas Street, Canton, and at Third Street, S.E., Massillon, also cuts out the operation of the automatic highway grade crossing gates.

Train crews making shifting movements to industrial sidings east and west of Tuscarawas Street, Canton, and over Third Street, S.E., Massillon, must assure themselves that gates have been lowered before passing over or fouling crossing.

**NOTE 22.** When shifting movements are being made over the crossing and signals are not flashing, trainmen will start the signals flashing by pushing the proper button at the crossing.

Employees should observe the operation of automatic highway crossing signals and report promptly to the superintendent any failures to operate properly.

**NOTE 23.** Westward trains having work at Greenville Station will, when possible, stop east of telephone shelter box to permit trainmen to cut out the operation of the automatic highway crossing signals.

**NOTE 24.** Trains and engines on No. 99 and No. 98 Secondary Tracks must approach McCracken Road crossing located 320 feet east of Mile Post 113 not exceeding a speed of 5 miles per hour and when front portion of train is over crossing they may resume their authorized speed, account short limits of track circuits that operate flasher signals.

Track circuits signs "CC" located 250 feet east and west of McCracken Road crossing indicate the point beyond which engines and cars will operate automatic crossing protection on No. 99 and No. 98 Secondary Tracks. Engines or cars must not be left standing within these limits.

**NOTE 25.** Westward Trains and Engines stopping to do work or for other reasons must stop with entire train short of track circuit sign "CC" located 500 feet East of Depot St. crossing.

(Continued on next page)

**NOTE 26.** Trains and Engines must approach these crossings prepared to stop unless crossing bells are known to be operating, in the event bells are not operating protection must be provided as prescribed by **Rule 103.**

**NOTE 27.** Lights are manually controlled from box located on flasher units by using PC switch key, by inserting in slot, rotating clockwise will start flashers, when key is removed flashers will stop operating.

**NOTE 28.** Crews of freight trains stopping on street crossings in the Warren district must cut crossings promptly; if for any reason crossings cannot be cut, the Operator at North Warren must be notified immediately.

**NOTE 29.** Westward freight trains on No. 2 Track, with work on Lowellville team track must stop with entire train east of CC sign, located 5080 feet west of Mile Post 56, to prevent unnecessary operation of highway crossing.

**General Order No. 203, page 114.**

**NOTE 30.** To avoid unnecessary operation of highway crossing signal and short arm gates at Bridge St., Struthers, Ohio, westward trains operating on No. 2 track between Castle and Graham, with holding signal at Struthers in stop position, must stop 1000 feet east of MP 60, opposite wayside phone, located north of No. 2 track and contact operator at Graham for instructions. Trains operating against the current of traffic on No. 1 track must also stop at above location unless authorized by operator at Graham to proceed.

**NOTE 31.** CP26, Youngstown Branch: When home signal displays indication as per **Rule 292**, southward trains on main track or controlled siding will stop not closer than 500 feet north of road crossing, Route 322.

**NOTE 32.** Trains and engines must proceed past sign adjacent to track on each side of the crossing prepared to stop and must not cross the highway until the gates are in horizontal position and the crossing is cleared of vehicles between the short arm gates.

**NOTE 33.** Automatic highway crossing protection does not operate for movements against the current of traffic.

**NOTE 34.** Cut out and cut in push buttons for use of trainmen located at southeast and northwest corners of Market and Spring Streets, mounted on pedestal posts and locked with switch locks. Trains and engines making movements on Mill Siding and House Track Siding, east and west of Spring Street, must assure themselves that gates have been lowered before passing over or fouling crossing.

**NOTE 35.** Pushbuttons located on west end of instrument cases at Fourth and Fifth Sts. and on separate pedestal adjacent to No. 3 track at Orange St. are provided to operate the protection when trains and engines are making shifting moves near the crossing.

**NOTE 36.** Pushbuttons located at east end of station platform are provided to operate the protection for eastward trains making station stops.

**NOTE 37.** An indicator is located on telephone pole north of No. 3 track, 10 feet from ground, 1950 feet east of Mile Post 175. When the home signal at Mansfield on No. 3 track displays a proceed indication, Indicator will display a lunar white light and trains may proceed. In the absence of light in the Indicator trains will stop and communicate with operator at Mansfield from telephone located on pole below the Indicator.

## WILLIAMSPORT DIVISION

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Main Line Harrisburg-Buffalo:  Milton	All Crossings	Merritt, Chapman & Scott Corp.	X						23-25
		Canal Track	X						23
	Cameron Avenue	Main			X				5
		Siding		X			X		
	Mahoning Street	Siding		X			X		
		Main			X				5
	Center Street	Siding		X			X		
		Main			X				5
	Walnut Street				X				5
	Locust Street				X				5

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Main Line Harrisburg-Buffalo (continued): Watertown	Township Road No. 609	Watertown Brick Co.	X						23
	Main Street	Storage & Switching		X			X		
		Main			X				
	Fourth Street	Industrial	X						23
		Switching Storage & Frt. House		X			X		
		Main			X				
	Eighth Street	Switching & Storage		X			X		
		Main			X				
		Industrial	X						23
Watertown, west of	State Highway Route 49097	Jasper Wood Products Co. Glenn Gery Brick Company	X						23
Dewart	Main Street	Siding		X			X		
Montgomery	Thomas Avenue	Clinton Siding		X			X		
South Williamsport	Route 41006	No. 1							11
	Fleming	Industrial	X						23
	Maynard Street	Main			X				
McElhattan	McElhattan	Scale Running							27
Lyndonville	Lyndonville Rd.	Main					X		
Lock Haven	Hanna Street	Siding		X					8
	Jay Street	Industrial		X			X		
	Walnut and Henderson Streets	West leg of Wye	X						23
	Walnut St.	Siding		X					
	Logan Ave.	Yard Tracks	X						
West of Westport	U.S. Route 120	Cooks Run	X						23
Emporium	Allegheny Avenue	Main				X			2
Port Allegany	Mill Street	Middle		X			X		
Portville	Temple Street and Brooklyn Street	Main							17
Olean	Seventh Street Eighth Street	BS-1 Running	X						23
	King Street	Main				X			
	Union Street	Olean Transfer		X			X		
		Main				X			4
	First Street	Olean Transfer AD-1 Running & Olean Branch		X			X		
		Main				X			
	Wayne Street	AD-1 Running Scale Track		X			X		
	Fourth Street			X			X		
	Franklin Street	Crude		X			X		
		No. 2 Southward Movement							20

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
<b>Main Line Harrisburg-Buffalo (continued):</b>									
Hinsdale	Maple Street	Main			X				
Machias	Steffenhagen Road								18
Lake	Hazelmere	Lake Siding		X			X		
South Wales	Warner Hill Crossing	No. 1							13
Springbrook	Pound	Main			X				5
		No. 2							14-5
<b>Emporium Secondary Track:</b>									
St. Marys	U.S. Route No. 120 Pa. State Route A1247, Fourth St.	Brussels St. Yard Sylvania Electric Products Co. Yard Tracks	X						23 3
	Fourth Street	St. Marys Siding		X					
	St. Marys	Secondary			X				5
Johnsonburg	U.S. Route 219	N.Y. and Pa. Co. Inc.	X						23
Johnsonburg	Main Street	Public		X			X		
Kane	Fraley	Secondary			X				
Sheffield	Main Street					X			
Clarendon	Railroad Street	Brown & House		X			X		
		Secondary				X			
	Brown Avenue					X			
Warren	U.S. Route No. 6	Delux Metal Furniture Co.	X						23
	Mohawk Avenue	Industrial		X			X		
	Pennsylvania Ave.	Struthers Running		X			X		
		Secondary				X			
	Fourth Avenue	Struthers Running		X			X		
		Secondary			X				6-22
	Wilens Crossing, Pa. Elec. Co.	Secondary & Yard			X				5-22
Corry	Main Street	Main				X			
	Pennsylvania Ave.	Industrial		X			X		
	Center Street	Depot, Hole & MS Siding		X			X		
		All Tracks							21
	First Avenue	Freight House, Depot, Hole & MS Siding		X			X		
		All Tracks							21
	Fifth Avenue (Meade)	Industrial, Freight House Scale & MS Siding		X			X		7
<b>Erie Secondary Track:</b>									
Love	Lovell Road	Love Storage		X					
Union City	Market Street	No. 2 Team	X						23
		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						23
	Penn Street		X						23
	East Fourth Street		X						23
	Franklin Street		X						23
	Oliver, Rose and Cemetery Streets		X						23
	Walnut Street		X					X	23-24
	Hepburn Street		X					X	23-24
	Pine Street		X					X	23-24
	Market Street		X					X	23-24
	Mulberry Street		X					X	23-24
	All Public Crossings	Canal & Lumber	X						23
	Fifth Avenue	Station and Yard Lead		X					9
	Seventh Avenue			X					9
	Grier Street	Long Siding & Industrial		X					
		Scale							26
	West Fourth Street	Main & Ind.		X					10
	Rose Street			X					10
Newberry	Diamond Street	No. 7 Lead & Newberry Siding		X					
	Poplar Street			X					
		Main			X				5-12
	Trenton Ave.	Yard	X						
Mill Hall Branch	All Crossings	Main							28
Phillipsburg Secondary Track: Phillipsburg	Troy Crossing	Secondary	X						
	U.S. No. 322		X						
	Presque Isle St.		X						
Snow Shoe Branch: Snow Shoe	Highway No. 29	Main	X						5
Wallaceton	Reed Road		X						
WBV Branch Surveyor	Highway No. 879	Siding	X						5
Hooverhurst Secondary Track: Hooverhurst	Highway No. 286	Secondary	X						
Madera Secondary Track: Irvona	State Highway No. 53	Secondary	X						
Glenhope	Main Street		X						
Madera	Main Street		X						
Krebs	Main Street		X						

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Clearfield Secondary Track: Clearfield	Market Street	Secondary						X	30
	Locust Street							X	30
	Bridge Street							X	30
Philipsburg	Maple St. State Route 53		X						
	Presque Isle		X						
	Pine St., 509 feet north of station		X						
	Front St., State Route 322	Philipsburg Industrial	X						
Blue Ball	Route 322	General Refractories		X				X	1-29
Cresson Secondary Track: Patton	Magee Avenue	Siding and two Storage		X			X		
Chautauqua Branch: Brocton	Central Avenue	Yards		X					
	Highland Avenue	Lawson Spur		X			X		
Mayville	Chautauqua Street	Milk		X			X		
Corry	Mead Ave.- 5th Ave.	Depot	X						23
		Hole	X						23
		Wilson	X						23
		Milk	X						23
		Roger	X						23
	North Center St.	Gravel Pit		X			X		
Spartansburg	Main Street	Industrial & Mill		X			X		
		Main			X				5
Hydetown		Station		X			X		
Titusville	Franklin Street Perry Street	Pioneer	X						23
	Perry Street	Siding & Team		X			X		
		Main				X			
Oil City	Route 27	Former NYC	X						26
	Township Road	Pennzoil Plant No. 2, No. 10 Track	X						23
	Union Street	Junction former NYC RR and House		X			X		
	Sycamore Street			X			X		
		Main			X				
		All Tracks							16
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							26
Tidioute	Depot Street, Route 127								26
Struthers Running Track: Glade	U.S. Route 6	Running							26
Struthers	Mohawk Avenue				X				5
	Crescent Park Dr.				X				5



Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
<b>Bald Eagle Branch:</b>									
Look Haven	Hanna St.	Main Post Siding				X			8
<b>Rldgway Secondary Track:</b>									
Ridgway	Main Street	Yard	X						23
	Broad Street	East leg of Wye Track	X						23
<b>Brockway</b>	U.S. Route No. 219	Brockway Glass Co.	X						23
	Main Street	All Tracks							23
<b>Watsonstown Secondary Track:</b>									
McEwensville	State Highway Route No. 147	Secondary	X						23
Turbotville	State Highway Route No. 44		X						23
Ottawa—east of	State Highway Route No. 54		X						23
Eyersgrove Jct., east of	State Highway Route No. 42	Secondary	X						23
Light Street	State Highway Route No. 339		X						23
Berwick	LaSalle and Mulberry Streets	All	X						23
<b>Low Grade Secondary Track:</b>									
OD	Route No. 28	Crawford Furniture Co.	X						23
Mayport	Route No. 536	Secondary			X				5
Reynoldsville	Main Street					X			
Penfield	Route No. 153								15
<b>Sligo Running Track:</b>									
Rimersburg	Route No. 68	Running Track				X			
<b>Clermont Secondary Track:</b>									
Larabee	U.S. Route No. 446	Secondary	X						23
<b>Corning Branch Geneva</b>	North St.	Main-Auburn Rd.	X						
Geneva	State St.	Main-Auburn Rd.	X						
Geneva	Exchange St.	Main-Auburn Rd.					X		
Geneva	Lewis St.	Main-Auburn Rd.					X		
Phelps	Church St.	Main					X		
<b>Canandaigua</b>	Pleasant St.	Main					X		
	Main St.	Main					X		
	Ontario St.	Main & Yard					X		
	West Gibson	Main					X		
<b>Corning</b>	Chestnut St.						X		
	Walnut St.						X		
	Centerway						X		
	Tioga Ave.						X		
No. of Pritchard MP 2.2	Colarone Rd.		X				X		

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
Sodus Bay Secondary Track: Marion	Palmyra and Buffalo Streets	All	X						
Wallington	Ridge Rd. & Highway No. 104	Secondary							26
Newark	Main Street	Newark Marion	X						
	Ford Street	Reed Company	X						
	Siegrist Street	Bloomer Bros.	X						
	Miller Street	Main and House		X			X		5
	Maple Ave.	Secondary					X		5
Seneca Castle	Highway at Station	Secondary				X			5
Hall	Highway No. 14	Industrial and Secondary		X			X		5
Penn Yan	Sheppard Street	Secondary			X		X		5
	Clinton Street	Secondary			X		X		5
	Clinton Street	Industrial			X		X		
	Elm Street	Industrial and Secondary		X			X		5
	Seneca Street	Secondary			X		X		5
Canadaigua Track: Canandaigua									
	Highway No. 5 and 20	All	X						
	Ontario Street	All	X						
	East Street	Main					X		26
Elmira Branch Watkins Glen	Fourth Street	Salt Co.	X						
	Fourth Street	Siding	X	X			X		5
Montour Falls	Main Street	Main			X	X			5
	South Street	Main			X	X			5
Horseheads	Main Street	Main			X	X	X		5
	Main Street	Brick Works	X						
	West Lake	Main			X	X			5
	Franklin	Main			X				5
	Bread Street	Main			X				5
	Steuben	Main			X				5
		Siding		X			X		5
Hastings Secondary Track: Hastings	Bridge St. and Rich Hill Mine Trk.	Secondary	X						
Other Tracks Coal Run Jet.	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						

Location	Crossing	Track	See Column Table						Notes
			1	2	3	4	5	6	
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						

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. 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 must stop clear of insulated joints, 50 feet east of Lafayette St., 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. 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 St., 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 5. 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 6. 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 7. 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 8. Westward switching movements, which involve fouling of Hanna St. 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 9. 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.

(Continued on next page)

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 10. Eastward movements approaching Rose St. on industrial track must stop west of the yellow striped rail points at the telephone box located west of Rose St. 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 11. East Allens, west of—when fixed signal 2486, located 2580 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 operator at Newberry.

NOTE 12. 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 operator at Newberry.

NOTE 13. 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 14. 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 MP 10.

NOTE 15. 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 16. 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 17. Portville—southward trains on Main track with work on Portville storage track, will stop with their train north of CC Sign, north of MP 76. After work has been completed and engine recoupled to train, the entire train must be north of CC Sign before proceeding southward.

NOTE 18. Northward trains stopping at Machias will arrange to promptly cut train to clear Steilenhagen Road, first highway crossing north of MP 45.

NOTE 19. Control switches for highway traffic signals located on traffic signal poles north and south of Main St. highway crossing, Brockway, on the east side of crossing.

Trains and engines, before passing over Main St. 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 20. 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 21. 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 St. and First Ave.

NOTE 22. 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 23. 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.

(Continued on next page)

**NOTE 24.** 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 25.** 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 26.** 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 27.** 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 28.** Trains or engines must not proceed over crossing protected by automatic highway protection devices until it is known that devices are operating.

**NOTE 29.** 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 30.** 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.

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

### **ALLEGHENY DIVISION**

<b>Switch Located at</b>	<b>Connecting</b>	<b>With</b>	<b>Normal Position is for Movements</b>
<b>Holly</b>	<b>No. 1 track</b>	<b>Eastward Running</b>	<b>Eastward Running</b>
<b>Brook</b>	<b>Morrison Cove Secondary</b>	<b>Bedford Secondary Track</b>	<b>To Bedford Secondary Track</b>
<b>Creek</b>	<b>Mt. Dallas Secondary</b>	<b>Bedford Secondary Track</b>	<b>Bedford Secondary Track</b>
<b>White</b>	<b>Bellefonte Secondary</b>	<b>White Rock Quarries</b>	<b>White Rock Quarries Track</b>
<b>Paint Creek Br. Jct.</b>	<b>South Fork Secondary</b>	<b>Paint Creek and Shade Creek Branches</b>	<b>To Paint Creek and Shade Creek Branches</b>

## 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 Brownsville Jct.	Monongahela Secondary	West Brownsville Secondary	Monongahela Secondary Track
West Brownsville Jct.	South leg of wye	West Brownsville Secondary	West Brownsville Secondary Track
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 PC Track	N & W Track	On N & W RR
Ohio Jct.	Powhatan Secondary	Terminal Br.	On Powhatan Secondary Track
Captina Jct.	Powhatan Secondary	Captina Secondary	On Captina Secondary Track
CY	New Cumberland 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.

## VALLEY DIVISION

Alliance	Mahoning Secondary	Two Main Tracks	Westward
DJ	Tuscarawas Secondary	Dover Secondary	To Dover Secondary
Minerva Yard	Alliance Branch	No. 91 Yard Track	To No. 91 Yard Track

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### WILLIAMSPORT 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.
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 Track
CV Jct.	Corning Branch	Elkland Branch	on Corning Branch
Wellsboro Jct.	Corning Branch	Wellsboro Branch	on Corning Branch
Himrod Jct.	Corning Branch	Elmira Branch	on Corning Branch

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

Location	Switches	Note
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	
SIR	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.	
Walton	West end of siding.	
Himrod Jct.	South end of siding.	
Benver Dam	South end of siding.	
Wellsboro Jct.	North end of siding.	
DI	South end of siding.	
Cammal	North end of siding.	
Karthus	East 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-Pittsburgh to Chicago to CP interlocking.

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

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

Location	Switches	Note
EP	Secondary Track Switches.	
Kendall	From secondary track to pull out track 102 feet south of Kendall.	

## 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 (Williamsport Div.)	All switches in main track and Post Siding	Lock Haven, (Williamsport 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 Westward 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	Pitt	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	
	Switch leading to Pittsburgh Water Co. from No. 1 Track		7
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	

## VALLEY DIVISION

Alliance	No. 3 Track to Main Line-Valley	Alliance	1
Lynch	Crossover between No. 2 and No. 3 tracks	Mansfield	
Lynch	Crossover between No. 1 and No. 2 tracks	Mansfield	
Crestline, East of station	Trailing crossover No. 1 track to Crestline Industrial track	Crestline	
Robinson	Trailing switch No. 1 track to station siding	Crestline	
Colsan	Trailing switch No. 3 track to Timken Roller Bearing Co. track Trailing switch No. 3 track to Shunk track Facing switch No. 2 track to freight station	Colsan	
East Rochester	East end of Siding	Bayard	1
410 feet west of M.P. 110	No. 1 Track to South Massillon Industrial Track	Mace	
1950 feet east of M.P. 65	No. 1 track to east end Market Street yard	Girard	
20 feet east of M.P. 65	No. 2 track to enginehouse track	Girard	
100 feet west of M.P. 65	No. 2 track to west end Market Street yard	Girard	
170 feet west of M.P. 65	No. 2 track to United Engineering Company track	Girard	

Location	Switch	Controlled by	Note
500 feet west of M.P. 65	No. 2 track to freight house	Girard	
625 feet west of M.P. 65	Crossover between Nos. 2 and 1 tracks	Girard	
2600 feet west of M.P. 65	No. 2 track to McNicholas transfer track	Girard	
46 feet west of M.P. 66	Crossover between Nos. 1 and 2 tracks	Girard	
90 feet west of M.P. 66	No. 2 track to Briggs Manufacturing Co.	Girard	
4822 feet south of M.P. 4	Switch to Alside Spur	Hudson	1
2734 feet south of M.P. 3	Stow Industrial	Hudson	
North of Payne	Tucker Coal Co. track	Hudson	
Cuyahoga Falls	North end storage track	Hudson	
	Kent Machine track	Hudson	
	South end storage track	Hudson	
	House track	Hudson	
2406 feet south of M.P. 9	George storage track	Hudson	
3100 feet north of M.P. 11	McCauslin's side track	Hudson	
1870 feet north of M.P. 11	Tell Warehouse and Sun Oil Co. track	Hudson	
2500 feet north of Arlington	Loomis Coal Co. track	Hudson	

### WILLIAMSPORT DIVISION

East Aurora	North end of Siding	Machias	1
	Freight House Track		
	Crossover Main Track to Siding		
	East Aurora Lumber & Supply Corp.		
Chaffee	North end of Storage Track		
Arcade	Town Track		
	A.&A.R.R. Connection Track		
Delevan	Borden's Milk Track		
Lake	North end of Siding		
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		

Location	Switch	Controlled by	Note
Elmira Secondary Track			
North of Newberry	Lundy Lumber Co. to Main Track—2 Switches Public Delivery to Main Track	Newberry	
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.

NOTE 7. Trains or engines must occupy track circuit approaching switch for 1 minute and 15 seconds before requesting UY to release electric lock.

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

### ALLEGHENY DIVISION

Location	Switch
West of M. P. 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 <b>BI</b>	No. 2 Track to Blairsville Yard
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 MP 4	Facing for eastward movement to Corliss Yard
South of Monon	Facing point for northward movement between Monon Single Track and A Track. Note 1.
East of Monon	Trailing point for eastward movement 37 feet west of Mile Post 1 leading to A Track. Note 1.
North of <b>OB</b>	Facing for southward movement connecting Scully Single and <b>OB</b> -eastward siding.
1201 feet east of MP 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

### VALLEY DIVISION

Location	Switch	Note
East Rochester	Facing switch for eastward movement to Industrial Track.	1
Kensington	Facing switch for eastward movement to Industrial Track.	1
East of Mile Post 69	Facing switch for eastward movement leading to Jones & Laughlin Steel Co.	2
Arlington Interlocking Limits	Leading to Holub Co. side track	1
1446 feet north of Mile Post 12	Facing switch for southward movement in No. 2 track	1
118 feet north of Mile Post 12	Trailing switch for southward movement in No. 2 track	1
1217 feet south of Mile Post 12	Facing switch for southward movement in No. 2 track	1
505 feet north of Mile Post 12	Facing switch for northward movement in No. 1 track	1

Location	Switch	Note
Mansfield 2226 feet west of Mile Post 175	Trailing switch leading from No. 2 track to Ohio Brass Co. track	
Crestline	Trailing crossover between No. 1 track and No. 8 yard track west of Mile Post 190	
Smithville	Storage track to No. 3 track	1
West of Mile Post 133	Facing switch leading from No. 3 track to Rubbermaid Co. track	2
Lakeville	Crossover between No. 1 and No. 2 tracks, east end of Storage track	3

### WILLIAMSPORT DIVISION

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 lead- ing to ACF track, 121 feet east of Mile Post 274.	
West Fair	Facing crossover for westward movement lead- to Watontown Switching and Storage Track, 1276 feet east of MP 271.	1-4
Watontown	Facing switch for eastward movement leading to Watontown 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 lead- ing 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
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
Clymer	Switch to Freight House	1
Corry	Switch to Middle Track	1

Location	Switch	Note
Eye	Switch at west end of Tail Track	
	Switches at east and west end 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 south end Titusville Siding	1
Oil City	Switch to north end Rouse Running Track	1
	Switch to Pennzoil Track	1
	Crossover to Rouse Running Track	1
	Switch to former NCY 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 MP 142.5	Facing switch in No. 2 Track for westward movements, leading to Thompson-town Shop Track.	Operator at Mifflin or Port
9074 feet west of MP 142.5	Facing switch in No. 2 Track for eastward movements, leading to Thompson-town Shop Track.	
1688 feet east of MP 197	Facing switch in No. 2 Track for eastward movements, leading to Mill Creek Shop Track.	Operator at Hunt or Jacks
3177 feet east of MP 197	Trailing switch in No. 2 Track for eastward movements, leading to Mill Creek Shop Track.	
100 feet west of MP 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 train dispatcher must be notified.

## 1105-A1. Spring Switches Located.

## ALLEGHENY DIVISION

Location	Normal Position	Route for Which Sprung	Note
South Fork Secondary Track L V	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 Jct.	For northward and southward movements on Susquehanna Secondary Track	Southward movements on Cresson Secondary Track	
Cresson Secondary Track, One mile South of Ebensburg Jct.	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	
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	

## PITTSBURGH DIVISION

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 Running track to Monongahela Secondary Track	

## VALLEY DIVISION

Bayard West end eastward siding	Secondary Track	Westward movement from eastward siding	
Alliance East end eastward siding	Secondary Track	Eastward movement from eastward siding	
GR—250 feet east of:	Westward movement from PY&A Secondary Track to No. 102 Secondary Track	Eastward movement from No. 101 Secondary Track to PY&A Secondary Track	

### WILLIAMSPORT DIVISION

Location	Normal Position	Route for Which Sprung	Note
<b>BN</b>	For northward and southward movements Susquehanna Secondary Track	Southward movements from Barnesboro pull- out Track to Susque- hanna Secondary Track	
Cowley—south end Siding	Main Track	Siding to Main Track	
Lock Haven— east end east- ward Siding	No. 1 Track	Siding to No. 1 Track	
Corning MP 70.6	Siding	Southward on Main Track	
<b>YD</b>	Main Track	Northward from Siding	
Beaver Dam North End	Main Track	Northward from Siding	
Himrods Jct. North End	Main Track	Northward from Siding	
Cresson Secondary Track, Bradley Junction	For northward and southward movements on Susquehanna Sec- ondary Track	Southward movements on Cresson Secondary 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 MPH prepared to stop.

**1105-A2. (Pittsburgh Division)** 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.

### Secondary Tracks

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

### ALLEGHENY DIVISION

Track	Between	And
<b>A</b>	Deer	Hunt
<b>C</b>	Hunt	Deer

### PITTSBURGH DIVISION

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



### VALLEY DIVISION

Track	Between	And
No. 101	Reed	McKinley
No. 101	<b>NP</b>	<b>GR</b>
No. 102	<b>GR</b>	<b>NP</b>

#### Sidings

**1111-A2. (Allegheny Division).** 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 Williamsport Division	Wilson
South Fork Branch	South Fork	<b>W</b>
Paint Creek Branch	Paint Creek Br. Jct.	Shade Creek Br. Jct.
Shade Creek Branch	Shade Creek Br. Jct.	Central City

### PITTSBURGH DIVISION

Turtle Creek Branch	<b>SZ</b>	<b>BY</b>
Port Perry Branch	<b>U</b> Jct.	<b>PG</b>
Main Line	<b>PITT</b>	Ingram
Allegheny Branch	<b>UY</b>	Brady (Williamsport Division)
Terminal Branch	<b>WT</b>	<b>NY</b>
New Cumberland Br.	Weirton Jct.	<b>WN</b>
Corliss Connecting Track	Corliss	Esplen
Scully Single Track	Esplen	Monon
Scully Single Track	Monon	<b>OB</b>
Monon Single Track	Monon	<b>OB</b>

### VALLEY DIVISION

Track	Between	And
Bayard Branch	Fairhope	Shale
E & P Branch	Castle	Thornton Jct.
Detour Branch	Boanna	CP
Marietta Branch	Marietta	FA
Akron Branch	Hudson	Arlington
Youngstown Branch	CP 4	CP 56
Jefferson Branch	Jefferson Jct.	Jefferson
Stoneboro Branch	CP 14	Stoneboro
Sharon Branch	CP 52	Ferrona
Alliance Branch	Minerva	Piney Fork

### WILLIAMSPORT DIVISION

Main Line	Division Post Eastern Region	East Allens
Main Line	West Allens	East Linden
Main Line	Linden	Lane
Main Line	West Lock Haven	New Drury
Main Line	HY	JN
Main Line	NR	CR
Main Line	SN	OW
Main Line	Lake	Perry
Main Line	Wales	Hubbard
Main Line—Erie	MS	Love
Bald Eagle Branch	Lock Haven	Division Post (Allegheny Division)
Elmira Branch	HO	Himrod Jct.
Chautauqua Branch	BM	Bridge
Allegheny Branch	Div. Post (Pgh. Div.)	Bridge
Williamsport Branch	Newberry	Linden
	River	East Linden
Valley Branch	Dunkirk	End of Branch
JF&C Branch	Stoneboro	Rose
Rich Branch	CP BN	Rich
Mill Hall Branch	SR	Bald Eagle Jct.
Corning Branch	SR	Region Post— Northeastern Reg.
WBV Branch	B&O Jct.	CT
Snow Shoe Branch	Snow Shoe	Clearfield
Cherry Tree Branch	CB Jct.	Cherry Tree
Irvona Branch	MO	Blandburg

**1151-B1. Two or More Tracks**

Current of traffic or TCS 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 & Milllin			West'd	East'd Frt.	East'd Psgr.			
Milllin & 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 Psgr.	East'd Psgr.	East'd Frt.			
Wilson & Gray	East'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.			

Note: Tracks are numbered south to north.

**PITTSBURGH DIVISION**

JD & Millwood			West'd Frt.	West'd Psgr.	East'd			
Millwood & DR			West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.		
DR & KR			West'd Frt.	West'd Psgr.	East'd			
KR & RG			West'd Frt.	West'd Psgr.	East'd			
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			

Main Line Between:	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. 0 Track		
PITT & Federal St.				West'd	East'd			
Federal St. & E.Conway		West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.			
E. Conway & Div. Post (Valley 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			

Note: Tracks numbered south to north.

VALLEY DIVISION

Main Line— Pittsburgh to Chicago Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	
Division Post (Valley Division) & CP			West'd	East'd	
CP & Wall		West'd Psgr.	West'd Frt.	East'd	
Wall & Fairhope			West'd	East'd	
Fairhope & McKinley	West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.	
McKinley & Reed		West'd Frt.	West'd Psgr.	East'd	
Reed & Orrville			West'd	East'd	
Orrville & Big Run		West'd	East'd Psgr.	East'd Frt.	
Big Run & Lucas			West'd	East'd	
Lucas & Mansfield		West'd Frt.	West'd Psgr.	East'd	
Mansfield & East Colsan			West'd	East'd	
East Colsan & Div. Post Western Reg.		West'd Frt.	West'd Psgr.	East'd	
Main Line—Valley Between: Alliance & Div. Post Lake Reg.			West'd	East'd	
Y & R Connection Between: Ravenna (B&O R.R.) & Rave			West'd	East'd	
E & A Branch Between: Wampum Jct. & Niles Jct.			West- ward	East- ward	
Low Grade Branch Between: Div. Post (Valley Division) & Wampum Jct.			West- ward	East- ward	
E & P Branch Between: Thonrton Jct. & Girard Jct.			West- ward	East- ward	
PY & A Branch Between: Detour & North Warren			West- ward	East- ward	
Akron Branch Between: Arlington & Warwick			South- ward	North- ward	

	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	
<b>Bayard Branch</b> Between: Div. Post (Valley Division) & Shale			West- ward	East- ward	
<b>Youngstown Branch, JM &amp; CP4</b> Valley St. & PC Jct.			North- ward	South- ward	
<b>CP 56 &amp; Valley St.</b>			TCS	TCS	

Note: Tracks Numbered south to north or east to west except Youngstown Branch (west to east).

### WILLIAMSPORT DIVISION

<b>Main Line</b> Between:	No. 2 Track	No. 1 Track
East Allens & West Allens	Westward	Eastward
East Linden & Linden	Westward	Eastward
Lane and West Lock Haven	Westward	Eastward
New Drury & HY	Westward	Eastward
JN & NR	Southward	Northward
CR & SN	Southward	Northward
OW & Lake	Southward	Northward
Perry & Wales	Southward	Northward
Hubbard & Div. Post Northeastern Region	Southward	Northward

Note: Tracks numbered west to east.

### ALLEGHENY DIVISION

	No. 2 Track	No. 1 Track
<b>Holidaysburg &amp; Petersburg Branch</b> Between: Eldo & Alto	Westward	Eastward
<b>South Fork Branch</b> Between: South Fork & LV	Northward	Southward

### PITTSBURGH DIVISION

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

Note: Tracks numbered south to north.

Ohio Connect- ing 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.

<b>Scully Branch</b> Between:	<b>Scully</b> <b>No. 2 Track</b>	<b>Scully</b> <b>No. 1 Track</b>
Esplen & Wagner via Scully	Westward	Eastward
<b>Monongahela Branch</b> Between:	<b>No. 1</b> <b>Track</b>	<b>No. 2</b> <b>Track</b>
<b>OB &amp; MC</b>	Nort'd	Sout'd

Note: Tracks are numbered from south to north or east to west.

## 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
IS	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. 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	1-11

## VALLEY DIVISION

Track	From	To	Assigned Direction	Controlled by	Note
No. 7	CP	West end station platform—Alliance	Westward	CP	1-12
No. 49	Fairhope	No. 31 yard track Switch 4200 feet west of Fairhope	Westward	Fairhope	1-13
No. 101	Reed	McKinley	Eastward	McKinley	1-15
No. 102	GR	NP	Westward	NP	1-15
No. 101	NP	GR	Eastward	NP	1-15
Carson	CP 4	CP 7	Southward	Train Dispr.	1-14
No. 103	Crosier Street	JO	Northward	JO	1-8
No. 104	Manchester Road	Lambert	Southward	BN	1-9

## WILLIAMSPORT DIVISION

No. 1	CP AD	NB	Southward	Yard Master NB	1
No. 2	CP AD	NB	Northward	Yard Master NB	1

**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 Wilksburg, will stop clear of switches at Wilksburg yard.

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

**NOTE 8.** Southward movements made on signal indication at JO. Permission must be obtained from JO to use this track at any point between Crosier Street and JO.

**NOTE 9.** Northward movements made on signal indication at Lambert. Permission must be obtained from BN to use this track from any point between Manchester Road and Lambert.

**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 1155-A33.

**NOTE 12.** Westward movements made on signal indication at CP. Permission must be obtained from CP to use this track at any point between west end of station platform—Alliance and CP.

**NOTE 13.** Westward movements made on signal indication, together with illuminated sign showing track number, at Fairhope. Permission must be obtained from Fairhope to use this track at any point between Fairhope and No. 31 yard track switch.

**NOTE 14.** Movement may be made on Signal Indication at CP 4 and CP 7. Permission must be obtained from Train Dispatcher to use this track from any point between CP 4 and CP 7.

**NOTE 15.** Train and engines will protect against following movements.



## 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
Bellefonte (E)	Miles	End of track	Miles	2
New Portage (W)	Wye	SF	AR	2
Cresson (N)	MO	EP	EP	1-4
	EP	DF	EP	2-4
Susquehanna (N)	DF	MP 15	EP	2
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

Track	Between	And	Controlled by	Note
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
Monongahela (S)	MC	BF	BF	2
West Brownsville (S)	BF	Ten Mile Run Jct.	BF	1
Marianna (S)	Cokeburg Jct.	MP 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	MP 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
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	1-9
Hanna (W)	Georgetown Jct.	Hanna	Acre	1-10

## VALLEY DIVISION

Track		Between	And	Controlled by	Note
M. & C.	(W)	Mace	East Gravel	Mace	1
Koppel	(W)	Wood	Wampum Jct.	Wood	2
Houston	(W)	Oakland	Houston Jct.	Castle	1
Walford	(W)	Coverts	Walford	Castle	1
Cross Cut	(E)	Cross Cut	Cherry Street	Castle	1
New Castle	(W)	Castle	<b>GS</b>	Castle	1
Van Wye	(E)	Boanna	Van Wye	Detour	1
Akron	(S)	Warwick	(Reg. Post Southern Reg.	Orrville	2
Tuscarawas	(S)	Bayard	<b>DJ</b>	Bayard	2
Dover	(S)	<b>DJ</b>	<b>FA</b>	Town	2
Mahoning	(W)	Bayard	Alliance	Bayard	2
P Y & A	(W)	North Warren	<b>GR</b>	North Warren	2
Sharon	(W)	2250 feet west of M.P. 66	1387 feet west of M.P. 71	Wheatland	1
Gem	(W)	Soaptown	Goodman	Yardmaster Goodman	1-12
Ash	(W)	<b>NP</b>	<b>OD</b>	<b>NP</b>	1
Valley Street	(S)	Valley Street	M.P. 58.3	<b>OPR</b> Valley Street	1
Minerva	(N)	Minerva	Braceville	Operator Minerva	1
Hugo	(W)	Brady	Hugo	Train Dispatcher	1
Piney Fork	(S)	Piney Fork	Dillonvale	Train Dispatcher	1

## WILLIAMSPORT DIVISION

Clermont	(S)	Clermont Jct.	End of track	<b>CR</b>	1
Farmers Valley	(S)	Coryville	Farmers Valley	<b>CR</b>	1
Watson town	(E)	Watson town	Berwick	Newberry	1
Low Grade	(E)	Brady	Falls Creek	Brady	2-7
		Falls Creek	<b>DB</b>	Falls Creek	2-7
		<b>DB</b>	<b>DF</b>	<b>DF</b>	2-7
No. 401	(S)	Crossover at south end of Phillipston Yard	Brady	Brady	1-6
Oil City	(N)	Bridge	M.P. 36 End of block	Bridge	2-7
Salamanca	(N)	End of Block	<b>AD</b>	Machias	2
Ridgway	(S)	Ridgway	Falls Creek	<b>JN</b>	2-8
Sodus Bay	(N)	Himrod Jct.	Point	Himrod Jct.	2-8
Emporium		<b>JN</b>	<b>MS</b>	<b>JN</b>	2-14
Erie		Love	Elm	Bridge	2-14
Elmira		Newberry	Southport Jct.	Kendall	2
Cresson	(N)	Bradley Jct.	<b>RU</b>	<b>EP</b>	2-4
		<b>RU</b>	End of Track	<b>EP</b>	1-4
Hastings	(W)	Hastings Jct.	Hastings	<b>EP</b>	1

Track	Between	And	Controlled by	Note
Clearfield (N)	Park	Cur	Miles	2
	Cur	Grampian	Miles	1
Runner (N)	Mills	Maple	Miles	1
Moshannon (S)	Mills	Ram	Miles	2
	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
McGees (N)	McGees Jct.	Glen Campbell	EP	1
Susquehanna (N)	M.P. 15	DC	EP	2
Moss Creek (N)	Moss Creek Jct.	End of Track	EP	1
Boardman	Potts Run Jct.	End of Track	Winburne	1-13
Madera	Clearfield Jct.	Irvona	Winburne	1-13
Grass Flat	Viaduct	Grass Flat	Winburne	1-13
Mahaffey	WJ	Mahaffey Jct.	B&O Jct.	1
Philipsburg	Munson	Philipsburg	Winburne	1-13
Hoover Hurst	Dowler	End of Track	B&O Jct.	1

(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 6. Northward movements made on signal indication at Brady.

NOTE 7. At Brady, Falls Creek, 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. Westward trains will be given absolute protection to the rear by the operator at Acre.

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

NOTE 11. Trains and engines will protect against following movements.

NOTE 12. Gem Secondary Track controlled by Yardmaster at Goodman Yard when on duty, at all other times controlled by operator at Detour.

NOTE 13. Controlled by Operator at B&O Jct. when Winburne is not in Service.

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

## ALLEGHENY DIVISION

Siding	Employee in Charge	Note
Lovett—Southward	Operator <b>SO</b>	
<b>SF</b> —Eastward	Operator <b>AR</b>	

## PITTSBURGH DIVISION

Pine Run—Eastward	Operator Truxall	
<b>AJ</b> —Northward	Operator <b>AJ</b>	
<b>AJ</b> —Southward	Operator <b>AJ</b>	
<b>FD</b> —Northward	Operator <b>FD</b>	2
<b>FD</b> —Southward	Operator <b>FD</b>	2
Mingo Jct.—Westward	Operator Mingo Jct.	
Acre—Eastward, Westward	Operator Acre	1
Esplen—Eastward	Operator Esplen	1
<b>OB</b> —Southward	Operator <b>OB</b>	1
Custer—Westward	Operator Custer	1
Dyke—Westward	Operator Custer	

## VALLEY DIVISION

Newman—Eastward	Operator Mace	1
Mahoning Sec. Track Bayard—Eastward	Operator Bayard	1
Bayard—Eastward	Operator Bayard	
Alliance—Eastward	Operator Alliance	
Edenburg—Westward	Operator Castle	
Graham—Westward	Operator Graham	
Graham—Eastward	Operator Graham	1
Girard—Westward	Operator Girard	
Girard—Eastward	Operator Girard	1
Rave—Westward	Operator Rave	
Rave—Eastward	Operator Rave	1
Hudson—Westward	Operator Hudson	
Hudson—Eastward	Operator Hudson	
Mansfield—Eastward	Operator Mansfield	3

## WILLIAMSPORT DIVISION

Siding	Employee in Charge	Note
Lane—Westward	Operator Lock Haven	
Lock Haven—Eastward	Operator Lock Haven	

NOTE 1. Signal indication will be authority for trains to use siding in reverse direction.

NOTE 2. FD Northward and Southward sidings will be in charge of Operator at AJ when FD is closed.

NOTE 3. Operator must secure permission from Train Dispatcher before authorizing movement in reverse direction.

### 1151-F1. Running Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	
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.	
14	No 10 track at west end of No. 600 yard	East end enginehouse pit tracks	Eastward	Eastbound Yard Master	
17	East end of No. 201 track No. 4 Hump	East end enginehouse pit tracks	Eastward	Eastbound Yard Master	

### 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 running tracks	Yard Master No. 5 Yard Office, Pitcairn
Home	Kenny	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.
O (E)	Jacks Run	Penna. Ave.	Yard Master Island Ave.

Track	Between	And	Controlled by
10 (E)	West Conway	East Conway	Yard Master, Conway
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 Martin Ferry
Wheel (W)	UN	Zane	Yard Master, or clerk Martin Ferry
Westward	Zane	Benwood	Yard Master, or clerk Martin Ferry
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
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
No. 1	NB	Newberry Jct.	Yard Master NB
No. 2	NB	Newberry Jct.	Yard Master NB
Struthers (E)	Wiler	Glade	Operator, JN
No. 1 Relay (W)	Farwell	M.P. 196.4	Yardmaster Renovo
No. 2 Relay (W)	Farwell	M.P. 196.4	Yardmaster Renovo

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

## 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 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. (Allegheny Division).** 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-A6. (Allegheny Division).** 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-A7. (Allgy. & Pgh. Divisions).** Passenger trainmen, and attendant must keep the doors of toilet rooms in passenger equipment locked at Altoona, and between Wilkesburg and Pittsburgh.

**1154-A8. (Pittsburgh Division).** 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 Penn Central 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-A9. (Pittsburgh Division).** Train No. 50 will stop at East Conway on Signal indication or notice from the Conductor, to discharge employees.

**1154-A10. (Pittsburgh Division).** Enginemen of trains Nos. 3, 22, 23, 31, 54 and 55 arriving at Penn Central Station Pittsburgh 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 fluorescent red.

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

**1154-A11. (Pittsburgh Division).** Deadhead crews destined Pitcairn will detrain on platform between No. 3 track and No. 4 track, Pitcairn.

**1154-A12. (Valley Division).** In the application of Rule 26, passenger trains picking up or setting off cars at Canton will be governed by electric blue light signals located as follows:

**Westward Train—**

South side of main tracks on telephone pole just west of Market Street.

South side of main tracks on telephone pole just east of Cleveland Avenue.

Northwest corner of the westbound shelter shed.

**Eastward Trains—**

South side of main tracks on telephone pole just west of Cherry Street.

Car Inspector at Canton passenger station in cutting and coupling cars on passenger trains will actuate the blue light only after train is properly spotted and released by Conductor for work. Upon completion of his work, will extinguish the blue light signal.

**Rule 26** must be complied with, for the passenger train involved, while the blue light is displayed.

When more than one passenger train is working at Canton Passenger Station, Trainmen, Enginemen and Car Inspectors must determine the track and train for which the blue light is displayed.

**1154-A13. (Williamsport Division).** Passenger trains will make running test of air brake approaching descending grades as follows:

**MAIN LINE**

Northward	Keating Summit
Southward	NR

**1154-A14. (Williamsport Division).** 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-A15. (Williamsport Division).** Southward passenger trains must not block Union Street crossing, Olean, with standing engine or cars.

**1154-A16. (Williamsport Division).** 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.

## 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.

## Number of Motors

**FRONT END, Pulling or dynamic braking.**

Trains authorized 60 miles per hour and

PR trains west of Conway and TM 1	
mineral trains Mingo to Colsan	24

Other trains	20
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Freight trains between Alto-Wye and UN-AR 20

**REAR END, Pushing solid loaded mineral**

freight trains.	24
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Other trains	12
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## LIGHT MOVEMENTS

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 ½ 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, employees 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 engineer, after seeing that the brakes apply, will whistle for the release of the brakes. The hauler engineer will then release the brakes. The rear pusher engineer, 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 Engineer 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 blocked 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.

### 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 as follows:

Black Lick Sec. Track ..	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
	All other Locations	80 lbs.	95 lbs.	95 lbs.	

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

2. Speed restrictions as prescribed in Special Instruction 1157-B1 or 1157-B2, 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.

3. 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:

50 cars or more	25% of cars
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This must be done at the time terminal air brake test is made and so remain enroute.

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

	AR to Slope or Wye Cresson Area as specified in Instruction 12 M.P. 9 to Lovett	
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
2250	4000 tons	6000 tons
2400 and up	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
M.P. 9 to Lovett	— 135 tons

6. In territory where Instruction 3 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 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 trains from Cresson before departure of the train.

The Conductor will be responsible for properly instructing the trainmen and knowing that the handles 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 Main 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**

**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-A23. (Allegheny Division).** 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).** 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-A26. (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-A27. (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.

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-A28. (Allegheny Division).** Unnecessary obstruction of crossings in Borough of Tyrone must be avoided.

## PITTSBURGH DIVISION

**1155-A29. Instruction for preparation and handling of Freight trains.**

The following instructions in connection with and supplementary to Brake and Train Air Signal Instructions No. 99-D1 in handling freight trains will apply.

### X INDICATES INSTRUCTIONS IN EFFECT

PITTSBURGH DIVISION	1	2	3	4	5	6
Main Line .....	X	...	...	...	...	...
All Branches and Secondary Tracks .....	X	...	...	X	...	...
Except: Butler Secondary Track .....	X	...	...	X	X	X
Except: Cadiz & Hanna .....	X	X	X	X	X	...

- |                        |                                                                                                                                                                                                                                                                                                                       |         |        |         |         |         |         |
|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|--------|---------|---------|---------|---------|
| 1. Brake Pipe Pressure | <table style="margin: auto;"> <tr> <td style="padding: 0 10px;">Empty</td> <td style="padding: 0 10px;">Loaded</td> <td style="padding: 0 10px;">Mineral</td> </tr> <tr> <td style="padding: 0 10px;">80 lbs.</td> <td style="padding: 0 10px;">95 lbs.</td> <td style="padding: 0 10px;">95 lbs.</td> </tr> </table> | Empty   | Loaded | Mineral | 80 lbs. | 95 lbs. | 95 lbs. |
| Empty                  | Loaded                                                                                                                                                                                                                                                                                                                | Mineral |        |         |         |         |         |
| 80 lbs.                | 95 lbs.                                                                                                                                                                                                                                                                                                               | 95 lbs. |        |         |         |         |         |

2. **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 instruction No. 6, is 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 2 or 3 position retainers
50 to 100 cars —30 Retainers	
50 cars or less —10 Retainers	

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

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.

3. In territory where Instruction 2 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.
4. In starting freight trains where power brake instructions apply or as provided under Instruction 5, 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 engineer to start the train without having to take the slack. Engineer 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.

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-A30. (Pittsburgh Division).** 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-A31. (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-A32. (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 westward 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-A33. (Pittsburgh Division).** 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.

**1155-A34. (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-A35. (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-A36. (Pittsburgh Division).** Daily except Saturday Westward trains on No. 3 Track having work, will stop clear of switches at west end of Wilksburg yard tracks and be governed by instruction from yardmaster.

**1155-A37. (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-A38. (Pittsburgh Division).** Conductor 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-A39. (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-A40. (Pittsburgh Division.** Referring to Rule 4158-F Color Light Scale Signals are in service at the following locations:

Island Avenue — Manchester Yard.  
Conway — River-Rail Terminal.

**1155-A41. (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-A42. Pittsburgh Division).** Trains stopping on the Scully No. 1 track and Scully No. 2 track Scully Yard to work, will stop clear of crossover switches unless otherwise instructed by Yardmaster.

**1155-A43. (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-A44. (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-A45. (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.

**1155-A46. (Pittsburgh Division).** Freight trains containing coal or ore must not exceed a speed of 10 MPH on No. 1 track through Borough of Haysville.

## VALLEY DIVISION

### Instruction for preparation and handling of Freight Trains.

**1155-A47. (Valley Division).** When dynamic brake is in use, it will be operated to limit of its capacity before being supplemented with application of automatic brake.

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

Empty Trains—40 percent or less loaded cars.

Loaded Trains—more than 40 percent loaded cars.

Mineral Trains—25 percent or more cars loaded with mineral or grain.

Loaded and mineral trains will carry 90 lbs. brake pipe pressure on grades listed below, and when descending these grades and the brake pipe pressure falls to 70 lbs. or less, the train will be stopped and secured with hand brakes until brake pipe pressure has been restored.

The following instructions will apply on grades listed:  
**YOUNGSTOWN BRANCH, CP-13 TO JM; WALFORD  
 SECONDARY TRACK, WALFORD TO COVERTS.**

**Engines Equipped with Operative Pressure Maintaining  
 Feature:**

Retaining valves will not be used on trains with equipped engines. If the pressure maintaining feature fails, instructions governing trains with engines not equipped will apply.

On Youngstown Branch, northward trains must not exceed 30 MPH between CP 13 and MP 6 and 20 MPH between MP 6, OD and/or JM.

Eastward trains must not exceed 12 miles per hour from a point 2½ miles west of Coverts to Coverts.  
**Engines Not Equipped with Operative Pressure Maintaining  
 Feature:**

Between Walford and Coverts retaining valves must be set up on all cars in the train, high pressure position on loaded cars and low pressure position on empty cars.

#### **YOUNGSTOWN BRANCH**

Northward mineral trains between CP 13 and JM with engines not equipped with either Dynamic Brake or Pressure Maintaining Feature, must have retaining valves set in high pressure position beginning at head end, on 25 percent of the numbers of cars in train.

Retaining valves must be placed in high pressure position prior to departing CP 13 and must be placed in release position prior to departing, CP 124 or CP 130, respectively, for trains destined eastward or westward on Main Line-Buffalo-Chicago.

#### **BAYARD BRANCH, SHALE TO CLARK**

**Engines Equipped with Operative Pressure Maintaining  
 Feature:**

Retaining valves will not be used on trains with equipped engines.

**Engines that have neither Dynamic Brake nor Pressure  
 Maintaining Features:**

On loaded and mineral trains retaining valves must be set in high pressure position, beginning at the head end, on 30 percent of the number of cars in the train. Conductor must know that the retaining valves are in the proper position and so inform engineman before passing Shale.

**Engines with Pressure Maintaining Feature Inoperative:**

Loaded and mineral trains must have retaining valves set in slow direct exhaust position beginning at the head end, on 25 percent of the number of cars in train. When retaining valves are used in slow direct exhaust position and it is known that the engine has inoperative pressure maintaining feature, retainers should be set before passing Fairhope or Bayard and need not be placed in direct release again until the train arrives at destination.

If the pressure maintaining feature fails and dynamic brake is inoperative, instructions governing trains with non-equipped engines will apply.

**1155-A49. (Valley Division).** Crews of freight trains stopping on street or highway crossings in the Hammonds-ville-Irondale district will cut crossings promptly.

**1155-A50. (Valley Division).** Trains must not set shop cars off on the Ohio Wood Preserving Co. track, east of Orrville.

**1155-A51. (Valley Division).** Eastward freight trains on No. 1 track, having more than 20 cars in train, will stop at the distant signal for Wall and call Operator at Wall for instructions, unless the signal displays an Indication more favorable than Approach.

**1155-A52. (Valley Division).** Westward freight trains destined Canton Yard will be governed in yarding train by track numbers displayed on illuminated sign located on east side of Fairhope Block Station.

**1155-A53. (Valley Division).** Westward freight trains having work at Mansfield will be governed by an illuminated sign located on pole on north side of tracks, opposite Lucas Block Station. Letter R displayed, stop at Ross, letter L display, stop at Lynch and call Yardmaster at Mansfield for instructions.

Operator at Mansfield Block Station will issue instructions before passing crossover at Lynch.

**1155-A54. (Valley Division).** Two blue light signals are located on No. 1 Brick Shed building governing the use of the warehouse track of Kaiser Refractories & Chemical Division Company, Niles.

When blue light signals are lighted, train or engines must not enter or use the warehouse track. Conductor will check with plant Guard at gate regarding lighted signals.

**1155-A56. (Valley Division).** Northward freight trains having work at south Akron yard will be governed in yarding train by illuminated track number sign displayed at BN Block Station as follows:

Train routed No. 104 secondary track, with track number displayed, will proceed to Bridge 16 for instructions.

Train routed No. 104 secondary track, with no track number displayed, will stop at Manchester Road Bridge and call Yard Master for instructions.

Train routed Main track, with track number displayed, will yard their train at Bridge 16.

Train routed Main track, with sign reading MAIN, will proceed to Crosier Street and make their set-off from Main track.

**1155-A58. (Valley Division).** Westward freight trains destined Canton Yard will be governed in yarding train by track numbers displayed on illuminated sign located on east side of Fairhope Block Station.



**1155-A60. (Valley Division).** Westward freight trains on No. 2 track with work at Summit Crushed Stone Company or Twin Storage Track, must stop with entire train east of CC sign located 3037 feet west of MP 102, to prevent unnecessary operation of highway crossing protection at Highland Road.

When work is completed entire train must be east of CC sign before westward movement is made. Engines or cars will not be left standing in this track between CC sign and Highland Road crossing.

### WILLIAMSPORT DIVISION

**1155-A61. 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:**

Summerdale to Mayville

Pross to Brocton

Mile Post 10 to Elm

### **Keating Summit to MP 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 after train has stopped.

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 re-set 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 Trainmaster 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 Secondary Track

#### Loaded Trains

Southward—Leolyn	30%
Northward—Troy Hill	30%
Sned to Kendall	20%
Elmira Branch, Millport Hill	20%

1155-A62. (Williamsport Division). The following instruction in connection with and supplementary to the Brake and Train Air Signal Instructions No. 99-D-1 in handling freight trains will apply on the following branches and secondary tracks:

Clearfield Secondary track

Irvona Branch

Cresson Secondary track - Bradley Junction to End of Track

Moshannon Secondary track

Susquehanna Secondary - MP 15 west to DC, MP 29.3

#### X INDICATES INSTRUCTIONS IN EFFECT

WILLIAMSPORT DIVISION	1	2	3	4	5	6	7	8	9	10	11	12
Clearfield area as specified above	X	X		X	X	X		X				X
All territory north of Cresson	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
	Summit and Vail	80 lbs.	105 lbs.	105 lbs.	
	All other Locations	80 lbs.	95 lbs.	95 lbs.	

2. Speed restrictions as prescribed in Special Instruction 1157-B1 of the Timetable will apply.

3. **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 Instruction, 99-D-1, Paragraph 54 to 60 inclusive, will govern except where conditions prescribed by instructions No. 6 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	

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

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.

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

Unit Horse Power	Summit to Vail		Cresson Area as specified in Instruction 12	
	4 Axle Unit	6 Axle Unit	4 Axle Unit	6 Axle Unit
1500 or 1600	2700 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. Instruction 54 to 60 — 99-D1 to apply.

**Average tons per operative brake must not exceed:**

Summit to Vail — 135 tons

5. 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 is 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.

**General Order No. 204, page 174**

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.



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 re-set 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.

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:

Coal Pit Run  
 IR to Barnesboro Yard  
 Hillman Summit to McGees  
 Hillman Summit to MP 54  
 Hastings Junction to MP 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.

#### **Corning Branch**

#### **Corning to GY**

The engineman must operate the automatic brake valve on these grades in such a manner as to maintain a brake pipe pressure of not less than 70 lbs. at all times.

Retaining valves must be turned up on freight trains when handled by engines not having dynamic brakes, at the following locations:

#### **MP 38.2 to Dresden, Northward.**

On trains with diesel units equipped with two or more air compressors.

Trains 7,500 tons to 10,000 tons .....	50%
Trains 4,000 tons to 7,500 tons .....	30%

On trains with diesel unit equipped with one air compressor:

Trains 7,500 tons to 10,000 tons .....	100%
Trains 5,000 tons to 7,500 tons .....	60%
Trains 3,000 tons to 5,000 tons .....	50%
Trains less than 3,000 tons .....	25%

On freight trains operating northward, MP 38.2 to Dresden, it will not be required to turn up retaining valves provided the tons per operative dynamic brake does not exceed the maximum limits shown in tonnage ratings for Diesel operation, freight service. On these grades the automatic brake valve must be used in controlling the speed to permit release under 20 miles per hour and use of less than 15 lbs total brake pipe reductions except that final reduction shall not be less than 15 lbs total.

If tons per operative dynamic brake exceeds the maximum limits shown in tonnage ratings for Diesel operation, freight service, 10 retaining valves must be turned up for each 500 tons in excess of total rated train tonnage.

Between MP 53.7 and Watkins Glen train air brake must be used, with not less than a 15 lbs total reduction, and engineman must determine whether the air brakes are in suitable condition to permit train to safely descend from MP 38.2 to Dresden.

Trains controlled with dynamic braking power will not exceed a speed of 20 miles per hour between MP 39 and Dresden northward.

#### **Beaver Dam to YD.**

When speed of train is to be reduced, engine throttle should be closed and after slack has adjusted itself either the dynamic brake may be used, or the automatic brakes should be applied with an initial reduction of from 5 to 8 lbs. followed by subsequent light reductions as required, keeping the independent brake valve in release position. After required reduction in train speed has been made and it is desired to release car brakes, first apply independent brake on engine, if dynamic brake is not being used to prevent slack from running out too quickly, then release automatic brake.

**1155-A63. (Williamsport 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-A64. (Williamsport Division).** Helper engines on rear of eastward freight trains, assisting to St. Marys, will detach helpers at Fourth Street.

**1155-A65. (Williamsport Division).** Helper engines on rear of eastward freight trains must be detached at Jackson unless otherwise instructed.

**1155-A66. (Williamsport Division).** Helper engines on the rear of southward trains (NR to JN) must not be detached from trains north 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-A67. (Williamsport 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-A68. (Williamsport Division).** Westward trains stopping at Ridgway 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 Ridgway to perform work, taking on helpers, etc., will stop with entire train west of Bark Street crossing.

**1155-A69. (Williamsport 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-A70. (Williamsport Division).** No. 1 Yard track Brocton must not be blocked without permission of operator at BM.

**1155-A71. (Williamsport Division).** Freight trains using E.L.R.R. tracks between Brockway and Hyde will proceed at restricted speed.

**1155-A72. (Williamsport 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-A73. (Williamsport 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-A74. (Williamsport 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-A75. (Williamsport Division).** Conductor or Engineer on Southward trains from Clearfield Secondary Track, will report clear of Block at Park to Operator at Miles.

**1155-A76. (Williamsport Division).** Trains and engines may use yard track between SR and east of Avis Yard, by permission of Operator SR and must report arrival at east end.

**1155-A78. (Williamsport 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:

- 1836 feet east of MP 194
- 1617 feet west of Mile Post 197
- 150 feet west of Mile Post 197
- 749 feet east of Mile Post 197

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.

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-A79. (Williamsport Division).** Eastward trains exceeding 75 cars must approach Thomas Township Road Crossing, located 600 feet west of MP 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-A79. (Williamsport Division).** Weigh-in-motion scale located on Scale Running track, 3800 feet east of MP 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 Newberry.

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 approach 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).** 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-A9. (Allegheny Division).** Trains on No. 2 track setting off cars on Thompsontown Shop Track must not foul crossover located at west end of shop track.

**1156-A10. (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 notify port by radio or message 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 radio 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 functional radio.

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-A11. (Allegheny Division).** All inbound passenger and mail express trains must be reporting as arriving by inbound conductor to Alto Tower immediately upon stopping of his train at the station.

**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).** 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 Engineman 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 No. 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 1982 feet west of Mile Post 247 and eastward home signal for Benny, will function as follows:

**A—**Between a point 1982 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).** 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-A18. (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-A20. (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 Nos. 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 Nos. 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-A21. (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-A22. (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-A23. (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-A24. (Pittsburgh Division).

##### Eastward trains on Brilliant Branch:

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

#### 1156-A25. (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-A26. (Pittsburgh Division).** At Pittsburgh for through passenger and mail & express trains 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-A27. (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-A28. (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-A29. (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-A30. (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-A31. (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-A32. (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.

## VALLEY DIVISION

### FREIGHT AND PASSENGER TRAIN OPERATION

**1156-A33. (Valley Division).** Emergency water facilities for diesel engines are located:

Alliance — At east end of station platform — Between No. 1 and No. 2 tracks.

At west end of station platform — Between No. 2 and No. 3 tracks.

Canton — Located between No. 1 and No. 2 tracks and between No. 3 and No. 4 tracks, 700 feet east of Mile Post 98.

**1156-A34. (Valley Division).** To prevent the unnecessary blocking of street crossings in Orrville, southward trains will be governed as follows:

An indicator adjacent to and west of secondary track on a mast 15 feet high, located 2524 feet south of MP 36. When indicator displays a lunar white light, southward trains may proceed without stopping and approach the home signal at Orrville prepared to stop. When lunar white light is not displayed on indicator, southward trains must stop to clear indicator and communicate with operator at Orrville by radio. On engines not equipped from telephone located on telephone pole opposite the indicator.

**1156-A35. (Valley Division).** To prevent the unnecessary blocking of street crossings in Alliance, eastward trains on No. 1 track will be governed as follows:

An indicator adjacent to and south of No. 1 track on a mast 15 feet high, located 1080 feet east of Mile Post 71. When indicator displays a lunar white light, eastward trains may proceed without stopping. When lunar white light is not displayed on indicator, eastward trains must stop at indicator and communicate with operator at Alliance by radio. On engines not equipped from telephone located on indicator mast.

**1156-A36. (Valley Division).** Southward trains and engines will stop at Pattin siding and call Operator at Town Block Station for instructions.

**1156-A37. (Valley Division).** Trains and engines will stop clear of Colonial Salt Co. side track, South Akron yards, unless the switch is properly lined and no crew is switching at the point.

## **WILLIAMSPORT DIVISION**

### **FREIGHT AND PASSENGER TRAIN OPERATION**

**1156-A39. (Williamsport 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-A40. (Williamsport Division).** All trains must approach and proceed through Jerseytown Cut at a point one-half mile east of MP 17, Watsontown Secondary Track, prepared to stop short of any obstruction.

**1156-A41. (Williamsport Division).** Permission must be obtained from EP to use Barnesboro Pullout track.

**1156-A42. (Williamsport Division).**

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. (Williamsport 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. (Williamsport Division).** Signal indication or permission of the operator at Newberry will be the authority for movement on the Williamsport Station track.

**1156-A45. (Williamsport 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. (Williamsport 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.

## SPEED RESTRICTIONS

### 1157-A. Speed Table (All Divisions)

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
0	36	100.00	1	5	55.38
0	40	90.00	1	10	51.43
0	41	87.80	1	15	48.00
0	42	85.71	1	20	45.00
0	43	83.72	1	25	42.35
0	44	81.82	1	30	40.00
0	45	80.00	1	35	37.89
0	46	78.26	1	40	36.00
0	47	76.60	1	45	34.29
0	48	75.00	1	50	32.73
0	49	73.47	1	55	31.30
0	50	72.00	2	0	30.00
0	51	70.59	2	10	27.69
0	52	69.23	2	20	25.71
0	53	67.92	2	30	24.00
0	54	66.67	2	40	22.50
0	55	65.45	2	50	21.18
0	56	64.29	3	0	20.00
0	57	63.16	3	30	17.14
0	58	62.07	4	0	15.00
0	59	61.02	5	0	12.00
1	0	60.00	6	0	10.00

## SPEEDOMETERS—CHECKING

### 1157-A1.

Marker posts installed along sides of track for the purpose of checking speedometers.

Engineman on each trip shall check the speed indicated on speedometer against lapse of time while equipment is being operated at constant speed, and report inaccuracies on M.P. 62, M.P. 62-E and M.P. 62-DE forms.

## ALLEGHENY DIVISION

Between	Location
<b>Main Line—Phila. to Pittsburgh:</b> 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
<b>Main Line—Phila. to Pittsburgh:</b> 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
<b>Main Line—Conemaugh:</b> MP 11 and MP 12 MP 63 and MP 64	West of Alum Bank West of Cheswick
<b>Allegheny Branch:</b> MP 14 and MP 15	North of Hulton highway crossing, located 0.6 mile north of Oakmont
<b>Main Line—Pittsburgh to Chicago:</b> MP 8 and MP 9	Emsworth to Glenfield
<b>Bayard Branch:</b> MP 5 and MP 6	West of Merrill
<b>Main Line—Pittsburgh to St. Louis:</b> MP 2 and MP 3	West of Monon

## VALLEY DIVISION

<b>Main Line—Pittsburgh to Chicago:</b> MP 86 and MP 87	West of Wall
<b>Main Line—Valley</b> MP 92 and MP 93	East of Hudson
<b>Bayard Branch</b> MP 59 and MP 60	East of Fairhope
<b>E&amp;A Branch</b> MP 52 and MP 53	West of Edenburg
<b>Alliance Branch</b> MP 86 and MP 87	East of Ellsworth
<b>E&amp;P Branch</b> MP 88 and MP 89	East of Jamestown
<b>PY&amp;A Secondary Track</b> MP 92 and MP 93	West of Oakfield

## WILLIAMSPORT DIVISION

<b>Main Line—Harrisburg to Buffalo:</b> 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	
<b>Erie: Secondary Track</b> MP 18 and MP 19	East of Bridge 17.6 for 1 mile
<b>Chautauqua Branch</b> 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
<b>Allegheny Branch</b> 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:

##### Williamsport Division:

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
<b>Total.....</b>		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
<b>Total.....</b>		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.

**Williamsport 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	2-1	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

**Williamsport Division:**

Keating Summit Grade—Southward

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.

## WILLIAMSPORT DIVISION

Keating Summit Grade—Southward

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
<b>TOTAL</b>	—	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
<b>TOTAL</b>	—	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
<b>TOTAL</b>	—	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.



## SPEEDS

## 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	50	50	50	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 & Wilson					35	35	35	35	35	35				
Wilson & Gray	30	30			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 & W			50	40	70	40	70	50	45	45				
W & SO			50	40	50	40	50	50	45	45				
SO & AO			40	40	40	40	40	40	30	30				
AO & C			40	40	40	40	40	40	40	40				
C & SG			50	45	70	45	70	45	45	45				
SG & MP 279			35	35	35	35	35	35	35	35				
MP 279 & JD			40	40	70	50	70	50	50	50				

BRANCHES	Single Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	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				
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				

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	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour													
JD & 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		
KR & MP 320							50	45	70	50	70	50		
MP 320 & MP 322							50	45	70	50	70	50		
MP 322 & RG							50	45	70	50	70	50		
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		

Main Line Pgh. to Chicago Between:	Single Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track			
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.		
	Miles per Hour													
<b>PITT &amp; Federal St.</b>									30	30	30	30		
<b>Federal St. &amp; Jacks Run</b>					70	50	40	40	40	40	70	50		
<b>Jacks Run &amp; East Conway</b>					70	50	50	50	50	50	70	50		
<b>East Conway &amp; Div. Post (Valley Div.)</b>									70	50	70	50		
<b>Main Line Pittsburgh to St. Louis</b>														
<b>PITT &amp; Ingram</b>	60	40												
<b>Ingram &amp; Laurel Hill</b>									60	40	60	40		
<b>Laurel Hill &amp; CO</b>									60	50	60	50		
<b>CO &amp; Weirton Jct.</b>							30	30	60	50	60	50		
<b>Weirton Jct. &amp; Dennison</b>									60	50	60	50		
<b>Dennison &amp; Reg. Post (Sou. Region)</b>									70	50	70	50		
<b>Corliss Connecting Track Corliss &amp; Esplen</b>	15	15												

BRANCHES	Single Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour					
<b>Turtle Creek Branch</b> Between: SZ & BY	20	20				
<b>Port Perry Branch</b> Between: Perry & U Jct.			20	20	20	20
<b>U Jct. &amp; PG</b>	20	20				
<b>Allegheny Branch</b> Between: UY & Nadine	18	18				
<b>Nadine &amp; DN</b>	30	30				
<b>DN &amp; AJ</b>	40	40				
<b>AJ &amp; Brady (Williamsport Div.)</b>	40	40				
<b>Terminal Branch—Between: WT &amp; NY</b>	20	20				
<b>New Cumberland Branch—Between: Weirton Jct. &amp; WN</b>	20	20				
<b>Low Grade Branch</b> Between: Rochester & Div. Post (Valley Div.)			30	30	30	30
<b>Bayard Branch</b> Between: Rochester & MP 25			50	50	50	50
<b>MP 25 &amp; Div. Post (Valley Div.)</b>			35	35	35	35
<b>River Branch—Between: Yellow Creek &amp; Rockville</b>			35	35	35	35
<b>Brilliant Branch—Between: UY &amp; CM</b>			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	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
<b>Scully Branch:</b> Between:	Miles per Hour													
Esplen & Wagner			20	20	20	20								
Esplen & Monon	20	20												
<b>Ohio Connecting Bridge</b> —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							
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.						
<b>Monongahela Br.</b> 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						

### VALLEY DIVISION

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
<b>Main Line Pittsburgh to Chicago</b> Between:	Miles per Hour									
Div. Post (Valley Division) & CP							70	50	70	50
CP & Wall					45	45	70	50	70	50
Eall & Fairhope							70	50	70	50
Fairhope & McKinley			30	30	70	50	70	50	20	20
McKinley & Reed					30	30	70	50	70	50
Reed & Orrville							70	50	70	50
Orrville & Smithville					70	50	70	50	30	30
Smithville & Big Run					70	50	70	50	45	45
Big Run & Mile Post 163							70	50	70	50
Mile Post 163 & Lucas							60	50	70	50
Lucas and Mansfield					30	30	70	50	70	50
Mansfield & Mile Post 188							70	50	70	50
Mile Post 188 & Crestline							30	30	30	30
Crestline & East Colsan							79	50	79	50
East Colsan & Colsan					40	40	79	50	79	50

**Maine Line—Valley**  
 Between:

Alliance &amp; Twin

Single Track		No. 2 Track		No. 1 Track	
Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Miles per Hour					
		50	50	50	50

**BRANCHES****Bayard Branch**Between:  
Div. Post (Valley Div.) & Shale

Shale &amp; Fairhope

**E&A Branch**Between:  
Wampum Jct. & Niles Jct.**Low Grade Branch**Between:  
Div. Post (Valley Div.) & Wampum Jct.**E & P Branch**Between:  
Castle & GS

GS &amp; Wheatland

Wheatland &amp; Sharpsville

Sharpsville &amp; Bruin

Bruin &amp; Thornton Jct.

Thornton Jct. &amp; Girard Jct.

**PY&A Branch**Between:  
Detour & North Warren**Detour Branch**Between:  
Boanna & CP**Marietta Branch**Between:  
FA & Marietta**Y&R Connection:**Between:  
Ravenna (B&O R.R.) & Rave**Akron Branch**Between:  
Hudson & MP 9

MP 9 &amp; Arlington

Arlington &amp; JO

JO &amp; 800 feet north of MP 18

800 feet north of MP 18 &amp; MP 21

MP 21 &amp; MP 22

MP 22 &amp; Warwick

Single Track		No. 2 Track		No. 1 Track	
Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Miles per hour					
		35	35	35	35
40	40				
		45	45	45	45
		30	30	30	30
30	30				
40	40				
30	30				
		30	30	30	30
		30	30	30	30
30	30				
25	25				
		45	45	45	45
40	40				
35	35				
		35	35	35	35
		60	50	60	50
		50	50	50	50
		60	50	60	50
		70	50	70	50

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pggr.	Frt.	Pggr.	Frt.	Pggr.	Frt.	Pggr.	Frt.	Pggr.	Frt.
Miles per Hour										
<b>Youngstown Branch</b> <b>Between:</b> JM and OD OD and NP NP and CP 4 CP 4 and MP 6 MP 6 and MP 9 MP 9 and CP 56 CP 56 and Valley Street Valley St. and PC Jct., Youngstown	20	20					20	15	20	15
	40	40					40	20	40	20
	50	50					40	40	40	40
							30	40	40	40
							30	30	30	30
<b>Jefferson Branch</b> <b>Between:</b> Jefferson Jct. and Jefferson	20	20								
<b>Sharon Branch</b> <b>Between:</b> CP 52 (Doughton Jct.) to Ferrona	20	20								
<b>Stoneboro Branch</b> <b>Between:</b> CP 14 (Dorset Jct.) and Stoneboro	30	30								
<b>Alliance Branch</b> <b>Between:</b> Minerva and Piney Fork	30	30								

WILLIAMSPORT DIVISION

	Single Track		No. 2 Track		No. 1 Track	
	Pggr.	Frt.	Pggr.	Frt.	Pggr.	Frt.
Miles per Hour						
<b>Main Line</b> <b>Harrisburg to Buffalo</b> <b>Between:</b>						
Div. Post, Eastern Region 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 & West Lock Haven			50	50	50	50
West Lock Haven & Farwell	50	50				
Farwell & New Drury	40	30				

	Single Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
	Miles per Hour					
New Drury & MP 186			45	45	50	50
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	40	40				
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	50				
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
<b>Main Line—Erie—Between:</b>						
MS & Love	40	40				
<b>Williamsport Branch—Between:</b>						
Newberry & 1400 ft. west of MP 246	30	30				
1400 ft. west of MP 246 & Linden	40	40				
River & East Linden	15	15				
<b>Corning Branch</b>						
CP WD and MP 69.6	40	40				
MP 69.6 and MP 166.8	35	35				
MP 166.8 and CP AD	35	35				
Through spring switches	30	30				
<b>Elmira Branch: Between:</b>						
HO and MP 8	40	40				
MP 8 and MP 14	25	25				
MP 14 and Himrod Jct.	40	40				
<b>Chautauqua Branch—Between:</b>						
BM & Pross	30	30				
Pross & Mayville	40	40				
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				

	Single Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
Miles per Hour						
JF&C Branch	30	30				
Valley Branch	30	30				
Rich Branch	30	30				
Mill Hall Branch	30	30				
Irvona Branch	25	25				
WBV Branch	35	35				
Snow Shoe Branch	25	25				
Cherry Tree Branch	25	25				
Bald Eagle Branch—Between:						
Lock Haven & Div. Post (Alleg. 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.

### ALL DIVISIONS

NOTE—Passenger and mail and 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 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 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, DE8, DT8, and TT, may operate at a speed of 60 miles per hour. Also PR symbolized trains between Banks and Conway, except PR-4.

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 } westward only

Mile Post 284 and Mile Post 322 }

Mile Post 339 and Mile Post 326 } eastward only

Mile Post 323 and Mile Post 308 }

Mile Post 305 and Mile Post 284 }

Main Line—Pittsburgh-Chicago

Mile Post 23 and Jacks Run, eastward only

Main Line—Pittsburgh-St. Louis

Custer - Uhrich

Main Line Pittsburgh-Chicago

MP 34.0 and Div. Post Western Region



**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.	Frt.
Div. Post (East. Region) & Works	50	40
Works & Slope	30	25
Slope & Pgh. Div. Post	50	40

### PITTSBURGH DIVISION

Main Line: Philadelphia to Pittsburgh, Pittsburgh to Chicago, & Conemaugh		
Allegheny Div. Post-Pittsburgh	50	40
Allegheny Div. Post-Federal St. Pittsburgh-Wood	50	40
Main Line: Pittsburgh to St. Louis Pittsburgh-Uhrich	50	40
Branches:		
Brilliant Branch	40	18
Monongahela Branch	30	25
Bayard Branch	35	35

### VALLEY DIVISION

Main Line: Pittsburgh to Chicago Wood and Division Post (Western Region)	50	50
Alliance & Twin Main Line Valley	50	50
Bayard Branch	35	35
E & A Branch	45	45
Low Grade Branch	30	30
Akron Branch JO to Warwick	50	50
Y and R Connection	40	40

### WILLIAMSPORT DIVISION

Main Line: Harrisburg to Div. Post Northeastern Region	50	40
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### 1157-C3. Wreck Trains and Work Trains

	Boom Trailing		Boom Forward		On Curves	
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
<b>ALLEGHENY DIVISION</b>						
<b>Main Line—Philadelphia to Pittsburgh</b> Entire Division (Except as indicated below) Works & Slope	40 25	30 25	30 20	20 20	20 20	20 20
<b>Branches:</b> Bald Eagle, Hollidaysburg & Petersburg, between Eldo & Alto	30	30	20	20	20	20
Hollidaysburg & Petersburg, between Wye & Eldo, South Fork	20	25	15	20	20	20
<b>Secondary Tracks:</b> Hollidaysburg & Petersburg, Bedford, Mt. Dallas, Morrison Cove, Cresson, Black Lick & Susque- hanna	25	....	20	....	....	....
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 Curves			
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
Main Line—Philadelphia to Pittsburgh, Pittsburgh to Chicago & Pittsburgh to St. Louis						
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.

## VALLEY DIVISION

<b>Main Line—Pittsburgh to Chicago—Between:</b> Wood & Division Post (Western Region) Passenger track	50	30	40	20	20	20
Freight track	30	30	25	20	20	20
<b>Main Line—Valley—Between:</b> Alliance & Twin	45	30	30	20	20	20
<b>Y &amp; R Connection—Between:</b> Ravenna (B&O R.R.) & Rave	30	30	25	20	20	20
<b>Bayard Branch—Between:</b> Division Post (Pittsburgh Division) & Fairhope	35	30	25	20	20	20
<b>E &amp; A Branch—Between:</b> Wampum Jct. & Niles Jct.	40	30	30	20	20	20
<b>Low Grade Branch—Between:</b> Division Post (Pittsburgh Division) & Wampum Jct.	30	30	20	20	20	20
<b>E &amp; P Branch—Between:</b> Castle & Girard Jct.	30	30	20	20	20	20
<b>P Y &amp; A Branch—Between:</b> Detour & North Warren	20	30	20	20	20	20
<b>Detour Branch—Between:</b> Boanna & CP	30	30	20	20	20	20
<b>Marietta Branch—Between:</b> FA & Marietta	20	25	20	20	20	20
<b>Youngstown Branch</b>	35	30	25	20	20	15
<b>Stoneboro Branch</b>	30	30	20	20	20	15
<b>Jefferson Branch</b>	20	20	15	15	15	10
<b>Sharon Branch</b>	15	15	10	10	10	10
<b>Akron Branch—Between:</b> Hudson & Arlington	35	30	30	20	20	20
Arlington & Warwick	45	30	30	20	20	20
<b>Alliance Branch</b> Minerva to Piney Fork	30	30	20	20	20	15

Sharon Branch  
Bridge No. 51, Sharon, Pa. speed not to exceed 5 mph.

Stoneboro Branch  
Bridge No. 82, West of Jamestown, Pa. speed not to exceed 10 mph.

	Boom Trailing	Boom Forward	On Curves			
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
<b>Akron Secondary Track</b> —Between: Warwick & Division Post (Western Region)	30	30	25	20	20	20
<b>Tuscarawas Secondary Track</b> —Between: Bayard & DJ	25	25	20	20	20	20
<b>Dover Secondary Track</b> —Between: DJ & FA	25	25	20	20	20	20
<b>Mahoning Secondary Track</b> —Between: Bayard & Alliance	30	30	25	20	20	20
<b>P Y &amp; A Secondary Track</b> —Between: North Warren & GR	20	30	20	20	20	20
<b>Koppel Secondary Track</b> —Between: Wood & Wampum Jct.	30	30	20	20	20	20
<b>Walford Secondary Track</b> —Between: Coverts & Walford	15	15	15	15	15	15
All other Secondary Tracks	10	10	10	10	10	10

Except that Trains and Engines handling 250 ton Wreck Crane will be governed by the following maximum speeds:

	Boom Trailing	Boom Forward
	Miles per Hour	
<b>Main Line—Pittsburgh to Chicago</b> —Between:		
Wood & Division Post (Western Region) Passenger Track	35	25
Freight track	25	20
<b>Main Line—Valley</b> —Between: Alliance & Twin	35	25
<b>Bayard Branch</b> —Between: Division Post (Pittsburgh Division) & Fairhope	20	20

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

## WILLIAMSPORT DIVISION

	Boom Trailing		Boom Forward		On Curves
	Miles per Hour				
	Wreck	Work	Wreck	Work	Work
<b>Main Line—Harrisburg to Buffalo—Between: Div. Post (East. Region) &amp; Renovo</b>	35	30	25	25	20
<b>Renovo &amp; JN</b>	30	30	20	20	20
<b>JN &amp; MP 113 MP 113 &amp; Keating Summit</b>	40 20	40 20	30 20	30 20	25 20
<b>Keating Summit &amp; Div. Post Northeastern Region.</b>	40	40	30	30	25
<b>Main Line—Erie—Between: MS &amp; Love</b>	30	30	20	20	20
<b>Williamsport Branch—Between: Newberry &amp; Linden</b>	30	30	20	20	15
<b>River &amp; East Linden</b>	15	15	15	15	15
<b>Elmira Secondary Track—Between: Newberry &amp; Kendall</b>	30	30	20	20	20
<b>Valley Branch</b>	30	30	20	20	20

	Boom Trailing	Boom Forward	On Curves		
	Miles per Hour				
	Wreck	Work	Wreck	Work	Wreck
JF & C Branch	30	30	20	20	20
Mill Hall Branch	30	30	20	20	20
Jersey Shore Branch	20	20	20	20	20
Corning Branch—Between: SR & NB	25	25	20	20	20
Bald Eagle Branch—Between: Lock Haven & Div. Post (Pgh. 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
Chautauqua 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
Emporium Secondary Track—Between: JN & MS	30	30	20	20	20
Erie Secondary Track—Between: Love & Elm	30	30	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
528 feet east of 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
Branches: WBV Branch	30	30	20	20	20
Cherry Tree, Snow Shoe, Irvona	20	25	15	20	20
Secondary Tracks: Clearfield, between Mills & Grampian, Cresson, & Susquehanna	25	....	20	....	....
Clearfield, between Park & Mills, Moshannon	15	....	15	....	....
Cresson and Susquehanna	....	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
<b>1157-C4. Circus Trains</b>	<b>*45</b>
<b>1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—sec Rule 4158-A:</b> —on straight track —on curves	<b>*30</b> <b>*20</b>
<b>1157-C6. Freight trains with 30 or more cars of mineral freight</b>	<b>*40</b>
<b>Jenny Type cars, loaded or empty</b>	<b>*40</b>
*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-C13. Trains handling welded rail cars.....	*40
1157-C15. Engines when operated from rear unit or other than leading end .....	*30
1157-C16. Engines moving over turntables.....	4
1157-C17. (Valley Division). Mineral freight trains eastward on Bayard Branch between MP 42 and MP 36 .....	25
When handling such trains, conductors must know that enginemmen have been so advised.	
1157-C18. Akron Branch (Valley Div.) Trains on No. 1 and No. 2 tracks between Akron and Crosier Street, with and against current of traffic .....	35
1157-C19. (Williamsport Division). Freight trains on descending grades: Erie and Emporium Secondary Tracks Eastward freight trains; —Mile Post 130 to Mile Post 138.....	30
Westward freight trains; —Mile Post 130 to Cap.....	30
—Mile Post 94 to Mile Post 82.....	30
Clare to Mile Post 68.....	30
Mile Post 10 to Elm.....	25
1157-C20. (Williamsport Division). 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
<b>Allegheny Division</b>		
Cresson Secondary Track Bradley Junction	Facing	25
	Trailing—Not Springing Switch	25
Cresson Secondary Track Ebensburg Junction	Facing	25
	Trailing—Not Springing Switch	25
Black Lick Secondary Track Beth Steel	Facing	25
	Trailing—Not Springing Switch	25
Non-Interlocked turnout—diverging movements		10
<b>Pittsburgh Division</b>		
Monongahela Branch Florence	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 turnout—diverging movements		10
<b>Valley Division</b>		
Bayard—West end eastward siding Alliance—East end eastward siding	Facing	30
	Trailing—Not Springing Switch	30
PY & A Secondary Track GR—250 feet east of:	Facing	15
Non-Interlocked turnout—diverging movements		10
<b>Williamsport Division</b>		
Lock Haven— East end of east- ward Siding	Facing	50
	Trailing—Not Springing Switch	50
Leolyn—North end of Siding	Facing	40
	Trailing—Not Springing Switch	40
Cowley—South end of Siding	Facing	40
	Trailing—Not Springing Switch	40
Susquehanna Sec- ondary Track BN	Facing	30
	Trailing—Not Springing Switch	30
Cresson Secondary Track Bradley Junction	Facing	30
	Trailing—Not Springing Switch	30
Cresson Secondary Track Ebensburg Junction	Facing	30
	Trailing—Not Springing Switch	30
Non-Interlocked turnout—diverging movements		10

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
<b>All Divisions</b>		
<b>ALL OTHER</b>	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
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. 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
First Curve east of Lewistown	35
First Curve west of Lewistown, No. 1, No. 2 and No. 3 tracks	40
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	40
First Curve west of Spruce Creek Tunnel, No. 2 track	50
Curves between Forge and Tyrone Station	35
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	50
<b>Hollidaysburg and Petersburg Branch</b>	
Curves at Nineteenth Street and Margaret Avenue, Altoona	20
<b>Bald Eagle Branch</b>	
Through Mill Hall (by Ordinance)	35
Approaching Highway Crossing at Vail, 1400 feet east or west thereof	30

Allegheny Division Main Line—Philadelphia to Pittsburgh		Miles per Hour
<b>South Fork Branch and South Fork Secondary Track</b>		
M. P. 9 to Lovett, northward freight trains.....		10
<b>H. &amp; P. Secondary Track</b>		
Hollidaysburg-Newry Street crossing.....		15
Second Curve west of M. P. 8.....		25
Curve 1200 feet west of Covedale.....		25
<b>Bedford Secondary Track</b>		
Curve at Creek.....		15
Through Bedford (by Ordinance).....		10
Through Hyndman (by Ordinance).....		10
Curve 3.1 miles south of Hyndman.....		15
<b>Morrison Cove Secondary Track</b>		
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
<b>Bellefonte Secondary Track</b>		
Curve at Bellefonte Station.....		10
Curves between Mile Post 65 and Mile Post 64.....		25
Curves between Mile Post 60 and Mile Post 55.....		25
Curves between Mile Post 46 and Mile Post 42.....		25
<b>Cresson Secondary Track</b>		
Curves from M. P. 8 to 1500 feet north of M. P. 9.....		25
<b>Black Lick Secondary Track</b>		
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
<b>Susquehanna Secondary Track</b>		
Curves Bradley Jct. to Bakerton.....		25
<b>Beaver Secondary Track</b>		
M. P. 5 to M. P. 3, northward freight trains.....		6
M. P. 3 to Lovett, northward freight trains.....		10
<b>Windber Industrial Track</b>		
Between Windber Jct. and Eureka No. 35.....		10
<b>Phillipsburg Industrial Track</b>		
Burg and end of track.....		10
<b>Pittsburgh Division Main Line—Philadelphia to Pittsburgh Division Post—Pitt Tower</b>		
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
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



Pittsburgh Division—Contd.	Miles per Hour
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
Curves between M. P. 29 and Truxall	30
Curves between Truxall and M. P. 32	45
M. P. 32 and M. P. 33	30
Curves between M. P. 33 and M. P. 35	45
First Curve west of M. P. 35	35
First Curve west of M. P. 36	40
Curves between east end of Second Curve west of M. P. 36 and M. P. 39	30
2500 feet west of M. P. 41 and M. P. 43 on No. 2 track	30
No. 2 track between curve at Mile Post 41 and a point 340 feet west thereof	15
No. 1 track on curve at Mile Post 41	30
Curves between M. P. 43 and M. P. 44	45
First Curve west of M. P. 45	45
Curve at M. P. 46	45
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
AJ Interlocking	30
East and west legs Wye AJ	5
Curves between AJ and M. P. 51	45
First Curve west of M. P. 51	45
First Curve west of M. P. 54	40
First Curve east of West Tarentum	45
First Curve west of West Tarentum	45
Curve at M. P. 58	35
First Curve east of Springdale	45
Curve at Springdale	45
Curve at M. P. 62	40
First and Second Curves west of M. P. 62	40
Curve at Cheswick	40
First Curve east of Acme	45
First Curve west of Acme	45
Curves between M. P. 64 and M. P. 66	45
First Curve west of M. P. 70	40
East and west legs of wye at UY	10
First Curve west of Mile Post 76 No. 1 track	35
Main Line—Pittsburgh to Chicago	
First Curve west of Bridge 0.33	20
First Curve west of Federal Street	20
Second Curve west of Federal Street	30
All Curves. Pennsylvania Ave. to and including Curve at Island Ave., No. 4 track	45
All Curves Jacks Run to Pennsylvania Ave., No. 1 track	50
Conway—Inbound trains and inter-yard drafts moving by Scanning Towers at east and west end of yard, until train is yarded	8
Curve at West Conway No. 2 track	50
Curve at M. P. 25 east of Rochester Freight Station, No. 1 track	60
Curve at Rochester Station	40
Curve west of Rochester Block Station, No. 2 track	35
Curve west of Rochester Block Station, No. 1 track	30
Curve at M. P. 29	55
First Curve west of Bridge 29.25 No. 2 track	50
First Curve west of Bridge 29.25 No. 1 track	60
All Curves between M. P. 30 and M. P. 34, except curve at M. P. 33	55
Curve at M. P. 33	45
Curve at Wood	45

Pittsburgh Division—Contd.	Miles per Hour
<b>Main Line—Pittsburgh to St. Louis</b>	
Between Pitt and Elliott .....	20
Curves between Elliott and Carnegie .....	30
Curves between Carnegie and Mile Post 16 .....	35
Curves at Mile Post 21 .....	45
First curve west of Mile Post 21 to a point 3000 feet west of Mile Post 22 .....	50
First curve east of Mile Post 23 .....	40
All curves between Mile Post 23 and Burgettstown .....	50
No. 1 and No. 2 tracks—All curves between Burgettstown and first curve west of Weirton Jct. ....	35
Eastward trains on No. 3 track between Weirton Jct. and NC First Curve east of Bridge 42.11, Ohio River and Slack Street, Steubenville .....	20
Curves between Slack Street, Steubenville and 2000 feet west of M. P. 44 .....	30
Curves between 2000 feet west of M. P. 44 and Mingo Junc- tion Interlocking .....	45
Curve at Mingo Interlocking .....	55
Curves between Mingo Junction Interlocking and Gould .....	45
Track connecting Main Line and River Branch between Mingo Jct. and Rockville .....	50
Track connecting Main Line between east end of Gould Sid- ing and Bridge 20.96, east end Mingo Junction yard .....	30
Gould Interlocking .....	15
First and Second Curves west of Gould Tunnel .....	40
Curves east of MP 52 .....	45
Curves between MP 52 and MP 67 except the following curves: .....	55
Curves between MP 55 and first curve west of MP 56 .....	50
Curves between MP 62 and MP 63 .....	50
Curves between MP 66 and MP 67 .....	50
Curve at MP 68 and first curve west of MP 68 .....	55
Curve west of Custer and curve west of MP 72 .....	50
First curve west of MP 79 and first curve west of MP 80 .....	50
Curve west of MP 89 .....	45
Jewett Street, Dennison and a point 2000 feet west of MP 91 .....	30
<b>Turtle Creek Branch</b>	
Curves between Trafford and BY .....	15
<b>Port Perry Branch</b>	
North and South Legs Wye at PG .....	10
<b>Allegheny Branch</b>	
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
<b>Monongahela Branch</b>	
<b>Monongahela Secondary Tracks</b>	
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
<b>Bayard Branch</b>	
Second Curve west of M. P. 13 .....	45
Between M. P. 18 and M. P. 19 .....	35
Se cond Curve west of M. P. 19 .....	45
Curve, Yellow Creek .....	20
<b>River Branch</b>	
<b>New Cumberland Branch</b>	
Approaching Cove Road crossing, west of CY .....	15
Crossover at WN leading from single track to New Cumber- land secondary track .....	10
<b>Terminal Branch—Zane Running Track</b>	
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
<b>Redstone Secondary Track</b>	
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

Pittsburgh Division—Contd.		Miles per Hour
<b>Southwest Secondary Track</b>		
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 Con- nellsville.....		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
<b>Butler Secondary Track</b>		
Curves on east and west leg of Wye, Butler.....		10
JB and Lane.....		15
<b>Washington Secondary Track</b>		
<b>No. 105 Secondary Track</b>		
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
<b>Wheeling Secondary Track— Wheeling Running Track</b>		
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
<b>Powhatan Secondary Track</b>		
GR and a point 2000 feet west of mile post 24.....		20
Martins Ferry between Center St. and 3200 feet west of M. P. 38.....		20
BR, over switches leading to yard tracks.....		15
<b>Weirton Secondary Track</b>		
<b>New Cumberland Secondary Track</b>		
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
<b>Indiana Secondary Track</b>		
<b>Hall Secondary Track</b>		
<b>Southwest Industrial Track</b>		
Between VA and Dunbar Street (3500 feet south of VA, Uniontown).....		10
<b>Sewickley Industrial Track</b>		
Over grade crossing 2420 feet south of Junction with South- west secondary track.....		5
Over grade crossing 6630 feet south of Junction with South- west secondary track.....		5
Over grade crossing Weaver's Old Stand.....		10
<b>Hempfield Industrial Track</b>		
Over Arona road crossing 1.5 miles south of Adamsburg Jct.....		6
<b>Coal Lick Industrial Track</b>		
Over street crossings between VA and Rainey Jct.....		10
Except over street crossing, Lebanon Ave. (first crossing north of Rainey Jct. Wye).....		4
<b>West Brownsville Secondary Track</b>		
BF to West Brownsville and Wye tracks.....		10

Pittsburgh Division—Contd.	Miles per Hour
<b>Blairsville Industrial Track</b> Curve north leg Wye, Blairsville ..... Market Street and north end Wye .....	10 10
<b>No. 101 and No. 102 Secondary Track</b> 32nd Street crossing, Pittsburgh, 1812 feet south of M. P. 2... Note—Applies to all tracks over this crossing front end of train only.	5
<b>Cadiz Secondary Track</b>	
<b>Hanna Secondary Track</b>	
<b>Kobuta Industrial Track</b>	
<b>Omal Secondary Track</b> From a point 1,750 feet west of M. P. 59 to a point 2,200 feet west of M. P. 59 ..... From a point 800 feet east of M. P. 61 to a point 200 feet west of M. P. 61 ..... 1,500 feet east of M. P. 62 to a point 200 feet west of M. P. 62 .....	15 10 10
<b>Bellaire Siding</b>	5
<b>Valley Division</b> <b>Main Line—Pittsburgh to Chicago</b>	
Curve at Wood ..... All Curves Mile Post 37 to Mile Post 40 on No. 2 Track ..... All Curves Mile Post 40 to Mile Post 37 on No. 1 track ..... First Curve west of Mile Post 42 ..... First Curve East of Mile Post 43 ..... First Curve West of Mile Post 44 ..... On All Curves Between a Point One-Fourth Mile East of Mile Post 45 and a Point One-Fourth Mile West of Mile Post 47... First and Second Curves East of Mile Post 48 ..... Curve at Buckeye ..... Curve West of Mile Post 62 ..... All Curves Mile Post 63 to Mile Post 64 ..... All Curves Mile Post 64 to a Point 3200 Feet West of Mile Post 66 ..... All Curves From a Point 3200 Feet West of Mile Post 66 to Mile Post 69 ..... Curves West of Mile Post 69 ..... First Curve East of Mile Post 72 ..... First Curve West of Mile Post 72 ..... First Curve East of Mile Post 75 ..... Alliance—Mahoning Secondary Track Crossing ..... Wall—N.Y.C. Crossing ..... Curve at Mile Post 88 ..... Curve at Mile Post 89 ..... Curve 1000 Feet West of Mile Post 91 ..... Curve West of Mile Post 94 ..... Curve West of Mile Post 95 ..... Wandle—N&W Crossing ..... Canton—Curve at Market Street ..... First Curve West of Mile Post 107 ..... First Curve East of Mile Post 109 ..... First Curve East of Massillon Station ..... First Curve West of Massillon Station ..... First Curve West of Mace ..... Orrville—Akron Secondary Track Crossing ..... First curve west of Mile Post 125 to a point 2500 feet west of Mile Post 125 on No. 2 and No. 3 tracks ..... All curves Mile Post 129 to Mile Post 135 No. 1 track ..... All curves Mile Post 133 to Mile Post 130 No. 2 track ..... All curves Mile Post 133 to Mile Post 130 No. 3 track ..... All curves Mile Post 133 to and including first and second curves west of Mile Post 135 No. 2 and No. 3 tracks ..... All curves between a point 1000 feet west of Mile Post 144 and a point 2000 feet west of Mile Post 146 .....	45 40 35 40 55 55 45 60 55 50 60 45 50 60 50 50 50 25 40 60 60 60 60 40 50 60 60 50 50 60 50 60 50 60 20 45 50 50 60

Valley Division—Cont'd.	Miles per Hour
All curves Mile Post 150 to a point 2000 feet west of Mile Post 151 .....	60
First curve west of Mile Post 153 .....	60
First curve east and the first curve west of Mile Post 154 .....	50
First curve east and the first curve west of Mile Post 165 .....	50
First curve east of Mile Post 168 No. 1 track .....	60
Curves between Mile Post 169 and Mile Post 171, No. 1 and No. 2 tracks .....	60
On No. 1 and No. 2 tracks Mile Post 175 to B. & O. Junction	40
Curves between Mile Post 175 and Mansfield Interlocking Station, No. 3 track .....	15
All curves between Mile Posts 188 and 190 .....	30
Reverse curve one mile west of Crestline .....	40
<b>Main Line Valley</b>	
Short Horn track, Alliance .....	10
Curve at Mile Post 67, Alliance .....	20
Curve east of Mile Post 68, Alliance .....	45
Between a point 1100 feet east of Mile Post 85 and a point 1300 feet east of Mile Post 85, No. 1 and No. 2 tracks. West Lake St. crossing (by Ordinance) .....	35
<b>E &amp; A Branch</b>	
Between Mile Post 60 and Graham .....	20
B. & O. R. R. Crossing, Center St. ....	20
Erie, R. R. Crossing, 1000 feet west of Center St. ....	10
B. & O. R. R. Crossing, 1800 feet west of Center St. ....	10
B. & O. R. R. Crossing, Crab Creek .....	10
Curve east end of Market St. Yard, No. 1 track .....	35
..... No. 2 track .....	20
Erie R. R. Crossing, west of Market St. Yard .....	10
Curves between Youngstown and Austintown Crossing .....	40
Erie R. R. Crossing, Austintown .....	10
No. 1 and No. 2 track between Mile Post 68 and 600 feet east of Division St. ....	12
Northwest Ave. and Division St., Youngstown between 600 east and 600 feet west of Bridge St. and West Ave. ....	12
EL R.R. Overhead Bridge east of Niles, No. 1 track .....	20
..... No. 2 track .....	15
First Curve east of Niles .....	30
Curve east end Niles Station platform to a point 400 feet west of overhead bridge 74.75, No. 2 track .....	30
Wye track, Niles .....	10
Detour Interlocking .....	30
First curve west of Detour .....	30
<b>Low Grade Branch</b>	
First curve west and first curve east of Beaver River Bridge 41.11 .....	15
<b>E &amp; P Branch</b>	
Curve at New Castle Station .....	25
Curve at Grant Street, New Castle .....	30
All street crossings, Wheatland .....	10
State, Pitt, Silver, and Fisk Streets, Sharon .....	15
Depot Street, 700 feet east of M. P. 70, between M. P. 71 and M. P. 73 .....	15
Curve at Sharpsville Station .....	20
Walnut Street, 100 feet west of M. P. 73 .....	20
Over Sixth St. 1628 feet east of M. P. 73 .....	20
Main Street, Greenville .....	10
Jamestown Interlocking .....	15
Wye track, Linesville .....	5
Turnout, Thornton Jct. ....	15
Curve east of Girard Jct., No. 1 track .....	30
<b>P Y &amp; A Branch</b>	
Between Mile Post 76 and Mile Post 79 .....	20
Between Mile Post 79 and North Warren .....	15
<b>Youngstown Branch</b>	
Ashtabula: Between OD and NP .....	20
Northward freight trains CP 4 to NP .....	30
Fire Proofing curve 0.6 miles north of CP 56 .....	40
Ashtabula: Northeast wye .....	10
..... Northwest wye .....	10
..... Southeast wye .....	15
..... Southwest wye (North track) .....	15
..... Southwest wye (South track) .....	10
OD to Ashtabula Harbor drawbridge, inclusive: Freight trains .....	15
Hot metal run. with loaded cars .....	10
Hot metal run. with empty cars .....	20
<b>Sharon Branch</b>	
Sharon: Through City .....	5
Hot metal run. with loaded cars .....	10
Hubbard—North Main Street Crossing .....	10
<b>Alliance Branch</b>	
Between Phillips and Jense Mine .....	15
Bridge 74.08, Pan .....	20

Valley Division—Contd.		Miles per Hour
<b>Marietta Branch</b>		
Cambridge, Foster Ave. to Woodlawn Ave.....		15
Glenwood tunnel .....		15
Between M. P. 18 and Marietta .....		15
<b>Akron Branch</b>		
Between station and south end of Wye, Hudson.....		15
Wye track, Hudson .....		15
EL crossing at JO .....		15
Between EL crossing at JO and north end of Akron station platform .....		15
Akron Station platform .....		30
Curve at south end of Akron station platform, No. 1 track.....		25
First curve south of Mile Post 16 .....		50
Second curve south of Mile Post 24 .....		60
Curve between Clinton and Warwick .....		45
Warwick interlocking .....		30
<b>Akron Secondary Track</b>		
Between Orrville interlocking and a point 2000 feet north of Mile Post 37 .....		15
Within interlocking limits and through Akron connection track, Orrville .....		15
<b>Houston Secondary Track</b>		
Over Mills and Washington Streets, New Castle.....		6
Croton Avenue, New Castle .....		10
<b>Tuscarawas Secondary Track</b>		
Between Mile Post 2 and Minerva Jct.....		15
Tunnel, south of Summit Siding .....		10
Between Mile Post 20 and a point 2640 feet south of Mile Post 20 .....		10
Between a point 2640 feet north of Mile Post 21 and Mile Post 25 .....		20
Between Mile Post 25 and a point 1500 feet south of Mile Post 25 .....		15
Dover, within corporate limits.....		10
<b>Dover Secondary Track</b>		
Newcomerstown, between Mile Post 83 and Mile Post 85.....		15
<b>Williamsport Division</b>		
<b>Main Line—Harrisburg to Buffalo</b>		
<b>Main Line</b>		
Through the Borough of Milton .....		40
Between Mile Post 270 and Mile Post 271.....		45
First curve west of Mile Post 266 .....		30
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
Curve at M. P. 188 and M. P. 192 No. 1 track .....		45
Curve at M. P. 182 No. 2 track .....		40
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 .....		30
JN to and over Allegany Ave. ....		10
Between Sizerville and Approach 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
All curves between MP 83 and MP 79 No. 1 track .....		45
All curves between SN and second curve south of MP 79 No. 2 track .....		45
Second curve north of Mile Post 79 No. 1 track .....		40
Curve at Mile Post 74 .....		45
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
First curve north of Mile Post 60 .....		45
Curves south and north of Arcade Station .....		45

Williamsport Division—Contd.	Miles per Hour
<b>Main Line—Erie</b>	
<b>Emporium &amp; Erie Secondary Track</b>	
Between JN and Mile Post 149 .....	15
Second curve west of Mile Post 145 .....	40
First curve west of Mile Post 129 .....	25
St. Marys, 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
First curve west of Mile Post 116 .....	40
Curve at Mile Post 114 and first curve west of Mile Post 114	40
Johnsonburg, over highway crossings Mile Post 111 to a point	
1440 feet east of Mile Post 109 .....	15
Kane, from Mile Post 96 to a point 2640 feet east of Mile	
Post 93 .....	15
Sheffield, over Main Street crossing .....	30
Curves between Mile Post 70 and Mile Post 69 .....	40
Warren-Freight Trains and light engines over highway cross-	
ings between Mile Post 67 and Mile Post 65 .....	15
First curve east of Irvineton .....	30
All curves ½ mile west of Mile Post 49 and ¾ mile west of	
Mile Post 47 .....	40
Between Mile Post 38 and MS .....	35
Between MS and Eye .....	20
Union City, over highway crossings .....	20
Belle Valley, west of, while approaching Norcross Road	
crossing .....	30
Second curve west of Mile Post 6 (5 Mile Curve) .....	25
McClelland Ave. 800 feet east of Mile Post 4 .....	20
<b>Williamsport Branch</b>	
Curve Mile Post 243 .....	50
Bridge 242.86 .....	30
First curve west of Bridge 242.86 .....	30
Newberry, both legs of wye .....	15
Naught "0" Track River and East Linden .....	15
<b>Reno Industrial</b>	
Between Polk Jct. and Franklin .....	10
Franklin .....	5
<b>Valley Branch</b>	
*Dunkirk—N&W RR Crossing between Home Signals .....	20
Between Mile Post 3.5 and Mile Post 8 .....	15
Between Mile Post 15.0 and Mile Post 26.5 .....	15
Bridges 21.90 .....	5
26.27 .....	10
29.64 .....	5
47.77 .....	5
Through Limits of Warren .....	5
*Falconer Jct., ELRR Crossing, between Home Signals .....	20
*Applies to head end of train.	
<b>JF &amp; C Branch</b>	
At Mile Post 125.7 .....	10
East end of No. 1 Tunnel at Mile Post 79.9 to 800 ft. east .....	10
<b>Mill Hall Branch</b>	
Mill Hall, over Water St. crossing .....	10
Between Mile Post 9.75 and Mile Post 13.5 .....	15
<b>Chautauqua Branch</b>	
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

Williamsport Division—Contd.	Miles per Hour
<p align="center"><b>Allegheny Branch</b></p> <p>Curve between Sarah Furnace and Madison..... 35</p> <p>Between M. P. 89 and ½ mile north of M. P. 89 account Local Ordinance..... 25</p> <p>Curve at Mile Post 93..... 35</p> <p>Curve north of Mile Post 100..... 30</p> <p>First curve north of Mile Post 101..... 30</p> <p>First and second curves north of Kennerdell tunnel..... 30</p> <p>Curve at Mile Post 111..... 30</p> <p>First curve south of Mile Post 120..... 35</p> <p>Bridge Interlocking..... 20</p> <p>Tidioute Leg of Wye at Bridge..... 15</p>	
<p align="center"><b>Elmira Secondary Track</b></p> <p>Mile Post 52 and 1200 feet north of Mile Post 52..... 20</p> <p>Curve at Mile Post 54..... 25</p> <p>Curve at Mile Post 55..... 25</p> <p>Curve ½ mile north of Mile Post 55..... 25</p>	
<p align="center"><b>Elmira Branch</b></p> <p>Curve at Mile Post 17..... 20</p> <p>Curve at Watkins Glen..... 20</p>	
<p align="center"><b>Sodus Bay Secondary Track</b></p> <p>Over PC Crossing Phelps Jct..... 20</p> <p>Over PC Crossing Wallington..... 20</p>	
<p align="center"><b>Low Grade Secondary Track</b></p> <p>Between Mile Post 4 and Mile Post 6..... 25</p> <p>First curve east of Mile Post 8..... 20</p> <p>Between Mile Post 12 and Mile Post 16..... 25</p> <p>First curve east of Mile Post 16..... 25</p> <p>Curve at Mile Post 17..... 20</p> <p>1000 feet east of to a point 1000 feet west of SU..... 20</p> <p>1000 feet east of to a point 1000 feet west of Rose..... 20</p> <p>Falls Creek, B&amp;O R.R. Crossing..... 20</p> <p>DuBois, head end of trains while passing over DuBois Street and Liberty Blvd. crossings at grade..... 10</p> <p>Summit tunnel..... 25</p> <p>Curve at Mile Post 71..... 25</p> <p>First curve east of Mile Post 87..... 25</p> <p>First curve west of Bridge 108.86..... 25</p> <p>Curve at DF Bridge 109.79..... 20</p>	
<p align="center"><b>Watsonstown Secondary Track</b></p> <p>Curve at Mile Post 0..... 15</p> <p>Curve between Mile Post 1 and Mile Post 2..... 15</p> <p>First curve east of Mile Post 3..... 15</p> <p>Bridge 4.19..... 25</p> <p>First curve east of Mile Post 5..... 15</p> <p>First curve east of Mile Post 6..... 15</p> <p>Bridge 14.17..... 25</p> <p>All curves between Mile Post 18 and Eversgrove Jct..... 15</p> <p>Between Mile Post 21 and Mile Post 28..... 15</p> <p>Berwick, Warren and LaSalle St. crossings..... 4</p>	
<p align="center"><b>Irvona Branch</b></p> <p>Curves from Cresson to Third Curve north of M. P. 5..... 20</p> <p>First Curve north of M.P. 13..... 20</p> <p>Curves between M. P. 19 and M. P. 25..... 20</p> <p>Second and Third Curve south of M. P. 39..... 15</p>	
<p align="center"><b>Cresson Secondary Track</b></p> <p>Curve at M. P. 15..... 25</p> <p>Curves from M. P. 19 to First Curve north of M. P. 24..... 25</p> <p>Passing over switch in main line at Hastings Jct..... 15</p> <p>Curve at M. P. 38..... 25</p> <p>Curve 300 feet north of M.P. 39..... 25</p> <p>Passing over switch in main line at McGees Jct..... 15</p> <p>Curve north of HM..... 25</p> <p>Curves from M. P. 44 to Punxsutawney..... 25</p> <p>Mahoning Street crossing, Punxsutawney..... 10</p>	
<p align="center"><b>Susquehanna Secondary Track</b></p> <p>Curves Bradley Jct. to Bakerton..... 25</p> <p>Passing through tunnel..... 15</p> <p>On north end south legs of Wye at Cherry Tree..... 15</p>	



Williamsport Division—Contd.		Miles per Hour
<b>WBV Branch</b>		
Eastward trains approaching signal 530 to divert.....		10
Mile Post 32 and Mile Post 35.....		30
Karhaus Tunnel .....		10
Deer Tunnel .....		25
Shawsville Tunnel .....		10
Fulton Tunnel .....		10
<b>Snow Shoe Branch</b>		
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
<b>Cherry Tree Branch</b>		
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
<b>Boardman Secondary Track</b>		
All Curves between Potts Run Jct. and end of track.....		10
<b>Madera Secondary Track</b>		
Between Clearfield Jct. and Dimeling .....		15
Between Dimeling and Irvona (except curves).....		15
All curves between Dimeling and Irvona.....		10
<b>Mahaffey Secondary Track</b>		
Mahaffey Station, over Market .....		20
<b>Philipsburg Secondary Track</b>		
Chester Hill Borough—Grade Crossings Philipsburg.....		10
<b>Clearfield Secondary Track</b>		
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
P. C. R. R. crossing—(Philipsburg).....		20
Curve between M. P. 21 and Bridge No. 21.94 one mile north of Maple .....		20
<b>Philipsburg Industrial Track</b>		
Burg and end of track .....		10
<b>Moshannon Secondary Track</b>		
Through Houtzdale (by Ordinance) .....		12
<b>General Order No. 204, page 215</b>		
<b>Corning Branch</b>		
Between MP 13.3 and MP 15.3 Geneva curves and over Streets .....		20
Curves between MP 15.3 and MP 18 .....		30
MP 38.5 to Dresden, northward trains .....		30
Dresden, entering or leaving south end of siding .....		15
Himrods Jct., entering or leaving south end of siding .....		30
Beaver Dam, entering or leaving south end of siding .....		30
Southward Trains, MP 69.6 to MP 70.6 .....		15
When diverging through Spring Switch at MP 70.6 .....		15
Corning, MP 70.6 to MP 72.1 .....		20
Lawrenceville Station .....		20
SR, within interlocking limits .....		20
Jersey Shore, Wye Connection track .....		15

**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 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.

**J.F.C. Branch:**

Proceed at Reduced speeds at all exposed points looking out for slides and falling rocks.

**Hanna Secondary:**

Mile Post 1.0 and a point 2640 feet west of Mile Post 1

**Dover Secondary Track:**

Between Mile Post 60 and Mile Post 61.

Approaching north and south portals of Glenwood Tunnel.

**Houston Secondary Track:**

Between Mile Post 50 and Eastbrook.

# **ENGINES—ALL DIVISIONS**

## **1157-G1. Maximum Speeds, unless otherwise restricted**

Class	Mile per Hour	
	Multiple Light	With Train
<b>Diesel Units:</b>		
EP20, EP22 .....	60	80
EP15 .....	60	75
Freight, except EF15, ERS17 .....	60	70
EF15, ERS17 .....	60	65
<b>Shifter Types</b>		
All classes, except following: .....	45	60
ARS16, ARS18, ERS15, FRS16, FRS20X .....	60	65
ARS24S .....	60	75
ERS15AX .....	—	55
PRSL PS15, BS16 except 6011-6016, 6024 to 6027 .....	50	65
PRSL BS16MS 6011-6016, 6024—6027 .....	50	80
<b>Single Units—Light</b>		
All classes except EP20 and EP22 .....	30	
EP20 and EP22 .....	50	
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. Maximum 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
New Portage	Wye	SF	20
Cresson	EP	DF	25
Susquehanna	DF	M. P. 15.0	25
Black Lick	KY	ZD	25
South Fork	LV	HC	20
All other Secondary Tracks, Sidings and Running Tracks			15

### Pittsburgh Division

Track	Between	And	Miles per Hour
Hall	<b>OB</b>	Kenny	15
Home Running	<b>OB</b>	Kenny	15
Monongahela	<b>MC</b>	<b>BF</b>	30
West Brownsville	<b>BF</b>	Ten Mile Run Jct.	20
Southwest	<b>RG</b>	County Jct.	25
Southwest	County Jct.	<b>VA</b>	30
Redsone	<b>BF</b>	<b>RS</b>	20
Yukon	Yukon Jct.	Cowansburg	20
Indiana	<b>D</b>	Black Lick	30
Indiana	Black Lick	M. P. 15	25
Indiana	M. P. 15	M. P. 18	10
Butler	<b>JB</b>	Butler	20
Washington	Glenn	<b>WH</b>	30
Waynesburg	Waynesburg	<b>WH</b>	10
Wheeling	Weirton Jct.	<b>UN</b>	30
Powhatan	<b>GR</b>	Bellaire	30
Powhatan	Bellaire	<b>PN</b>	25
Bellaire Siding	Entire Track		5
Omal	<b>PN</b>	Omal	25
Captina	Captina Jct.	Norton Mine No. 3	25
Weirton	<b>CY</b>	<b>WN</b>	20
New Cumberland	<b>WN</b>	<b>HS</b>	20
Cadiz	Cadiz Jct.	Georgetown Jct.	20
Hanna	Georgetown Jct.	<b>Hanna</b>	20
Gould Siding			30
No. 101	Uhrich	Dyke	15
All other Secondary Tracks, Sidings and Running Tracks			15

### Valley Division

<b>Mahoning</b>	Bayard	Alliance	30
<b>Akron</b>	Warwick	Div. Post (Western Reg.)	30
Hugo	Brady	Hugo	15
Minerva	Minerva	Braceville	15
Piney Fork	Piney Fork	Dillonvale	15
Valley Street	Valley Street	M. P. 58.3	10
Carson	CP 4	CP 7	15
P Y & A	North Warren	<b>GR</b>	30
Koppel	Wood	Wampum Jct.	30
Walford	Coverts	Walford	20
Tuscarawas	Bayard	<b>DJ</b>	30
Dover	<b>DJ</b>	<b>FA</b>	30
Houston	Neshannock Falls	Millburn	20
Controlled Sidings			30
All other Secondary Tracks			15
All Sidings and Running Tracks			15

## Williamsport Division

Track	Between	And	Miles per Hour
13	<b>AD</b>	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
Emporium	JN	Kane	40
	Kane	Mile Post 82	35
	Mile Post 82	MS	40
Erie	Love	Elm	40
Watsonstown	Watsonstown	Eyersgrove Junction	30
	Eyersgrove Junction	Light St.	15
		Between Light St. and Berwick	20
Elmira	Newberry	600 Feet North MP 1	20
	600 Feet North MP 1	MP 27	30
	MP 27	Leolyn	25
	Leolyn	Kendall	30
Nos. 1 & 2	<b>CP AD</b>	<b>NB</b>	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	<b>DF (Main Line)</b>	30
401	Crossover South end Phillipston Yard	Brady	10
Clearfield	Grampian	<b>CUR</b>	30
Clearfield	<b>CUR</b>	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
Cresson	<b>EP</b>	<b>RU</b>	25
Hastings	Hastings Jct.	Hastings	10
McGees	McGees Jct.	Glen Campbell	25
Susquehanna	<b>DF</b>	<b>DC</b>	25
Coal Run	Entire track		10
<b>Running Tracks—</b>			
Scale	Scale	Rich	15
<b>Sidings—</b>			
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
Baker	East Baker	West Baker	30
Farwell	East Farwell	Farwell	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	10
Jackson Industrial	Houston Jct.	End of Track also Buckeye mine track	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, BRS12SX, ES10, ES12, ES12M, FS10, AF24, AF24A. ARS16, ARS16A, ARS16S, ERS15, ERS15S, ERS17, EF17, EF25, EF15, 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, EF36, GF33A, AF36. GF28A, AF30, EF36, GF33A, AF36.								
ALLEGHENY DIVISION MAIN LINE—Philadelphia-Pittsburgh									
NEWPORT: F. M. Snyder trestle.....			X	X	X	X	X	X	X
Bridge 132.16.....									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
<b>MT. UNION:</b>									
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				
<b>MAPLETON:</b>									
Siding West of Bridge St.			X	X	X				
Bridgeport track at tool house curve			X	X	X				
<b>HUNTINGDON:</b>									
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				
<b>WEST OF ANTIS:</b>									
Bridge 232.94									40
<b>ALTOONA:</b>									
Juniata Scale Dump			X	X	X				
People Coal and 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				
<b>GALLITZIN:</b>									
Bridge 248.32						30	20	10	10
<b>GALLITZIN YARD:</b>									
No. 9 track				X	X				
<b>JOHNSTOWN:</b>									
Bridge 276.56					35	30	30	30	30
<b>ELDORADO:</b>									
McKesson Robbins Co. Crossing	X	X	X	X	X	X	X	X	X
<b>BALD EAGLE BRANCH:</b>									
<b>LOCK HAVEN (Williamsport Div.)</b>									
Penn. Woven Wire Co.					X	X	X	X	X
Hoberman Coal & Junk Yard					X	X	X	X	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
<b>BALD EAGLE:</b>									
Bridge 6.17								40	30
<b>TYRONE:</b>									
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
<b>BELLEFONTE SECONDARY TRACK:</b>									
All Industrial Tracks Font to White			X	X	X		X	X	X
White to End of Track				X	X		X	X	X
<b>BELLEFONTE CENTRAL RAILROAD</b>	30	30	30	30	30	30	X	X	X
<b>FAIRBROOK IND.</b>						X	X	X	X



COLUMN	1	2	3	4	5	L	M	I	J
<b>MILROY SECONDARY TRACK.</b>							X	X	X
<b>NAGINEY:</b>									
Bethlehem Mines Corporation bridge at west end of loaded track.			X	X	X	X	X	X	X
<b>LEWISTOWN SECONDARY TRACK.</b>						15	X	X	X
<b>LEWISTOWN:</b>									
Goss Feed Co. trestle.	X	X	X	X	X	X	X	X	X
C. A. Hoffman trestle.			X	X	X	X	X	X	X
<b>H. &amp; P. SECONDARY TRACK:</b>									
<b>PETERSBURG:</b>									
Bridge 0.72.								30	20
Bridge 0.90.								25	15
<b>BLAIRFOUR:</b>									
Bridge 11.51.								25	15
Bridge 11.67.								25	15
<b>CLOVER CREEK INDUSTRIAL TRACK</b>						X	X	X	X
Bassalt track.						X	X	X	X
<b>SPRINGFIELD SECONDARY TRACK.</b>						X	X	X	X
Oremine track.						X	X	X	X
<b>WILLIAMSBURG:</b>									
West Virginia Pulp & Paper Co. trestles			X	X	X	X	X	X	X
Penna. Electric Co. trestle.			X	X	X	X	X	X	X
<b>HORRELL:</b>									
Bridge 24.37.								25	15
<b>HOLLIDAYSBURG:</b>									
McLanahan Stone Machinery Co. track	X	X	X	X	X				
Blair County Oil & Supply Co.	5	5	5	5	X				
<b>DUNCANVILLE:</b>									
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	X	X	X	X
<b>MORRISON COVE:</b>									
<b>SECONDARY TRACK:</b>									
Between Holly and Brook.							15	10	10
Between Brook and Curry.								25	25
<b>ROARING SPRINGS:</b>									
Coal Trestle.			X	X	X	X	X	X	X
<b>BEDFORD SECONDARY TRACK.</b>						25	15	X	X
Casspa Station.		X	X	X	X	X	X	X	X
Bedford—H. C. Heckerman Co.		X	X	X	X	X	X	X	X
<b>WESTERN MARYLAND RR:</b>									
State Line to Cumberland.				X	X	X	X	X	X
<b>MT. DALLAS SECONDARY TRACK.</b>				15		15	X	X	X
<b>CRESSON SECONDARY TRACK.</b>							20	X	X
<b>BLACK LICK SECONDARY TRACK.</b>								25	15
<b>LUTHER INDUSTRIAL.</b>									X
<b>BEAVER SECONDARY:</b>									
Industrial Tracks except to Burkett Mine (F-78).							5	10	5
<b>PAINT CREEK BRANCH.</b>									
Bridge 0.57 Scalp Level.									10
<b>SHADE CREEK BRANCH:</b>									
Constantino Coal Mining Track beyond the Tipple.	X	X	X	X	X				

COLUMN	1	2	3	4	5	L	M	I	J
<b>PITTSBURGH DIVISION</b>									
<b>MAIN LINE—CONEMAUGH:</b>									
<b>MILE POST 0:</b>									
Garfield Fire Brick Co. track.....				X	X				
Bridge 0.10 No. 2 track.....								40	30
<b>BRIDGE 8.75:</b>									
East of Bl.....							40	30	20
<b>BLAIRSVILLE:</b>									
On Track Scales.....	X	X	X	X	X				
<b>SALINA:</b>									
Bridge 26.59.....							35	35	35
Jamison Industrial Tracks.....				X	X				
Cochran Coal Co. track West of tipple..	X	X	X	X	X				
<b>BRIDGE 34.74:</b>									
W. Apollo No. 2 track.....								40	30
<b>INDIANA SECONDARY TRACK:</b>									
Potter Coal Co. track.....					X				
Bridge 16.10.....								15	15
Bridge 17.79.....								15	16
<b>YELLOW CREEK INDUSTRIAL TRACK:</b>				X	X	X	X	X	X
<b>VANDERGRIFT:</b>									
East and West end of tracks Nos. 3, 5, 6, 7 and 8.....				X	X				
<b>VANDERGRIFT YARD TO MP 45:</b>									
All Industrial tracks.....				X	X				
<b>LEECHBURG:</b>									
Storage track, within 200 ft. E. E.....	X	X	X	X	X				
<b>FREEPORT:</b>									
Bridge 0.60, P&S RR Interchange tracks.....					X		15	15	15
<b>NATRONA:</b>									
Beyond gate to Pennsylvania Salt Co. track.....					X				
<b>NATRONA:</b>									
Between Natrona and Tarentum on all yard tracks.....				X	X				
<b>WEST TARENTUM:</b>									
AP Green track.....			X	X	X				
Tarentum Paper Products Co. track.....			X	X	X				
<b>CREIGHTON:</b>									
Baileys Run track.....				X	X				
<b>ACME:</b>									
Womsley track.....				X	X				
Cemline Tank Corp. track.....				X	X				
<b>HARMAR:</b>									
Bridge 64.97.....									40
<b>ASPINWALL:</b>									
Boro. Elec. Light track.....				X	X				
Pittsburgh Machinery & Equip. Co. track.....				X	X				
<b>SHARPSBURG:</b>									
Fort Pitt Brewing Co. track.....				X	X				
Pittsburgh Elec. Galvanizing Co. track.....			X	X	X				
Boro. Coal trestle.....				X	X				
<b>ETNA:</b>									
Crossover to Spang Chalfant tracks.....				X	X				
<b>CO TO HERRS ISLAND:</b>									
E. E. Bridge 0.10 to Herra Island.....							X	X	X
<b>HERRS ISLAND:</b>									
Pgh. Prov. & Pkg. Co. Ice House track.....				X	X				
Curved portion of loop tracks.....				X	X				
<b>CO TO FEDERAL ST.:</b>									
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				

COLUMN	1	2	3	4	5	L	M	I	J
<b>PITTSBURGH DIVISION</b>									
<b>MAIN LINE—Philadelphia-Pittsburgh</b>									
<b>DERRY:</b>									
Sand Rock Track.....				X	X				
<b>LATROBE:</b>									
Superior Spur.....				5	5				
Freight House Track.....				X	X				
<b>LATROBE INDUSTRIAL TRACK:</b>									
Vulcan Mold Spur.....				X	X				
Latrobe Electric Steel Spur.....				X	X				
<b>UNITY INDUSTRIAL TRACK:</b>									
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
<b>DONOHUE:</b>									
400 feet east of Connection from No. 4 track to Alexandria Industrial Track.....			X	X	X				
<b>ALEXANDRIA INDUSTRIAL TRACK.....</b>									
Dundale Wye track.....				5	5				
Coke tracks at Salem Coke Works beyond coke loading platform and No. 5 track.....	X	X	X	X	X	X	X	X	X
<b>BRUSH CREEK.....</b>									X
<b>JEANNETTE.....</b>				X	X		X	X	X
<b>TURTLE CREEK BRANCH.....</b>							X	X	X
<b>TURTLE CREEK INDUSTRIAL TRACK:</b>									
Remalcys 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
<b>EAST PITTSBURGH INDUSTRIAL TRACK.....</b>					X				
<b>PORT PERRY BRANCH:</b>									
Bridge 10.19.....									10
<b>WILKINSBURG TO CM:</b>									
Industrial Tracks.....				X	X	X	X	X	X
<b>BRILLIANT BRANCH:</b>									
Bridge 0.68, Allegheny River.....									10
<b>CM:</b>									
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
<b>EAST LIBERTY TO MILE POST 351:</b>									
All Industrial tracks off No. 2 track.....				X	X	X	X	X	X
<b>33rd ST., PITTSBURGH:</b>									
Industrial track.....				X	X				
<b>PITT</b>									
Interlocked crossovers and turnouts.....				5	5				
<b>MONONGAHELA BRANCH:</b>									
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
<b>MONONGAHELA SECONDARY TRK.:</b>									
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
<b>OB:</b>									
Whitehall track.....				X	X				
Industrial track.....				X	X				
<b>HAYS:</b>									
Axle Works track.....				X	X				
Harbison-Walker trestle.....				X	X	X	X	X	X
Other Industrial tracks.....				X	X	X	X	X	X
<b>CLAIRTON:</b>									
Carnegie-Illinois Steel Co. yard, south of Clairton.....					5				

COLUMN	1	2	3	4	5	L	M	I	J
<b>FLOREFFE:</b>									
Vesta Coal Co. Marine Ways.....						X	X	X	X
Mississippi Glass Co.—run-around track	X	X	X	X	X	X	X	X	X
All other tracks.....						X	X	X	X
<b>SHIRE OAKS:</b>									
Duquesne Light Co.....						X	X	X	X
Loaded car repair tracks.....	5	5	5	5	5	X	X	X	X
Power house track.....						5	X	5	X
Transfer tipple—low track.....						5	X	5	X
<b>MONONGAHELA:</b>									
Courtney Pillsbury Coal Co.....							X		X
New Eagle Industrial tracks.....						5	X	X	X
All industrial tracks Second and Third Wards.....							X	X	X
<b>DONORA:</b>									
A. S. & W. Co. furnace yard—No. 5 track to clearance point.....				5	5	5	X	5	X
A. S. & W. Co. furnace yard—No. 6 track				5	5	X	X	X	X
A. S. & W. Co. furnace yard except No. 5 and No. 6 tracks.....				5	5	5	X	X	X
<b>CHARLEROI:</b>									
Latchem Transfer Co.....				X	X	X	X	X	X
Corning Glass Works Co. A and E tracks.....				X	X	X	X	X	X
B and C tracks.....				X	X	X	X	X	X
Charleroi Supply Co.....				X	X	X	X	X	X
Tri-Cities Water Co.....				X	X	X	X	X	X
<b>ALLENPORT:</b>									
Pittsburgh Steel Co.....				X	X	X	X	X	X
<b>BRIDGE 48.50:</b>									
Public Delivery tracks.....				40	40	30	30	20	15
<b>McKEESPORT SECONDARY TRACK:</b>									
Between south end of McKeesport yard and McKeesport.....	D	D	D	D	D	D10	X	X	X
When two or more diesel units are used on Bridge 12.19 there must be at least eight cars between units.....									
<b>PETERS CREEK INDUSTRIAL TRACK:</b>									
Between Peters Creek Jct. and MP 3.....				10	10			X	X
South Leg of Wye.....				5	5				
<b>ELLSWORTH SECONDARY TRACK:</b>									
Between: MC and Cokeburg Jct.....							X	X	X
<b>HAZELKIRK:</b>									
U. S. Steel, Maple Creek Mine Supply track.....				5	5	X	X	X	X
Bethlehem No. 58 Mine.....				5	5	X	X	X	X
<b>ELLSWORTH:</b>									
Bethlehem No. 51 Mine, all tracks under tipple.....	X	X	X	X	X				
Bethlehem No. 52 Mine, Mine Supply track.....				5	5				
Bethlehem No. 52 Mine track under tipple.....	X	X	X	X	X				
Industrial tracks.....				5	5				
<b>MARIANNA SECONDARY TRACK:</b>									
Between: Cokeburg Jct. and Marianna.....							X	X	X
Marianna Lumber Co. trestle.....	X	X	X	X	X	X	X	X	X
<b>COKEBURG SECONDARY TRACK:</b>									
Between Cokeburg Jct. and Cokeburg.....							X	X	X
<b>ONTARIO INDUSTRIAL TRACK:</b>									
Between Ontario Jct. and Ontario mine tipple.....							X	X	X
Ontario Mine tracks north of tipple.....				5	5				
<b>BROWNSVILLE JCT. WYE:</b>									
North Leg of Wye.....				5	5				
South Leg of Wye.....	5	5	5	5	5				
East Leg of Wye.....	5	5	5	5	5				
<b>RED STONE SECONDARY TRACK:</b>									
<b>FH:</b>									
Colonial No. 1 Mine.....			5	5	5				
Delivery track.....			5	5	5				
<b>RS:</b>									
North Leg of Wye.....				5	5				
<b>SOUTHWEST SECONDARY TRACK:</b>									
Between: Industrial tracks.....							X	X	X
<b>BRIDGE 24.58:</b>									
South of Connellsville.....	15	15	15	15	15	15	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
<b>NJ:</b>									
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	X
<b>GREENSBURG SECONDARY TRACK:</b>									
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
<b>SEWICKLEY INDUSTRIAL TRACK:</b>									
<b>Between:</b>									
South end of Storage track and Bessemer Jct.....							X	X	X
<b>SCOTSDALE SECONDARY TRACK:</b>									
<b>Between:</b>									
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
<b>OPOSSUM RUN INDUSTRIAL TRACK:</b>									
<b>Between</b> Opossum Run Jct. and end of track.....							X	X	X
<b>COAL LICK RUN INDUSTRIAL TRACK:</b>									
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
<b>No. 101 and No. 102 YARD TRACKS:</b>									
<b>Between:</b>									
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				
<b>No. 101 and No. 102 SECONDARY TRACKS:</b>									
<b>Between:</b>									
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				
<b>ALLEGHENY BRANCH OAKMONT:</b>									
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				
<b>NEW KENSINGTON:</b>									
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				

COLUMN	1	2	3	4	5	L	M	I	J
<b>ARNOLD:</b> West Penn Power Co. track, 2260 ft. north of Arnold.....			X	X	X				
<b>BRIDGE 28.91:</b> Kiskiminetas River.....	20	20	20	20	20	20	20	20	20
<b>SCHENLEY:</b> Finch & Co. Back track No. 3.....			X	X	X				
<b>KITTANNING:</b> McNesse-Reese Brick Co. track..... Duck Run track beyond tracks to Freight Station.....			X	X	X				
<b>BUTLER SECONDARY TRACK:</b> Butler Stand. Plate Glass Co. Bridge.....			10	10	10				
<b>WINFIELD RR:</b> WA Block-Limit Station to 2000 feet East thereof..... 2000 feet East of WA Block-Limit Sta- tion and Winfield.....			X	X	X				
<b>MAIN LINE—Pittsburgh to Chicago</b>									
<b>PITTSBURGH:</b> 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				
<b>EMSWORTH:</b> 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
<b>HAYSVILLE:</b> Sterling Varnish track.....				X	X				
<b>EDGEWORTH:</b> Industrial Lining Engineers trestle.....	X	X	X	X	X	X	X	X	X
<b>LEETSDALE:</b> Buncher Co., Industrial Sites Track..... Bethlehem Steel Co., Lead track..... All tracks in plant..... American Bridge Co., Greater Pgh. Warehouse Co. tracks.....				X	X				
<b>AMBRIDGE:</b> 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
<b>ECONOMY INDUSTRIAL TRACK:</b> Bridge No. 0.45..... A. M. Byers Co..... Spang Chalfant & Co., except receiving and delivery tracks.....				X	X		X	X	X
<b>FREEDOM:</b> West Conway and Rochester—Industrial tracks off No. 0 track.....				X	X				
<b>WEST ROCHESTER:</b> Rochester Box Co. track..... Rochester Box Co. trestle.....		X	X	X	X	X	X	X	X
<b>NEW BRIGHTON:</b> North Rochester Ind. track..... Hydrill Co. trestle..... Block House Run Ind. track.....				X	X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
<b>BEAVER FALLS:</b>									
Oil Street Ind. track.....	15	X	X	X	X				
Morgan Bro's. Ind. track.....		X	X	X	X				
<b>MORADO:</b>									
Babcock & Wilcox Tube Co., South side must not go more than 580 feet inside of Industry gate.....		X	X	X	X				
<b>BAYARD BRANCH</b>									
<b>BEAVER VALLEY</b>									
<b>SECONDARY TRACK:</b>									
Side Tracks, Buffalo St. to Fair Ave., 1.3 miles east thereof.....			X	X	X				
<b>LAUGHLIN:</b>									
National Drawn Steel Co.....			X	X	X				
The Patterson Foundry and Machine Co. The Patterson Foundry and Machine Co. trestle.....	X	X	X	X	X	X	X	X	X
Hall China Co.....				X	X				
Louthan Pennz Oil.....				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				
American Vitriified Products Co.....			X	X	X				
Kerr Lumber Co.....				X	X				
<b>EAST LIVERPOOL:</b>									
South Siding between Union St. and Broadway.....				X	X				
Hill track except Enterprise Coal Co. trestle.....			X	X	X	X			
Bridge 0.84, Enterprise Coal Co. trestle.. Market St. Team Yard No. 116.....	X	X	X	X	X	X	X	X	X
<b>WELLSVILLE:</b>									
McLain Brick Co. (Champion Works).....			X	X	X				
Stevenson Foundry, all engines restricted beyond a point 300 feet from switch.. Belt Line.....			X	X	X				
<b>MAIN LINE—Pittsburgh-St. Louis</b>									
<b>FOURTH AVENUE:</b>									
Try Street Yard.....				X	X				
<b>MONON:</b>									
East leg of Wye.....	5	5	5	5	5				
<b>POINT BRIDGE:</b>									
Elevator trestle.....	X	X	X	X	X	X	X	X	X
<b>CORLISS:</b>									
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
<b>ROSSLYN:</b>									
Perlite Co. tracks.....			X	X	X				
<b>CARNEGIE:</b>									
Yard tracks.....				X	X				
L. B. Foster Co. No. 1 and No. 3 tracks.. L. B. Foster Co. No. 2 and No. 4 tracks.. .....	X	X	X	X	X				
<b>SUPERIOR MILL</b>									
<b>INDUSTRIAL TRACK:</b>									
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				
<b>FORT PITT:</b>									
Viviano track beyond switch to M. K. Frank track.....				X	X				
Viviano platform track and M. K. Frank tracks.....			X	X	X				
<b>WALKERS MILL:</b>									
Tubescope Co. tracks.....				X	X				
<b>OAKDALE:</b>									
Industrial tracks.....				X	X				
<b>NOBLESTOWN:</b>									
Industrial tracks.....				X	X				

COLUMN	1	2	3	4	5	L	M	I	J
<b>McDONALD:</b>									
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
<b>M. &amp; O. INDUSTRIAL TRACK:</b>									
Primrose Mine tracks under tipple.....	X	X	X	X	X				
<b>BURGETTSTOWN:</b>									
Florence Industrial track beyond a point 400 feet from main track.....				X	X				
<b>HANLIN:</b>									
Jefferson Coal Co. from main track switch to tipple.....				X	X				
Jefferson Coal Co. under tipple.....	X	X	X	X	X				
<b>BRIDGE 35.54:</b>									
East of Collier, No. 1 and No. 2 tracks.....								35	30
<b>WEIRTON JCT.:</b>									
Wye tracks.....	10	10	10	10	10				
<b>STEUBENVILLE:</b>									
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				
<b>MINGO JCT.:</b>									
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				
<b>MILE POST 52 (West of):</b>									
Jefferson Coal Co., Sidney No. 2 mine, on empty tracks west of tipple.....	X	X	X	X	X	X	X	X	X
<b>CADIZ SECONDARY TRACK:</b>									
On turn-out leading from Cadiz Second- ary track to west end of Cadiz Mine track when moving to or from Cadiz Secondary track.....						X	X	X	X
<b>DENNISON:</b>									
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
<b>UHRICHSVILLE:</b>									
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
<b>OHIO CONNECTING BRIDGE:</b>									
Duquesne Light Co. track.....				X	X		X	X	X
Beyond deraill Duquesne Light Co. track.....							X	X	X
<b>SCULLY BRANCH</b>									
<b>SCULLY ROAD:</b>									
Nos. 1 to 9 steel car tracks.....			X	X	X				
<b>RIVER BRANCH:</b>									
Empire.....									
Union Fire Clay Co. track between sec- ond road crossing 165 feet west of frog Bridge 5.62.....			X	X	X		25	25	25
<b>TORONTO:</b>									
Toronto Paper Mfg. Co.....				X	X				
Kaul Clay Co.....				X	X				



COLUMN	1	2	3	4	5	L	M	I	J
<b>STEBENVILLE:</b>									
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				
<b>TERMINAL BRANCH:</b>									
<b>BRIDGE No. 1.75:</b>									
Ohio River.....						10	X	X	X
<b>PENINSULA:</b>									
Blaw Knox Co. tracks.....			X	X	X				
Blaw Knox Co. scale track.....	X	X	X	X	X	X	X	X	X
Hanburg Bros., tracks beyond switch located on Bridge 0.14.....						X	X	X	X
<b>CHAPLINE</b>									
Wheeling Steel Co., Whitaker Works.....			X	X	X				
<b>POWHATAN SECONDARY TRACK:</b>									
<b>BRILLIANT</b>									
Ferro Alloy on girders over pit.....				X	X	X	X	X	X
<b>N&amp;W RAIL ROAD:</b>									
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
<b>BRIDGE No. 32.61:</b>									
West of Tiltonville.....								20	20
<b>MARTINS FERRY:</b>									
Bridge 1.67, Jefferson St.....						10	X	X	X
Art Craft track.....			X	X	X				
<b>POWHATAN:</b>									
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				
<b>WHEELING SECONDARY TRACK:</b>									
<b>WEIRTON JCT.:</b>									
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
<b>BRIDGE 151.19:</b>									
West of Short Creek.....							30	20	10
<b>EAST WARWOOD:</b>									
Blaw Knox Warwood Works Scale tracks.....	X	X	X	X	X				
<b>WHEELING:</b>									
Bloch Bros. tracks.....			X	X	X				
Sylvania Elect. Prod. Co., 48th St., beyond building line, south side of Water St.....			X	X	X				
29th Street Yard tracks.....			X	X	X				
Labelle track. All Industrial tracks, except A. & P. Warehouse track.....			X	X	X				
<b>NEW CUMBERLAND SECONDARY TRACK:</b>									
Weirton to Chester.....								15	15
<b>KENILWORTH:</b>									
J. Porter track on coal trestle.....	X	X	X	X	X	X	X	X	X
<b>NEW CUMBERLAND:</b>									
Acme Clay track beyond main track frog.....	X	X	X	X	X				
<b>CHESTER:</b>									
Wye tracks.....	5	5	5	5	5				
Taylor Smith and Taylor track No. 3.....		X	X	X	X				
<b>KOBUTA:</b>									
Beyond restriction boards, Koppers United Co.....	X	X	X	X	X				
<b>WASHINGTON SECONDARY TRACK:</b>									
<b>CARNEGIE:</b>									
Freight house bridge and Freight house run-around track.....						X	X	X	X
<b>BRIDGE 3.54:</b>									
West of Kirwan.....								20	10
<b>BRIDGEVILLE:</b>									
Mayer Brick Co. track.....	X	X	X	X	X				
Universal mill on all other tracks.....	X	X	X	X	X				

COLUMN	1	2	3	4	5	L	M	I	J
<b>BRIDGE 11.78:</b> West of Van Emmen.....							30	20	10
<b>BRIDGE 12.25</b> .....								25	15
<b>RICHFOL:</b> Pennsylvania Transformer Co., Building No. 55.....			X	X	X				
<b>B. &amp; M. INDUSTRIAL TRACK:</b> Mayer Lumber Co. track..... McClain Coal Co. tracks on bridge.....	X X	X X	X X	X X	X X		X X	X X	X X
<b>WESTLAND INDUSTRIAL TRACK</b> ..... Beyond a point 1000 ft. west of Bridge 3.91.....	X X	X X	X X	X X	X X	X X	X X	X X	X X
<b>ATLASBURG INDUSTRIAL TRACK</b> .....								X	X
<b>CHERRY VALLEY INDUSTRIAL TRACK</b> ..... 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..... Wye track connections.....							X X	X X	X X
<b>STUDA INDUSTRIAL TRACK</b> ..... Langeloth Mine tracks on trestle.....	X X	X X	X X	X X	X X	X X	X X	15 X	15 X
<b>CANONSBURG:</b> Patsch mine empty track beyond Fort Pitt Bridge Co. crossing..... Canonsburg Iron and Steel Co. on trestle Fort Pitt Bridge works, empty track..... Trucks serving Fort Pitt Bridge works located 575 ft. east of mile post 14, beyond bridge over Chartiers Creek.... Taylor Lumber Co. tracks.....	X X X E	X X X E	X X X E	X X X E	X X X E	X X X X	X X X X	X X X X	X X X X
<b>BRIDGE 15.85:</b> West of Houston.....							30	20	10
<b>ARDEN:</b> Rich Hill Mine, beyond clearance point empty end.....	E	E	E	E	E				
<b>BRIDGE 21.73:</b> East of Tylerdale.....								20	15
<b>WASHINGTON:</b> All Industrial tracks between MP 20 and Power plant, Washington, Inclusive..... McElroy Mill tracks..... Richman scrap, transfer yard, scale track and engine house lead at Maiden St.... Northrup track, beyond a point 200 ft. from switch point..... Lytle lumber track..... Lytle lumber track beyond 50 ft. from switch.....			X X X E X X X	X X X E X X X	X X X E X X X				
<b>WAYNESBURG SECONDARY TRACK:</b> Beyond a point 1000 feet west of Main Street crossing Washington..... Hazel Atlas Glass Co. (Atlas Factory) on bridge.....	X X X	X X X	X X X	X X X	X X X	(Entire Tr	X X X	X X X	X X X
<b>VALLEY DIVISION MAIN LINE—Pittsburgh to Chicago</b>									
<b>NEW GALILEE:</b> New Castle Refractories Co., west of con- nection to coal trestle.....				X	X	X	X	X	X
<b>ENON:</b> Strohecker-Fassett.....			X	X	X	X	X	X	X
<b>EAST PALESTINE:</b> Lumber track..... Electrical Refractories Co. tracks..... National Fire Proofing Co. track leading off end of No. 20 track..... All industrial tracks leading from switch- ing track.....			5 5 5 5	5 5 5 5	X X X X	5 5 5 5	X X X X	X X X X	X X X X
<b>COLUMBIANA:</b> Columbiana Boiler Co..... Columbiana Freight House track..... Public trestle.....	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
<b>LEETONIA:</b> Connection from station to team track and Mellinger's Yard.....			5	X	X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
<b>SALEM:</b>									
All industrial tracks			X	X	X	X	X	X	X
<b>BELOIT:</b>									
Mill track					X		X	X	X
<b>SEBRING</b>									
All industrial tracks			X	X	X	X	X	X	X
<b>ALLIANCE:</b>									
Stark Electric Co.			X	X	X	X	X	X	X
Connection off long ladder to scale track			X	X	X	X	X	X	X
J. & R. Products Co.			X	X	X	X	X	X	X
Alliance Machine Co.			X	X	X	X	X	X	X
Alliance Builders Supply Co.			X	X	X	X	X	X	X
Transue Williams tracks 2 and 3			X	X	X	X	X	X	X
All tracks west end of Alliance Yard except No. 5 and No. 7 tracks when moving to or from Main Line-Lake Long Horn connection				X	X	X	X	X	X
Connection between yard tracks at Broadway Street, Express Office and Mahoning Avenue	10	10	10	X	X	X	X	X	X
West end East Yard and all switches on south side west of Mahoning Avenue				5	5	5	5	5	5
South outbound engine track				5	5	5	5	5	5
Through slip switch, located on north side, west end of westward Platform				5	5	5	5	5	5
Arcady Farm Supply track			X	X	X	X	X	X	X
Robertson Heating Co. track					X		X	X	X
Rodney Welding Co. track				5		5		X	X
B. & W. Research Co. track					X		X	X	X
Fertilizer Plant Mile Post 86					X		X	X	X
<b>LOUISVILLE:</b>									
Dougherty Feed Co.			X	X	X	X	X	X	X
Station track, North Side, Curve at east end					X		X	X	X
Superior Sheet Steel Co., 1, 2, and 3 tracks					X		X	X	X
Superior Sheet Steel Co., No. 4 track			X	X	X	X	X	X	X
Colonial Foundry track beyond south line of North Street			X	X	X	X	X	X	X
<b>CANTON:</b>									
Republic Steel Corp., Berger Plant No. 1			X	X	X	X	X	X	X
Republic Steel Corp., Berger Plant No. 2			X	X	X	X	X	X	X
Facing Connection between new eastward and W.L.E. track					X		X	X	X
Canton Corrugated Box Co.					X		X	X	X
United Engineering & Foundry Co.					X		X	X	X
Harvard track			X	X	X	X	X	X	X
Weber trestle	X	X	X	X	X	X	X	X	X
Republic Steel Corporation Plant "A"			X	X	X	X	X	X	X
Republic Steel Corporation, Berger Div. No. 4 yard			X	X	X	X	X	X	X
Canton Tin Plate Co., track No. 1				X	X	X	X	X	X
Canton Tin Plate Co., tracks Nos. 2 & 3			X	X	X	X	X	X	X
Macomber Steel Co.				X	X	X	X	X	X
Canton Stamping & Enameling Co., to Carnahan Ave.				X	X	X	X	X	X
Canton Stamping & Enameling Co., beyond Carnahan Ave.			X	X	X	X	X	X	X
Canton Provision Co.			X	X	X	X	X	X	X
United Electric Co.			X	X	X	X	X	X	X
Canton Hardware Co. No. 2				X	X	X	X	X	X
Canton Beverage and Distributing Co.			X	X	X	X	X	X	X
National Disposal Co. track			X	X	X	X	X	X	X
Creasy Grocery Co.			X	X	X	X	X	X	X
Canton Ice and Fuel Co.				X	X	X	X	X	X
Brown & Van Voorhis Produce			X	X	X	X	X	X	X
The Cable Co.			X	X	X	X	X	X	X
Motor Casting Co.			X	X	X	X	X	X	X
Bonnot tracks			X	X	X	X	X	X	X
Edwards United Grocery track			X	X	X	X	X	X	X
Cherry Street Yard, except ladder at west end and ladder at east end to No. 12 switch and east end of track No. 12			X	X	X	X	X	X	X
Cherry Street Yard ladder at west end and ladder at east end to No. 12 switch and track No. 12					X		X	X	X
Warehouse tracks Nos. 15 and 19			X	X	X	X	X	X	X
Diebold Safe and Lock Co.			X	X	X	X	X	X	X
Aultman tracks			X	X	X	X	X	X	X
Bloom & Klein				X	X	X	X	X	X
Hygienic Products Co.			X	X	X	X	X	X	X
Garaux Brothers Co.			X	X	X	X	X	X	X
Sugardale Provision Co.			X	X	X	X	X	X	X
B&O Transfer tracks			X	X	X	X	X	X	X
South Canton Branch			X	X	X	X	X	X	X
Danner Press				X	X	X	X	X	X
Walker Lumber Co.			X	X	X	X	X	X	X
General Baking Co.				X	X	X	X	X	X
Automatic Steel Prod. Co.			X	X	X	X	X	X	X
Slates Coal Co.			X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
<b>CANTON—Continued:</b>									
Coast Metals track.....			X	X	X	X	X	X	X
K. N. Storage tracks.....			X	X	X	X	X	X	X
Dueber track.....			X	X	X	X	X	X	X
Warwick-Spelman Coal Co.....			X	X	X	X	X	X	X
Harris Paint Co.....			X	X	X	X	X	X	X
Ecko Products Co. tracks.....			X	X	X	X	X	X	X
Truscon Steel Co.....					X		X	X	X
Crisp & Logan Coal Co.....					X		X	X	X
Dennemiller Division, Consolidated									
Grocery Corp.....			X	X	X	X	X	X	X
Buck Hill Sand & Gravel Co.,									
South track.....					X		X	X	X
Buck Hill Sand & Gravel Co.,									
North track.....				X	X	X	X	X	X
Gussett Boiler Works track.....					X		X		
Emergency Product Company, beyond									
storage track.....					X		X	X	X
East Ohio Gas Co.....					X		X	X	X
<b>MASSILLON:</b>									
Freight House tracks.....				X	X	X	X	X	X
Freight House tracks Nos. 21 and 23.....			X	X	X	X	X	X	X
Union Drawn Steel Co.....			X	X	X	X	X	X	X
Industrial track from Mile Post 109.7 to									
Mile Post 110.4.....					X	X	X	X	X
Ohio Drilling Co.....			X	X	X	X	X	X	X
Fulmer-Peoples.....			X	X	X	X	X	X	X
South Massillon yard.....					X	X	X	X	X
Corundite Refractories Co.....			X	X	X	X	X	X	X
Other private tracks.....			X	X	X	X	X	X	X
<b>ORRVILLE:</b>									
Orrville Milling Co.....					X		X	X	X
Milling Co. tipple.....		X	X	X	X	X	X	X	X
Station tracks, South Side, beyond stock									
pen chute.....					X	X	X	X	X
Ohio Wood Preserving Co.....					X	X	X	X	X
Milk Condensing Co.....			X	X	X	X	X	X	X
East and West ends of Nos. 95 and 97									
tracks.....					X	X	X	X	X
East end of Nos. 15 and 16 tracks.....					X	X	X	X	X
East end of scale track.....					X	X	X	X	X
Coal Dock track.....					X	X	X	X	X
South ladder east of Hump to Nos. 10,									
11, 12, and 13 tracks.....						X		X	X
West end of No. 15 track.....						X		X	X
<b>SMITHVILLE:</b>									
Tyler Grain Co. track.....					X		X		X
<b>WOOSTER:</b>									
Rubbermaid Co. track.....							X	X	X
Board of Trade track, east of station.....				X	X	X	X	X	X
International Paper Co. track.....			X	X	X	X	X	X	X
Freight House tracks.....					X	X	X	X	X
Minglewood Coal Co. track.....					X	X	X	X	X
Buckeye Aluminum Co.....					X	X	X	X	X
Madison Ave. Team track.....						X	X	X	X
Wooster Preserving Co.....					X	X	X	X	X
Board of Trade tracks west of MP 136.....					X	X	X	X	X
Timken Roller Bearing track.....					X	X	X	X	X
Pump Station track, 2500 feet west of									
MP 140.....					X	X	X	X	X
<b>SHREVE:</b>									
Station tracks.....					X		X	X	X
<b>LOUDONVILLE:</b>									
Loudonville Mill & Grain Co.....			X	X	X	X	X	X	X
Dudtes Coal Co. track.....			X	X	X	X	X	X	X
Dudtes Coal Co., trestle.....	X	X	X	X	X	X	X	X	X
Loudonville Yard tracks.....					X	X	X	X	X
<b>MOHICAN:</b>									
Switching track to South Loudonville....	10	10	10	10	10	10	X	10	X
<b>LUCAS:</b>									
Lucas Station track, beyond east end				X	X	X	X	X	X
of passenger station.....									
<b>MANSFIELD:</b>									
Freight House tracks.....			X	X	X	X	X	X	X
All industrial sidings except those									
shown below.....			X	X	X	X	X	X	X
Syndicate track.....			X	X	X	X	X	X	X
Cleveland Grain Co.....					X	X	X	X	X
Erie-Lackawanna Interchange track.....					X				
B. & O. Interchange track.....					X				
<b>CRESTLINE:</b>									
Laengs track.....							X	X	X
Crestline Equity Co.....				X	X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
<b>MAIN LINE—VALLEY</b>									
<b>ALLIANCE:</b>									
Alliance Machine Co.....		X	X	X	X	X	X	X	X
R. T. Sebreel.....		X	X	X	X	X	X	X	X
Crescent Ice & Coal Co.....		X	X	X	X	X	X	X	X
Appliance Mfg. Co.....		X	X	X	X	X	X	X	X
Machine Steel Castings 1 & 2.....		X	X	X	X	X	X	X	X
Babcox & Wilcox Co.....		X	X	X	X	X	X	X	X
Tolerton Co. No. 2.....		X	X	X	X	X	X	X	X
Alliance Clay Products No. 3.....		X	X	X	X	X	X	X	X
CP-2 Yard track.....				X	X	X	X	X	X
<b>RAVENNA—OLD LINE:</b>									
<b>INDUSTRIAL TRACK</b>									
Trestle, Portage Coal Co.....				X	X	X	X	X	X
Trestle, Jenkins Bros.....				X	X	X	X	X	X
Other Industrial tracks.....				X	X	X	X	X	X
<b>RAVENNA:</b>									
A. C. Williams Co.....				X	X	X	X	X	X
<b>HUDSON—OLD LINE:</b>									
East of Bridge 0.21.....					X		X	X	X
Phillips Petroleum Co.....					X		X	X	X
Trestle—C. F. Turner Co.....									
<b>HIGHLAND SPRINGS:</b>									
Team track.....					X		X	X	X
<b>Y. &amp; R. CONNECTION:</b>									
A. C. Williams Co., coal.....			X	X	X	X	X	X	X
<b>E &amp; A BRANCH</b>									
<b>WAMPUM:</b>									
Medusa Portland Cement Co., No. 6 track.....			X	X	X	X	X	X	X
Federal American Cement and Tile Co.....				X	X	X	X	X	X
Federal American Cement and Tile Co. trestle.....	X	X	X	X	X	X	X	X	X
<b>CASTLE:</b>									
Car shop tracks.....			X	X	X	X	X	X	X
<b>EDENBURG:</b>									
Keystone Sand & Loam Co. track, beyond a Point 350 feet from switch in No. 2 track. (Note 1).....	X	X	X	X	X				
<b>STRUTHERS:</b>									
Rod & Wire Plant.....				X	X	X	X	X	X
Conduit Plant.....			X	X	X	X	X	X	X
Furnace tracks.....				X		X	X		X
<b>HASELTON:</b>									
Wabash Yard, all tracks except No. 201.....				X	X	X	X	X	X
Y. S. & T. Co. lead west of Bridge 62.17.....				X	X	X	X	X	X
<b>CANFIELD INDUSTRIAL TRACK</b>				X	X	X	X	X	X
<b>CRAB CREEK INDUSTRIAL TRACK</b>			X	X	X	X	X	X	X
Interchange track.....				X	X				
Republic Steel Corp.....			X	X	X	X	X	X	X
Brown Bonnell plant.....									
<b>MARKET ST. YARD:</b>									
East end of yard tracks Nos. 1, 2, 4 and 5; west end of yard tracks Nos. 4, 5 & 7.....				X	X	X	X	X	X
<b>YOUNGSTOWN:</b>									
Lead to United Engineering & Fdry. Co.....			X	X	X	X	X	X	X
Carnegie Steel Co., Upper Mill Plant.....			X	X	X	X	X	X	X
<b>NILES:</b>									
Stanley Co., McMann Co. Freight House tracks, Ward track, Central Lumber Co., Niles Rolling Mill & Youngstown Steel Car Co.....				X	X	X	X	X	X
EL-B&O RR Interchange.....			X	X	X				
Wye track.....	5	5	5	5	5	5	5	5	5
Ohio Galvanizing Co., Niles Steel Products Co., Kaiser Refractories & Chemical Division and Allied Metals, Inc.....			X	X	X	X	X	X	X
<b>BOANNA:</b>									
Van Wye Secondary track.....	10	10	10	10	10	10	10	10	10

COLUMN	1	2	3	4	5	L	M	I	J
<b>P Y &amp; A BRANCH</b>									
<b>WARREN:</b>									
Republic Steel Corp., Ohio Corrugated house track, Storage Transfer & Supply, General Fire Extinguisher Co., Youngstown Pressed Steel Co., Plants 1 and 2, Federal Machine & Welding Co. Plant No. 4, Warren Tool Co., American Welding & Mfg. Co., Erie-Lackawanna RR interchange and Konofsky Scrap Yard.....			X	X	X	X	X	X	X
EL-B&O RR Interchange.....			X	X	X				
<b>EAST ORWELL:</b>									
Team track, Brinard Steel Co. and East End Coal Co.....					X		X	X	X
<b>ASHTABULA:</b>									
Dunbar & Hopkins, Griswold, Payne track, John Vogue & Anderson, U track at Ore Dock.....				X	X	X	X	X	X
West St. Gas House Wye.....				X	X	X	X	X	X
<b>E &amp; P BRANCH</b>									
<b>CHERRY STREET:</b>									
East end Nos. 1 and 2 coach tracks, west end No. 4 coach track, oil house, and Mooney Bros.....				X	X	X	X	X	X
<b>BRIDGE 49.44:</b>									
On Nutt Street track, New Castle.....	15	10	10	X	X	X	X	X	X
<b>BRIDGE 49.57:</b>									
On Nutt Street track, New Castle.....	15	15	15	X	X	X	X	X	X
<b>NEW CASTLE:</b>									
Nutt Street track between Bridge 49.44 and S. Jefferson Street.....		X	X	X	X	X	X	X	X
All team tracks.....				X	X	X	X	X	X
Streib coal track and Freight house tracks Nos. 1 and 2.....			X	X	X	X	X	X	X
Sweezy Coal Co., Union Brewery and Chemical Co.....				X	X	X	X	X	X
Lawrence Ice Co.....		X	X	X	X	X	X	X	X
<b>WEST MIDDLESEX:</b>									
West Middlesex Team Track.....			X	X	X	X	X	X	X
<b>WHEATLAND:</b>									
Wheatland Tube Co.....			X	X	X	X	X	X	X
Carnegie-Illinois interchange and Sheet Mill interchange.....				X	X	X	X	X	X
<b>WHEATLAND YARD:</b>									
East end of upper yard track No. 9, west end of lower yard track No. 9, west end of Nos. 10 and 11 yard tracks in eastward yard. Coal tippie, car repair tracks and east end of Nos. 4, 5, 6, 7, 8 and 9 tracks in westward yard.....				X	X	X	X	X	X
Schuster's Coal Siding.....			X	X	X	X	X	X	X
<b>SHARON YARD:</b>									
West end of tracks Nos. 2, 3, 4 and 5 and EL RR interchange.....				X	X	X	X	X	X
House and Team Tracks.....				X	X	X	X	X	X
<b>SHARON:</b>									
National Malleable, Messina Bros., Westerman and Taylor Supply Co.....				X	X	X	X	X	X
Westinghouse plant tracks.....			X	X	X	X	X	X	X
Freedom Oil Co. and Mercer Tube Co.....			X	X	X	X	X	X	X
Crossover main track to team track.....				X	X	X	X	X	X
<b>SHARPSVILLE:</b>									
Steel Fabricator Co.....			X	X	X	X	X	X	X
Shenango-Penn Mold, Mertz Coal & Supply, except trestle track Lee Supply Co. except trestle track.....			X	X	X	X	X	X	X
Metz Coal & Supply and Lee Supply Co. trestle tracks.....	X	X	X	X	X	X	X	X	X
<b>VICTORY:</b>									
Nos. 1, 2, 3, 5 and 6 industrial tracks.....					X	X	X	X	X
Nos. 4, 7, 8 and 10 industrial tracks.....					X	X	X	X	X
<b>GREENVILLE:</b>									
Greenville Eastern States Farmer's Exchange.....				X	X	X	X	X	X
Keelan-Bost Co.....				X	X	X	X	X	X
United Supply Co.....				X		X	X		

COLUMN	1	2	3	4	5	L	M	I	J
<b>JAMESTOWN:</b> Jamestown Paint Co., back track beyond east end of building.....				X	X	X	X	X	X
<b>LINESVILLE:</b> Wye track.....	5	5	5	5	5	5	5	5	X
Palmer Feed Co. trestle.....	X	X	X	X	X	X	X	X	X
<b>LOW GRADE BRANCH</b>									
<b>KENWOOD INDUSTRIAL TRACK:</b> 1340 feet east of Mile Post 30 to end of track.....							X		X
W. E. Osborne Co. track.....					X		X	3	X
<b>MILE POST 31 (West of)</b> Eastville Clay Products Co.....				X	X	X	X	X	X
<b>DETOUR BRANCH</b>									
<b>BERLIN CENTER:</b> Hawkins Co. trestle.....	X	X	X	X	X	X	X	X	X
<b>NORTH SEBRING:</b> Beaver-Fork Coal Co.....	X	X	X	X	X	X	X	X	X
<b>WALFORD SECONDARY TRACK:</b> Coverts to end of track. (Note 2) Am. Cyanamid & Chem. Co. Plant No. 1, one car length beyond frog on No. 1 track.....			X	X	X	X	X	X	X
			X	X	X	X	X	X	X
<b>HOUSTON SECONDARY TRACK:</b> Washington St. to west end of Houston secondary track.....				X	X		X	X	X
Oakland to Washington St.....									X
<b>NEW CASTLE:</b> Atlantic Refining Co., New Castle Junk Co., John A. Panella Co., Nutt St. track east of S. Jefferson St., Penna. Engr. Works, United Engr. & Fdry., except straight track at entrance, Is- land tracks.....			X	X	X	X	X	X	X
Erie-Lackawanna RR connection and old stock pen track.....				X	X	X	X	X	X
Pittsburgh Coal & Junk Co. low track, Scarazzo Coal Co., and Butler Branch track.....			X	X	X	X	X	X	X
Frey Bros. and Boyles Coal Co.....			X	X	X	X	X	X	X
Bordonaro & Canfora.....			X	X	X	X	X	X	X
Maxwell & Gibson Coal track and New Castle Produce Co.....			X	X	X	X	X	X	X
J. J. Dean Co., H. G. Preston Co., and Fombell Coal Co.....			X	X	X	X	X	X	X
Eastside station tracks.....			X	X	X	X	X	X	X
<b>WILMINGTON INDUSTRIAL TRACK:</b> Wilmington Jct. to New Wilmington.....			X	X	X	X	X	X	X
<b>NEW WILMINGTON:</b> Team track coal trestle.....	X	X	X	X	X	X	X	X	X
<b>TUSCARAWAS SECONDARY TRACK:</b> <b>MINERVA:</b> Mill track.....			X	X	X	X	X	X	X
Croun China Co.....				X	X	X	X	X	X
<b>PEKIN:</b> Metropolitan Brick Co.....				X	X	X	X	X	X
<b>MALVERN:</b> Pipe track.....				X	X	X	X	X	X
Clay Co. track.....				X	X	X	X	X	X
<b>MAGNOLIA:</b> Team track.....				X	X	X	X	X	X
Brush Run spur.....				X	X	X	X	X	X
<b>DOVER:</b> Reeves Mfg. Co.....			X	X	X	X	X	X	X
Reilly Tar Co.....				X	X	X	X	X	X
<b>NP-INDUSTRIAL TRACK:</b> General Asphalt.....				X	X	X	X	X	X
<b>DOVER SECONDARY TRACK:</b> DJ to Newcomertown.....									X
<b>STRASBURG SPUR:</b> North of O. V. and J. Yard.....				X	X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
<b>DOVER:</b>									
Delivery Transfer to B&O RR.....				X	X				
Receiving Transfer from B&O RR.....									X
<b>NEWCOMERSTOWN TO BYESVILLE:</b>					X		X	X	X
<b>NEWCOMERSTOWN:</b>									
South turnouts yard tracks 13 and 15.....				X	X	X	X	X	X
Bridge 83.29—0.9 mile south of Newcomerstown.....		20	20	20	X	20	X	X	X
<b>MARIETTA BRANCH:</b>									
<b>CAMBRIDGE:</b>									
Bridge 59.78—1.8 miles north.....		25	25	20	X	20	X	X	X
Cambridge.....				X	X	X	X	X	X
Hoffman La Roche.....				X	X	X	X	X	X
Trestle, Thatcher track.....	X	X	X	X	X	X	X	X	X
<b>CAMBRIDGE SHOP:</b>									
Cambridge Glass Co.....				X	X	X	X	X	X
Universal Pottery Co.....				X	X	X	X	X	X
Cambridge Lumber and Coal Co.....				X	X	X	X	X	X
<b>BYESVILLE TO MARIETTA:</b>					X		X	X	X
<b>BRIDGE 41.97:</b>									
South of MP 42.....					X		X	X	X
<b>BRIDGE 29.59:</b>									
South of MP 30.....					X		X	X	X
<b>BRIDGE 26.99:</b>									
South of MP 27.....					X		X	X	X
<b>BRIDGE 26.03:</b>									
North of MP 26.....	15	10	15	10	X	10	X	X	X
<b>MACKSBURG WYE:</b>									
South of Macksburg.....					X		X	X	X
<b>MARIETTA:</b>									
L. T. Cisler and Son.....				X	X	X	X	X	X
Crescent Supply Co.....				X	X	X	X	X	X
U.S. Repair Dept., south of gate.....		X	X	X	X	X	X	X	X
Marietta Paint & Color Co.....				X	X	X	X	X	X
<b>BAYARD BRANCH</b>									
<b>McCULLOUGH:</b>									
Yard tracks, east of State Route 213.....				X	X		X	X	X
Grade Crossing.....									
<b>IRONDALE:</b>									
McLain Brick Co.—(Irondale Works).....				X	X	X	X	X	X
<b>NEW SALISBURY:</b>									
McLain Brick Co.—(Colonial Works).....				X	X	X	X	X	X
<b>SALINEVILLE:</b>									
Yard tracks Nos. 10, 12, 14, 16 and 18.....					X		X	X	X
<b>SALINEVILLE INDUSTRIAL TRACK</b>									
Summitville Brick Co.....				X	X	X	X	X	X
<b>AKRON BRANCH</b>									
<b>SILVER:</b>									
Falls Paper Box Co.....				X	X	X	X	X	X
Trestle, Tucker Coal Co.....				X	X	X	X	X	X
<b>CUYAHOGA FALLS:</b>									
Curve at overhead crane, Falls Clutch & Machine Co.....	X	X	X	X	X	X	X	X	X
<b>GORGE:</b>									
Ohio Edison Co. beyond 200 feet from switch.....				X	X	X	X	X	X
<b>ARLINGTON:</b>									
Robinson Clay Products Co.....				X	X	X	X	X	X
<b>AKRON:</b>									
Yard and Freight House tracks.....			X	X	X	X	X	X	X
Wise Furnace Co.....			X	X	X	X	X	X	X



COLUMN	1	2	3	4	5	L	M	I	J
<b>SOUTH AKRON:</b>									
Brown Graves Co.....				X	X	X	X	X	X
Freight House tracks.....			X	X	X	X	X	X	X
Belt tracks.....			X	X	X	X	X	X	X
Firestone Tire & Rubber Co.....				X	X	X	X	X	X
Colonial Salt Co.....				X	X	X	X	X	X
Trestle Colonial Salt Co.....	X	X	X	X	X	X	X	X	X
<b>BARBERTON:</b>									
Columbia Chemical Transfer.....				X	X	X	X	X	X
<b>AKRON SECONDARY TRACK:</b>									
<b>WARWICK TO DIVISION POST</b> (Western Reg.).....									35
<b>ORRVILLE:</b>									
Water Works spur.....				X	X	X	X	X	X
Smucker Co. spur.....				X	X	X	X	X	X

## NOTE:

- (1) Engines must not use track beyond point designated.
- (2) Diesel engines—class AS-16 and AS-16M may be operated between Coverts and end of track.

COLUMN	1	2	3	4	5	L	M	I	J
<b>WILLIAMSPORT DIVISION</b>									
<b>EAST AURORA:</b>									
Freight House Tracks.....				X	X	E	E	E	E
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				
<b>MACHIAS:</b>									
Olean Gravel Inc.: under tippie.....	X	X	X	X	X	X	X	X	X
B&O RR Connection.....					B5		10	10	10
<b>MILE POST 47, NORTH OF:</b>									
Buffalo Slag Co.....				X	X				
<b>FRANKLINVILLE:</b>									
J. H. Gray Milling Co. and Ontario Knife Co.....			X	X	X				
Jones Old Track.....			X	X	X				
<b>OLEAN:</b>									
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.....					E				
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	E	E	E	E
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
<b>OW: NORTH OF:</b>									
Wholesale Grocery Co-op.....			X	X	X				
Line Material Co. Track.....	5	5	5	5	5				
Zukerman Track.....	5	5	5	5	5				
<b>PORTVILLE:</b>									
Dairymen's League Switch.....				X	X	E	E	E	E

COLUMN	1	2	3	4	5	L	M	I	J
<b>CLERMONT SECONDARY TRACK:</b>									
Between Clermont Jct. and Mile Post 5, Farmers Valley.....				E	E	E	E	E	E
Mile Post 5, Farmers Valley.....	10	10	10						
<b>FARMERS VALLEY SECONDARY TRACK:</b>									
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				
<b>PORT ALLEGANY:</b>									
Trestle on Andy Anderson Track.....		X	X	X	X	X	X	X	X
Pierce Glass Co. Track.....			X	X	X				
Planing Mill Co.....			X	X	X	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
<b>BRIDGE 97.07:</b>									
South of Port Allegany.....				40	40		40	30	20
<b>EMPORIUM:</b>									
North Leg Wye.....				X	X				
Mallory Lumber Co.....				X	X				
<b>BRIDGE 155.20:</b>									
East of Cameron.....	40	40	45	45	45	45	40	30	15
<b>BRIDGE 158.70:</b>									
Sterling Run.....	40	40	45	45	45	45	45	35	20
<b>BRIDGE 165.16:</b>									
East of HY.....	40	40	45	45	45	45	40	30	20
<b>BRIDGE 167.17:</b>									
West of Driftwood.....	40	40	45	45	45	45	40	30	20
<b>BRIDGE 171.08:</b>									
Sinnemahoning.....	40	40	45	45	45	45	40	30	20
<b>BRIDGE 183.00:</b>									
Keating.....	40	40	45	45	45	45	40	30	20
<b>BRIDGE 189.23:</b>									
Westport.....	40	40	45	45	50	45	40	30	20
<b>NORTH BEND:</b>									
Bridge 198.92.....								45	20
<b>FARRANDSVILLE</b>									
(River) Bridge 218.97.....							45	30	20
Bridge 217.49.....							45	30	20
<b>LOCK HAVEN:</b>									
West Leg wye to B. E. Bch.....				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
<b>McELHATTAN:</b>									
Bridge 227.19.....									20
<b>MONTGOMERY:</b>									
(River) Bridge 265.16.....							55	45	35
<b>WATSONTOWN</b>									
Watsonstown Brick Co. Trestle.....				X	X	X	X	X	X
Watsonstown Fdy. & Machine Co.....			X	X	X				
Watsonstown Cab. Co.....				X	X				
Glen Gery Brick Co. Trestle.....				X	X	X	X	X	X
<b>MILTON</b>									
Amn 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

## Main Line—Erie

## Emporium &amp; Erie Secondary Track

COLUMN	1	2	3	4	5	L	M	I	J
<b>MILE POST 7:</b>									
Schrimper Brothers.....				X	X			E	E
<b>WATERFORD:</b>									
Station Tracks.....				X	X		E 25	E 20	E 15
Bridge 24.72.....									
<b>UNION CITY:</b>									
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
<b>CORRY:</b>									
McInnes Steel Co.....				X	X		E	E	E
Howard Tannery Co.....				X	X		E	E	E
<b>YOUNGSVILLE:</b>									
Feed Mill Track.....				X	X				
<b>IRVINGTON:</b>									
Yard Tracks south of Main Track.....				X	X				
<b>STARBRICK:</b>									
Penna. Elec. Co.....				X	X				
Warren Tank Car Co. Tracks Nos 2, 3 and 4.....	X	X	X	X	X	X	X	X	X
<b>WARREN:</b>									
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 sign.....				X	X				
Gravel Pit.....				X	X				
<b>CLARENDON:</b>									
Tiona Refining Co. No. 2.....						E	E	E	E
Dunn Siding.....						E	E	E	E
Barrel Works.....									
<b>SHEFFIELD:</b>									
Storage Track.....					X				
<b>KANE:</b>									
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	E	E	E	E
Board of Trade to restricting sign.....					X				
Kane Lumber and Fuel Co., as far as derail.....			X	X	X				
<b>SERGEANT:</b>									
Sergeant Glass Co.....					X				
Otto Chemical Co.....					X	E	E	E	E
<b>JOHNSONBURG:</b>									
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	E	E	E	E
Connection to Rolfe RR.....				X	X	X	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				
<b>RIDGWAY:</b>									
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
<b>ST. MARYS—EAST YARD:</b>									
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

COLUMN	1	2	3	4	5	L	M	I	J
<b>CHAUTAUQUA BRANCH:</b>									
<b>BROCTON:</b>									
Brocton Preserving Co. and Brocton Mills.....			X	X	X				
<b>BRIDGE 60.44:</b>									
South of Pross.....							35	35	35
<b>MAYVILLE:</b>									
South end of Bell's.....				X	X				
Chautauqua Cabinet Co.....				X	X				
<b>CORRY:</b>									
Ajax Iron Works beyond frog.....	X	X	X	X	X	X	X	X	X
<b>SPARTANSBURG: BRIDGE 102.35:</b>									
On Mill Track.....	5	5	5	X	X	X	X	X	X
<b>TITUSVILLE:</b>									
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
<b>BRIDGE 130.27:</b>									
South of Petroleum Center.....								30	30
<b>OIL CITY:</b>									
Continental Refining Co.....				X	X				
Pennzoil Plant No. 1.....				X	X				
Pennzoil Plant No. 2—Hole Track.....				X	X				
Pennzoil Plant No. 2—Fuel Oil Track.....				X	X				
J. B. Berry Sons Co.....				X	X				
Upper Yard Tracks.....				X	X				
Borland Lumber Co.....			X	X	X				
<b>OIL CITY SECONDARY TRACK:</b>									
<b>BRIDGE 26.04:</b>									
South of West Hickory.....							20	20	20
<b>STRUTHERS RUNNING TRACK:</b>									
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				
<b>SALAMANCA SECONDARY TRACK:</b>									
<b>BRIDGE 115.23:</b>									
South of Bill.....							15	15	15
<b>OLEAN:</b>									
South end No. 5 Coach Yard.....				X	X	X	X	X	X
Engine Storage Yard.....				X	X	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
<b>RIDGWAY SECONDARY TRACK:</b>									
End of block sign south of Ridgway to Falls Creek.....				20	20				
<b>RIDGWAY:</b>									
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.....									
<b>BROCKWAY:</b>									
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

COLUMN	1	2	3	4	5	L	M	I	J
<b>ALLEGHENY BRANCH:</b>									
<b>FOXBURG:</b>									
Keystone Supply Co. Track.....							E	E	E
<b>EMLENTON:</b>									
Freight Station Track.....				X	X				
<b>OIL CITY:</b>									
Oil City Milling Co.....				X	X				
Retail Tracks.....				X	X				
<b>LOW GRADE SECONDARY TRACK:</b>									
Brady and Mile Post 2.....				15	15				
Mile Post 2 to Falls Creek.....				20	20				
Falls Creek to Driftwood.....				20	20				
<b>LAWSONHAM:</b>									
River storage track.....				X	X				
Switch to Sligo Running Track.....				X	X				
<b>BRIDGE 14.90:</b>									
St. Charles.....	20	20	20	20	20	15	15	15	X
<b>CLIMAX:</b>									
Switch to Tile Co. track.....				X	X				
<b>BOSTONIA:</b>									
Bostonia track.....				X	X				
<b>NEW BETHLEHEM:</b>									
Tile Co. track.....				X	X				
<b>BRIDGE 22.27:</b>									
West of OD.....	20	20	20	20	20	20	15	15	X
<b>OAK RIDGE:</b>									
Crawford Furn. Co. Track.....				X	X				
<b>HAWTHORN:</b>									
Sherman Mine tracks beyond tipple.....				X	X	X	X	X	X
<b>BRIDGE 30.78:</b>									
West of Heathville.....	20	20	20	20	20	20	15	15	X
<b>BRIDGE 35.63:</b>									
Second bridge east of SU.....	20	20	20	20	20	20	20	20	X
<b>BRIDGE 35.92:</b>									
Third bridge east of SU.....	20	20	20	20	20	20	15	15	X
<b>BRIDGE 41.00:</b>									
East of Rose.....	20	20	20	20	20	20	20	20	X
<b>BRIDGE 42.36:</b>									
East of Brookville.....	20	20	20	20	20	20	15	15	X
<b>BROOKVILLE:</b>									
Brookville track.....				X	X		E	E	E
Locomotive Works track.....				X	X				
<b>BRIDGE 47.68:</b>									
East of BE.....	20	20	20	20	20	20	15	15	X
<b>BRIDGE 51.68:</b>									
West of Mile Post 52.....	20	20	20	20	20	20	15	15	X
<b>BRIDGE 53.29:</b>									
East of Mile Post 53.....	20	20	20	20	20	20	20	20	X
<b>BRIDGE 53.50:</b>									
Second bridge east of Mile Post 53.....	20	20	20	20	20	20	20	20	X
<b>BRIDGE 53.66:</b>									
Third bridge east of Mile Post 53.....	20	20	20	20	20	20	15	15	X
<b>FULLER STORAGE TRACK:</b>									
Between Knoxdale road.....	X	X	X	X	X				
Crossing—west end of track.....									
<b>BRIDGE 54.41:</b>									
Second bridge west of RS.....	20	20	20	20	20	20	15	15	X
<b>REYNOLDSVILLE:</b>									
Cabin track.....				X	X				
Glass Works track.....				X	X				
West End RS siding.....				A	A				
<b>FALLS CREEK:</b>									
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				
<b>BRIDGE 63.11:</b>									
East of Falls Creek.....	20	20	20	20	20	20	20	20	X

COLUMN	1	2	3	4	5	L	M	I	J
<b>BRIDGE 64.35:</b>									
Second bridge west of DB.....	20	20	20	20	20	20	15	15	X
<b>DUBOIS:</b>									
Industrial track west of B&O RR connection.....				X	X				
Shakespeare's scrap yard beyond clearance point.....				X	X				
All other tracks except DB siding.....				X	X				
<b>TYLER:</b>									
Crossover between tracks of New Shawmut Mining Co., west of tipple.....	X	X	X	X	X	X	X	X	X
<b>BRIDGE 85.69:</b>									
Fourth bridge east of VI.....	20	20	20	20	20	20	15	15	X
<b>BRIDGE 90.21:</b>									
Second bridge west of Medix Run.....	20	20	20	20	20	20	15	15	X
<b>SLIGO RUNNING TRACK:</b>									
AW to SLIGO.....				X	X				
<b>LOCK HAVEN:</b>									
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
<b>WILLIAMSPORT BRANCH:</b>									
<b>WILLIAMSPORT:</b>									
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
<b>LINDEN</b>									
E. of—(River) Bridge 242.86.....							45	30	20
<b>ELMIRA BRANCH:</b>									
Over Entire Branch.....					30				X
<b>SOUTHPORT:</b>									
North end tracks 6, 7, 8, 9, 10.....				X	X		X		X
Oil House Track.....				X	X		X	X	X
Depressed Track.....				X	X				
Paint Track.....				X	X				
<b>HORSEHEADS:</b>									
Bridge 0.59.....							25	25	X
<b>PINE VALLEY:</b>									
Bridge 5.99.....								35	X
<b>MILLPORT</b>									
Bridge 7.09.....							20	20	X
<b>MONTOUR FALLS:</b>									
North of Bridge 16.02.....								20	X
<b>WATKINS GLEN:</b>									
Bridge 21.82.....							35	20	X
Bridge 22.09.....							35	20	X
<b>ROCK STREAM</b>									
Bridge 24.56.....						5	5	5	X
Bridge 24.71.....							20	20	X
Bridge 25.05.....						5	5	5	X
<b>SODUS BAY SECONDARY TRACK</b>									X
<b>PENN YAN</b>									
Fiero & Monin.....				X	X	X	X	X	X
J. D. Moore Coal Trestle.....	X	X	X	X	X	X	X	X	
<b>BELLONA:</b>									
Libby, McNeil & Libby.....				X	X	X	X	X	X
<b>CANANDAIGUA TRACK:</b>									
Entire track.....				X	X				X
Bridge 53.42.....								15	X
Bridge 59.97.....								30	X
<b>NEWARK:</b>									
Newark Coal Co.....									
Bloomer Bros. Paper Mill Track.....				X	X	X	X	X	X
Pub. Delivery Track.....									
Bridge 16.83.....							X	20	X
Bridge 16.95.....							X	20	X

COLUMN	1	2	3	4	5	L	M	I	J
<b>CLEARFIELD SECONDARY TRACK</b> .....					X			20	20
<b>MOSHANNON SECONDARY TRACK &amp; CONNECTING TRACKS:</b>									
Mills to McCartney.....						X	X	X	X
<b>CRESSON SECONDARY TRACK</b> .....							20	X	X
<b>BLACK LICK SECONDARY TRACK</b> .....								25	15
<b>LUTHER INDUSTRIAL</b> .....									X
<b>HASTINGS SECONDARY</b> .....									15
<b>McGEES SECONDARY</b> .....									15
<b>ELK RUN INDUSTRIAL TRACK</b> .....							X	X	X
Bridge 0.38 Punxsutawney.....						5	X	X	X
<b>VICKSBURG:</b>									
W. of MP 7, Bridge 7.21.....						20	X	X	X
<b>LINDEN HALL:</b>									
Bridge 54.69.....						20	X	X	X
Bridge 55.19.....						20	X	X	X
<b>OAK HALL:</b>									
Bridge 57.09.....						20	X	X	X
<b>LEMONT:</b>									
E. C. Ross Trestle.....						X	X	X	X
<b>WATSONTOWN SECONDARY TRACK:</b>									
1000 feet east of connection with main line, Wats'n to Berwick.....				X	X	X	X	X	X
<b>OTTAWA:</b>									
E. C. Smith Trestle.....				X	X	X	X	X	X
<b>SOUTH WILLIAMSPORT:</b>									
West Branch Grocery.....				X	X	X	X	X	X
Keystone Friction Hinge.....									
<b>ELMIRA SECONDARY TRACK:</b>									
Over Entire Secondary.....					30				X
<b>NEWBERRY:</b>									
Lundy Lumber Co.....				X	X				
Bridge 2.09.....									X
Bridge 2.64.....							20	20	X
Bridge 3.84.....									X
<b>COGAN:</b>									
Bridge 6.23.....									X
Bridge 6.56.....									X
<b>TROUT RUN:</b>									
Bridge 13.91.....									X
Bridge 15.09.....									X
Bridge 15.60.....									X
Bridge 17.60.....									X
<b>BODINE:</b>									
Bridge 18.91.....								25	X
<b>BERGAN:</b>									
Bridge 20.23.....									X
Bridge 20.81.....									X
Bridge 21.21.....									X
<b>RALSTON:</b>									
Bridge 22.64.....							20	20	X
Bridge 23.02.....									X
Bridge 23.43.....									X
<b>GROVER:</b>									
Bridge 35.89.....									X
<b>CANTON:</b>									
Bridge 38.33.....								25	X
<b>TROY:</b>									
Bridge 53.54.....									X
<b>FASSETT:</b>									
Bridge 73.69.....									X
Bridge 73.94.....							10	10	X

**1160-A2. (Williamsport Division).** Engines must not be operated over Car Dumper of Pennsylvania Electric Co. at Gray.

**1160-A3. (Williamsport Division).** Class EP 22 and AS 24 diesel engines are permitted on north leg of wye track at Emporium.

**1160-A4. (Allegheny Division).** Engines with 6 wheel trucks are prohibited on Cresson Branch between Bradley Junction and end of Track.

**1160-A5. (Pittsburgh Division).** Class EF-30a diesel engines are prohibited from using No. 101 Secondary track to 11th St., lower level bridge No. 0.33.

**1160-A6. (Williamsport Division).** All engines with 6 wheel trucks are prohibited on Snow Shoe Branch and Boardman, Madera, Grassflat, Mahaffey, Philipsburg and Hooverhurst Secondary Tracks.

**1160-A7. (Williamsport Division).** Dresden: New York State Electric and Gas Co., engines must not be operated inside of building.

Dundee: McCreery Coal Trestle; cars exceeding 70 ton capacity must not be placed on trestle. Single unit diesel engines not heavier than Nos. 5100 to 5112 may be operated for a distance of 107 feet from track entrance at north end of building.

Corning: Corning Glass Works track, Front Street; diesels Nos. 1009 to 1877, 2500 to 4113, 5990, 5991 must not be operated.

Dresden and Penn Yan: Canadian Pacific baggage and express cars 4434 to 4497 inclusive.

Penn Yan: North End East Storage track, Birkett Mills track, Gas Works track, Spur of Gas Works track, Yates Lumber Co. track and Comstock Canning Co. track; Diesels 1009 to 1877, 2500 to 4113, 5990, 5991 must not be operated.

Point of Switch, Corning City Branch to End: Corning Glass Works tracks, Chestnut Street, No. 1 West Factory and No. 2 West Factory; Diesels 1009 to 1877, 2500 to 4113, 5990, 5991 must not be operated.

Newark-Marion: Column 1 engines restricted to a single unit at a time over Bridge 2, Marion Industrial Track.

**\*1160-A8. (All Divisions).** 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 excessible 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 PRR or NYC equipment or NW R.R. covered hoppers in Series 172000 to 172999.



**1160-A9. (Williamsport Division).** 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

Windburne: Windburne Track Windburne to end

**Cherry Tree Branch**

Bell Run: Good No. 22 Tracks

Rowles: Shannon No. 1 Mine Tracks

**WBV Branch**

Clearfield: Hyland Mine Track

Gray: Aurora No. 2 Mine Track

Surveyor: Penoyer Mine Track

Walton: Mt. Vernon No. 1 Mine Track

Frenchville: Aurora No. 5 Mine Track

Mowry: River Hill, Bailey and Mt. Carmel No. 2 Mine Tracks

Loop Run: Fink Mine Tracks

**Philipsburg Secondary Track**

Munson and Philipsburg, including Mine Branches: Belfast No. 14

**Boardman Secondary Track**

Potts Run No. 3 and Lost Run

**Hooverhurst Secondary Track**

Dowler Jct. and Hooverhurst, including Mine Branches: Arcadia No. 43 Mine Track

**1160-A10. (Pittsburgh Division).** Class EF-30A and class EF-36 engines are prohibited on East Leg of Wye at AJ, except as a single unit moving lite.

Class GF25A engines 6500 thru 6519 are prohibited on East and West Leg of Wye at AJ.

**1160-A11. (Pittsburgh, Allegheny and Williamsport Divisions).** Class GF25A 6500 thru 6519 engines 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-A12. (Williamsport Division).** Jersey Shore. Central Lumber & Coal Co. side track—engine must not enter building.

**1160-A13. (Williamsport Division).** Engines and cars exceeding 12 ft 10" in height are restricted from movement through doorway of Jersey Shore Steel Company at Avis.

**1160-A14. (Pittsburgh and Williamsport Division).** 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-A15. (Williamsport Division).** 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 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-A16. (Williamsport Division).** Cars with height of 16 feet 10 inches or higher from top of rail prohibited between the following points:

Track	Between	And
Mill Hall Branch	Browns	Bald Eagle Jct.

**1160-A17. (Williamsport Division).** 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

**1160-18. (Williamsport Division).** Cars having a combined weight of car and lading exceeding 220,000 lbs. are prohibited as follows:

Track	Between	And
Madera Secondary	Clearfield Jct.	Irvona
Boardman Secondary	Potts Run Jct.	Boardman

**1160-A19. (Allegheny Division).** Engines with 6 wheel trucks are prohibited on MW Tracks 1 to 8 inclusive between Coach Siding and West Leg of Wye Cresson Yard.

**1160-A20. (Valley Division).** Class GF-25 diesel units must not exceed a speed of 10 miles per hour on tracks other than Main, Secondary and Running tracks. Class GF-25 diesel units are further restricted on Main and Secondary tracks as indicated below:

Bloomville—France Quarry Track  
Tifflin—Industrial Lead

**1160-A21. (Valley Division).** Class AF-24A diesel unit must not exceed a speed of 15 miles per hour on tracks other than Main and Secondary tracks and are further restricted to 15 miles per hour on the following tracks: Marietta Branch—Houston Secondary track.

**1160-A22. (Valley Division).** Baltimore and Ohio Railroad classes SD-7 or SD-9 Diesel engines may be operated between Cambridge and Albin and are subject to the same restrictions as shown in column 4.

Engines of the 1800 series must not exceed a speed of 15 miles per hour between a point 2640 feet north of Mile Post 49 and Mile Post 55, account of light rail.

**1160-A23. (Valley Division).**

Engines 2020 thru 3049 when coupled are prohibited as follows:

**Alliance Branch**

Piney Fork

All tracks to J.C.Co. No. 1 Mine.

### Youngstown Branch

Ashtabula Harbor

Track No. 4, Dock No. 6.

Youngstown

Lyden Oil Co. and Pisa Cut Stone.

### Minerva Secondary Track

Alliance

Alliance Machine Co.

Standard Oil Co.

Wilson Fuel and Supply Co.

### 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 sign 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 Undergrade 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-B13. (Valley Division).** Republic Steel Corp. Hot Metal cars having a gross weight of 495,000 pounds may be operated between Haselton and Warren via Detour, subject to following restrictions:

1. Moved on Main tracks only between Center Street and Warren.
2. Crab Creek Yard: use No 3 yard track and main yard track.
3. Wardwell, Trumbull Steel Yard: use lead track and No 1 main yard track.
4. Engine and Hot Metal car must be separated by at least two cars.
5. Cabin and Hot Metal car must be separated by at least two cars.
6. When more than one Hot Metal car is to be moved they must be separated by at least two cars.
7. They must not exceed a speed of 20 miles per hour.

**1160-B14. (Williamsport 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

Watsonstown Secondary Track

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

Wellsboro Jct. and Wellsboro

Penn Yan Station and end of line

Cars weighing over 263,000 lbs. without permission of the Superintendent as follows:

Dresden and Penn Yan Station

Lawrenceville and Elkland: Cars weighing over 177,000 lbs. without permission of the Superintendent.

Newark-Marion: Cars exceeding 170,000 lbs. gross weight. Not more than two loaded cars may be coupled together and they must be separated from the engine or another set of two loaded cars by two empty cars when operating over Bridge 2 Marion Industrial Track.

Wellsboro Branch: Hopper cars weighing over 70 tons and other loads weighing over 30 tons per axle must not be operated between Wellsboro Jct. and Wellsboro.

**1160-B15. (Williamsport 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. (Williamsport 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. (Williamsport Division).** Snow plows will not clear station platform on No. 2 track at Olean and Emporium.

**1160-B19. (Williamsport Division).** Snow plows will not clear station platform on MS Siding, Main Line—Erie.

**1160-B20. (Williamsport Division).** Ice breaker car PRR 685863 must not exceed a speed of 10 miles per hour through Summit Tunnel, account of close clearance.

**1160-B21. (Williamsport Division).** High Cube Box and other high cars which have dimension of 16'10" or higher from top of rail are not to be operated at the following locations:

Penn Yan Industrial—Penn Yan to Dresden, N. Y.

**1160-B22. (Pittsburgh Division).** Cars of 100 ton capacity or more are restricted on the Yellow Creek Industrial track.

**1160-B23. (Pittsburgh Division).** Cars with combined weight of car and lading exceeding 220,000 pounds must not be operated over Kobuta Industrial track.

**1160-B24. (Pittsburgh Division).** Cars with combined weight of car and lading exceeding 220,000 pounds, must not be operated over Peters Creek Industrial track.

**1160-B25. (Valley Division).** Cars 79 feet or longer are restricted on the Northeast and Northwest Wye at Ashtabula.

**1160-B26.** Cars having a gross weight in excess of that listed below must not be operated without specific authority.

VALLEY DIVISION		Gross Weight
Jefferson Jct. - Jefferson } Dorset Jct. - Stoneboro } Doughton Jct. - Sharon }		263,000
Ashtabula - Youngstown } Marcy - Brady } Newton Falls - Piney Fork }		315,000
Bridge No. 51 Sharon .....		220,000
Brady - Minerva via Valley Division.....		263,000

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

#### ALLEGHENY DIVISION

Location	Between	And	Bridge	Note
Main Line— Philadelphia-Pgh.	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
South Fork Branch	W	LV		3
South Fork Secondary track	LV	End of Track		3
Cresson Secondary track	Cresson	Bradley Jct.		3-4 3-4
Black Lick Secondary track	Ebensburg Jct.	Black Lick	23.81	3-4
Susquehanna Secondary track	Bradley Jct.	M. P. 15.0		3

## PITTSBURGH DIVISION

Main Line, Branch, Secondary or Industrial Track	Between	And	Bridge	Note
Main Line Philadelphia-Pgh.	Div. Post Allgy. Div.	Pittsburgh		
Port Perry Branch	Perry	PG		
Monogahela 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 follows:				
Indiana Secondary track	Homer City	Mile Post 18		
Avonmore Industrial track	Junction switch	End of track		
Schenley Industrial track	Schenley	End of track		
Main Line—Pittsburgh-Chicago	Pittsburgh	Div. Post (Valley Div.)		
These derricks are not prohibited on any Eastern Br., Secondary track or industrial track Except as follows:				
Ben Avon			J. Berkbichler Trestle	
Emsworth			Tejan Coal & Supply Co. Trestle	
North Rochester Industrial	New Brighton	North Rochester		
Block House Run Industrial	New Brighton	End of Track		
Oil Street Industrial	Beaver Falls	End of Track		
Beaver Valley Secondary track	Vanport	Bridgewater		
Main Line—Pittsburgh-St. Louis	Pittsburgh	Div. Post (Southern Region)		
These derricks are not prohibited on any Panhandle Br. Secondary track or industrial track Except as follows:				
Monon			0.95 East Leg of Wye	
New Cumberland Secondary track	Kings Creek	Kobuta		
Terminal Branch			1.75 (Ohio River) 2.57 (Public Road)	3

## VALLEY DIVISION

Location	Between	And	Bridge	Note
Main Line Pittsburgh to Chicago	Div. Post (Valley Div.)	Div. Post (Western Region)		
These derricks are not prohibited on any Valley Division Branch, Secondary track or industrial track Except as fol- lows:				
Columbiana			Public trestle	
Orrville			Milling Co. trestle	
Loudonville			Dudtes Coal Co. trestle	1
Marietta Branch	FA	Marietta		
Dover Secondary track	DJ	FA		
Houston Secondary track	Oakland	Houston Jct.		
Walford Secondary track	Coverts	Walford		
Kenwood Industrial track	Fetterman	End of track		

## WILLIAMSPORT DIVISION

Location	Between	And	Bridge	Note
Main Line	Buffalo Div. Post Northeastern Region	Div. Post East. Reg.)		
Main Line—Erie Erie & Emporium Secondary Track	Elm	JN		
Elmira Secondary	Newberry	Kendall		
Sodus Bay Secondary track	Himrod Jct.	Sodus Point		
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		
Irvona Branch	Cresson	Blandburg		3
Susquehanna Secondary track	Bradley Jct.	Cherry Tree		3
Cresson Secondary track	Cresson	End of Track	18.59 27.79	3-4 3-4
Clearfield Secondary track	Park	Grampian		6-7

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.

(Continued on next page)



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.

NOTE 6. Precede and follow derrick by cars not exceeding 170,000 lbs. gross weight on rails.

NOTE 7. Maximum speed over all bridges 10 miles per hour.

### 1160-C2. (Williamsport Division).

Dresden and Penn Yan:

Steam Cranes X-23 to X-34 must remove hood and stack between Dresden and Penn Yan Station.

Steam Cranes must not be operated Penn Yan Station to end of line.

Between C. V. Junction and Elkland:

Wrecking Cranes must not be operated.

Between Wellsboro Jct. and Wellsboro:

Wrecking Cranes must not be operated.

1160-C3. (Pittsburgh Division). Wreck derricks are prohibited on Stewart Elevator Trestle.

1160-C4. (Valley Division). Trains and Engines handling 250 ton Wreck Crane will be governed by the following maximum speeds.

		Boom Trailing	Boom Forward
		Miles per Hour	
Stoneboro Branch	Bridge No. 82, West of Jamestown, Pa.	10	
Alliance Branch	Must be separated from locomotive and cars weighing in excess of 160,000 lbs. by at least two cars weighing not in excess of 160,000 lbs. each.	20	

**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		
<b>MAIN LINE</b>									
<b>PHILADELPHIA—PITTSBURGH</b>									
<b>MILROY—SECONDARY TRACK</b>									
Burnham—Standard Steel									
		X	X	.....	X	X	.....		
<b>LEWISTOWN</b>									
Viscose Co. track									
		X	X	X	X	X	X		
<b>PETERSBURG:</b>									
Station track									
		X	X		X	X			
<b>ALTOONA:</b>									
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			
<b>H&amp;P BRANCH—ELDORADO:</b>									
McKessen & Robbins Co.									
		X	X		X	X			
<b>CRESSION YARDS:</b>									
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			
<b>SOUTH FORK BRANCH:</b>									
West leg of wye—South Fork									
		X	X		X	X			
<b>SOUTH FORK SECONDARY TRACK:</b>									
South leg of wye—Windber									
		X	X		X	X			
Iron City Sash & Door—Rummel									
		X	X		X	X			

### PITTSBURGH DIVISION

<b>MAIN LINE</b>									
<b>PITTSBURGH—CHICAGO:</b>									
Clark Candy Siding, North Side, Pittsburgh									
		X	X		X	X			
Hussey track—Leetsdale									
		X	X		X	X			
<b>ISLAND AVENUE:</b>									
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			

Length of cars:		75 and 85 feet			87 and 89 feet				
LOCATION:	Column:	1	2	3	1	2	3		
<b>ISLAND AVENUE:</b>									
No. 9 track Penna. Ave. team track.....		X	X		X	X			
No. 10 track Penna. Ave. team track.....		X	X		X	X			
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			
<b>ECONOMY YARD AMBRIDGE:</b>									
A. M. Byers—upper gate.....		X	X		X	X			
<b>NEW BRIGHTON INDUSTRIAL TRACK:</b>									
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			
<b>MAIN LINE—CONEMAUGH:</b>									
East leg of Wye AJ.....		X	X		X	X			
West leg of Wye AJ.....		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			
<b>MAIN LINE PHILADELPHIA—PITTSBURGH:</b>									
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			
<b>WHITEHALL INDUSTRIAL TRACK:</b>									
Levinson Steel Co.....		X	X		X	X			
<b>SOUTHWEST SECONDARY:</b>									
Charley Brothers.....		X	X		X	X			
<b>ECONOMY INDUSTRIAL TRACK:</b>									
Race track.....		X	X		X	X			

## VALLEY DIVISION

<b>AKRON:</b>									
Mill St. Freight House tracks		X	X		X	X			
Akron Belt		X	X		X	X			
<b>ASHTABULA:</b>									
Loop tracks at Harbor		X	X		X	X			
<b>WARREN:</b>									
No. 2 Plant Grinnell Corp.		X	X		X	X			
B&O Interchange		X	X		X	X			
Metal Decorating Co.		X	X		X	X			
Warren Tool Corp.		X	X		X	X			
Erie Interchange (North Warren)		X	X		X	X			
<b>NILES:</b>									
Allied Metals		X	X		X	X			
Ohio Galvanizing Co.		X	X		X	X			
<b>YOUNGSTOWN:</b>									
No. 1 track United Engineering		X	X		X	X			
Wabash track, Haseltou		X	X		X	X			
<b>STRUTHERS:</b>									
Conduit track to Rod & Wire Mill		X	X		X	X			
<b>WHEATLAND:</b>									
Wheatland Tube Co.		X	X		X	X			
<b>SHARON:</b>									
Team tracks		X	X		X	X			
Mercer Tube Co.		X	X		X	X			
<b>TRANSFER:</b>									
Reynolds Area		X	X		X	X			

Length of cars:		75 and 85 feet			87 and 89 feet				
LOCATION:	Column:	1	2	3	1	2	3		
<b>GREENVILLE:</b>									
Agway, Inc.		X	X		X	X			
<b>THORNTON JUNCTION:</b>									
N & W Interchange		X	X		X	X			
<b>ALLIANCE</b>									
Sunshine Food		X	X		X	X			
No. 1 and 2 shop tracks Alliance Yard		X	X		X	X			
<b>CANTON:</b>									
No. 4 Yard, Canton 200, 204 and 205 tracks									
Canton Yard		X	X		X	X			
All tracks south of 212 and 414		X	X		X	X			
Letherman Seed Co. Siding—M.P. 101		X	X		X	X			
Tri-State Hide Co. Siding—M.P. 101.5		X	X		X	X			
Boyle-Midway Siding—M.P. 101.7		X	X		X	X			
Garaux Brothers Siding—M.P. 101.9		X	X		X	X			
McKinley Transfer track—M.P. 102.2		X	X		X	X			
First curve north of No. 3 track on Dueber track—M.P. 102.7		X	X		X	X			
Plant No. 3—Danner Press Siding M.P. 103.9		X	X		X	X			
East curve E. W. Bliss Industrial tracks M.P. 104.5		X	X		X	X			
<b>WOOSTER:</b>									
Rubber Maid Co. M.P. 133.7		X	X		X	X			
Board of Trade track M.P. 135.0		X	X		X	X			
Wooster Preserving Co. M.P. 135.8		X	X		X	X			
<b>MANSFIELD, OHIO</b>									
All Industrial Sidings		X	X	X	X	X	X		
Freight House Tracks		X	X		X	X			
<b>SOUTH CANTON INDUSTRIAL TRACK:</b>									
First curve south of 101 track		X	X		X	X			
First curve west of Dueber Ave. at Timken		X	X		X	X			
Second curve west of Dueber Ave. at Timken		X	X		X	X			
Crossover between Dueber and Harrison Ave.		X	X		X	X			
803 and 807 tracks, Republic Steel		X	X		X	X			
<b>MASSILLON:</b>									
Central States Can Siding—M.P. 108.7		X	X		X	X			
Corundite Refractories Siding—M.P. 112.9		X	X		X	X			
<b>M. &amp; C. BRANCH:</b>									
Ohio Water Service Co. Siding M.P. 0.4		X	X		X	X			
<b>TUSCARAWAS SECONDARY TRACK:</b>									
Minerva Milling Co. M.P. 2.5		X	X		X	X			
Interchange M.P. 2.7		X	X		X	X			
N & W Interchange M.P. 21.5		X	X		X	X			
Reeves Manufacturing Co. M.P. 28.5		X	X		X	X			
<b>MARIETTA BRANCH:</b>									
Marietta Paint & Color Siding M.P. 1.4		X	X	X	X	X			

### WILLIAMSPORT DIVISION

<b>EAST AURORA:</b>									
Griggs and Ball track		X	X		X	X			
East Aurora Lumber Co. track		X	X		X	X			
<b>MACHIAS:</b>									
Olean Gravel Co. track		X	X		X	X			
<b>OLEAN:</b>									
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			
<b>PORTVILLE:</b>									
G.L.F. track		X	X		X	X			
<b>FARMERS VALLEY SECONDARY TRACK:</b>									
Quaker State Refg. Co. trk, No. 4		X	X		X	X			

Length of cars:		75 and 85 feet			87 and 89 feet				
LOCATION:	Column:	1	2	3	1	2	3		
<b>PORT ALLEGANY:</b>									
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			
<b>EMPORIUM:</b>									
North leg, Wye track.....		X	X		X	X			
<b>WATSONTOWN:</b>									
Watson town Foundry & Machine Co.....		X	X		X	X			
Philco Co. track, No. 2.....		X	X		X	X			
<b>ERIE &amp; EMPORIUM SECONDARY TRACKS:</b>									
<b>UNION CITY:</b>									
Chair Factory, No. 4 track.....		X	X		X	X			
Shreve side track.....		X	X		X	X			
<b>ST. MARY'S:</b>									
Sylvania Electric Co. track.....		X	X		X	X			
<b>CHAUTAUQUA BRANCH:</b>									
<b>CORRY:</b>									
Ajax Iron Works track.....		X	X	X	X	X	X		
<b>SALAMANCA SECONDARY TRACK</b>									
<b>ALLEGANY:</b>									
Wm. N. Hall track.....		X	X		X	X			
<b>LOW GRADE SECONDARY TRACK</b>									
<b>RED BANK:</b>									
Red Bank yard tracks.....		X	X		X	X			
<b>OAK RIDGE:</b>									
Crawford Furniture Co. track.....		X	X		X	X			
<b>BROOKVILLE:</b>									
Brookville track.....		X	X		X	X			
<b>DU BOIS:</b>									
Town track.....		X	X		X	X			
<b>WILLIAMSPORT BRANCH</b>									
<b>WILLIAMSPORT:</b>									
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			
<b>NEWBERRY:</b>									
Glyco Plant track, No. 2.....		X	X		X	X			
Upper Canal, Middle Canal, and Lumber tracks.....		X	X		X	X			
<b>LOWER CANAL TRACK:</b>									
C. A. Reed storage track.....		X	X		X	X			
<b>BALD EAGLE BRANCH</b>									
<b>LOCK HAVEN:</b>									
Wye track, west leg.....		X	X		X	X			
<b>SODUS BAY SECONDARY TRACK:</b>									
Stanley Wye track.....		X	X		X	X			
<b>CLEARFIELD SECONDARY TRACK:</b>									
Entire Track.....		X	X	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 Ferguson-Edmondson tracks.

Tusco Grocers Warehouse.

**Valley Division:**

Passing Diesel Sanding Facilities located as follows:

Canton—On track adjacent to coal dock.

**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.

**Williamsport Division**

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.

Employees 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.

## **CLOSE SIDE CLEARANCE**

### **ALLEGHENY DIVISION**

**1163-A6.** 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.

### **PITTSBURGH DIVISION**

#### **Washington Secondary Track**

##### **TYLERDALE:**

**1163-A7.** 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-A8.** Road diesel engines hauled "dead" in train restricted to speed of 10 miles per hour over bridge 1.75 (Ohio River).

#### **Westward Running Track**

##### **ZANE:**

**1163-A9.** Account no clearance, movement of cars or engines through doorway of building on track serving Sylvania Electric Products Inc., west of Zane, prohibited.

### **WILLIAMSPORT DIVISION**

#### **Chautauqua Branch:**

##### **Panama**

**1163-A11.** 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:**

##### **Allegheny**

**1163-A12.** 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 Rose, 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.

Allegheny Division Train Dispatchers in charge of any Williamsport Division territories shown above and will issue train orders over signature of Division Superintendent, Williamsport Division, for those territories.

#### Pittsburgh Division.

**Main Line**—JD to Wood (Valley Div.) and Custer. JD to Federal Street. Corliss Connecting Track.

**Allegheny Branch**—Nadine to Brady (Williamsport Div.)

Train orders will be issued over the signature of Division 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.

Columbus Division Train Dispatchers in charge of that part of Pittsburgh Division between Custer and Division Post, Southern Region. Train orders will be issued over the signature of Division Superintendent, Pittsburgh Division.



**Valley Division.**

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**YOUNGSTOWN:**

**Main Line**—Wood to Colsan, Alliance to Hudson, Y and R connection.

**Branches:**

Bayard (Yellow Creek to Fairhope), E & A, Low Grade, E & P, PY & A, Akron, Detour, Marietta, Jefferson, Youngstown, Sharon, Stoneboro, Alliance.

**Secondary Tracks:**

Mahoning, Tuscarawas, Dover, PY & A, Koppel, Akron (Warwick to Orrville), Hugo, Piney Fork.

Cleveland Division Train Dispatchers in charge of that part of the Valley Division, Main Line-Valley, between Division Post (MP 102.0) and Hudson.

**CLEVELAND**

**Branches:**

Youngstown, Jefferson, Sharon, Stoneboro, Alliance.

**Secondary Tracks:**

Hugo, Piney Fork.

**Williamsport Division.**

**WILLIAMSPORT:**

**Main Line**—Buffalo to Rockville.

**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, Watsontown, Shamokin, Sodus Bay, Selinsgrove, Emporium, (JN to MS) and Erie, (Love to Elm).

**Running Tracks:**

Sligo, East Brady.

Struthers

**Rochester**

**Branches:**

Mill Hall, Rich, Corning, WBV, Snow Shoe, Cherry Tree.

**Secondary Tracks:**

Boardman, Madera, Grassflat, Mahaffey, Philipsburg, Hooverhurst.

**Cleveland**

**Branches:**

JF&C and Valley.

Williamsport Division Train Dispatchers in charge of any Harrisburg Division territories shown above and will issue train orders over signature of Division Superintendent, Harrisburg Division, for those territories.

**1201-B2. (Williamsport 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 312 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	Gray	1 and 3	X				P		X		C		
Spruce	Gray	2		X					X	X	C	C	
Wilson	Gray	5		X					X	X			
Gray	Antis	1, 2, 3 and 4	X				P		X		C		
Antis	Works	3 and 4	X				P		X		C		

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
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
Lock Haven (Williamsport Div.)	Wilson	Bald Eagle Branch Single		X					X				
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
Miles	End of Block	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)			X	P							D-F
Antis	Rose	2 Secondary (West'd Only)			X				X		C		A-B D
Antis	Rose	2 Secondary (East'd Only)			X	P							D-F
Wye	SF	New Portage Secondary			X	P							A-B
EP	Bradley Jct.	Cresson Secondary			X	P							B
KY	ZD	Black Lick Secondary			X	P							B
DF	MP 15	Susquehanna Secondary			X	P							B
W	South Fork	South Fork Br. Single				P							
South Fork	LV	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													
JD	Millwood	1 and 3	X				P		X		C		
JD	DR	2		X					X	X	C	C	
Millwood	DR	0, 1 and 3	X				P		X		C		
DR	KR	1 and 3	X				P		X		C		
DR	KR	2		X					X	X	C	C	
KR	RG	1, 2	X				P		X		C		
KR	RG	3	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			
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	End of Block	Indiana Secondary			X	P							B C
UY	Brady (Nor. Div.)	Allegheny Br. Single				P							
JB	VO	Butler Secondary			X	P							A-B

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
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				
		Ohio Conn. Bridge											
Jacks Run	Esplen	1 and 2	X				P		X				
Penna. Ave.	Island Ave. Junction	3 and 4	X				P		X				
	Div. Post (Valley Div.)	Low Grade Br. 1 and 2					P		X				
Rochester													
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.	Custer	1 and 2	X				P		X		C		
Custer	Scio	2		X					X	X	C	C	
Custer	Div. Post (South Reg.)	1	X				P		X		C		
Scio	Div. Post (South Reg.)	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 Cumber- land Br. Single				P							
CY	WN	Weirton Secondary			X	P							B
WN	HS	New Cumberland Secondary			X	P							B

### APPLIES IN PITTSBURGH AND ALLEGHENY DIVISIONS

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  
Park  
Miles

\*Wye  
Rose  
Antis

SF  
RC  
MC

BF  
VO  
Glenn

Weirton Jct.  
OB  
Kenny

\*For trains operating against assigned direction of traffic, hand signal in lieu of fixed signal will apply.

(Continued on next page)

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 552, 554 and 557**, 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 and 361**, where **Rule 261** is in effect, fixed signals at **JD** indicate condition of the block on No. 4 track for eastward trains.

### Valley Division

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
MAIN LINE—Pittsburgh to Chicago													
Div. Post (Valley Div.)	CP	1 and 2	X				P		X				
CP	Wall	1, 2 and 3	X				P		X				
Wall	Fairhope	1 and 2	X				P		X				
Fairhope	McKinley	1, 2, 3 and 4	X				P		X				
McKinley	Reed	1, 2 and 3	X				P		X				
Reed	Orrville	1 and 2	X				P		X				
Orrville	Big Run	No. 1, 2 and 3	X				P		X				
Big Run	Lucas	No. 1 and 2	X				P		X				
Lucas	B. & O. Jct.	No. 1	X				P		X				
Lucas	Mansfield	No. 3	X				P		X				
Lucas	B. & O. Jct.	No. 2		X					X	X			
B. & O. Jct.	Crestline	No. 1 and 2	X				P		X				
Crestline	West Yard	No. 1 and 2		X					X	X			
West Yard	Colsan	No. 1	X				P		X				
West Yard	Colsan	No. 2		X					X	X			
East Colsan	Colsan	No. 3		X					X	X			
MAIN LINE—Valley													
Alliance	Div. Post Lake Region	1 and 2					P		X				
Ravenna (B&O R.R.)	Rave	Y & R Connection											
		1 and 2					P		X				
River	Shale	BAYARD BRANCH											
		1 and 2					P		X				
Shale	Fairhope	Single		X					X				
Div. Post (Valley Div.)	Wampum Jct.	LOW GRADE BRANCH											
		1 and 2					P		X				
Boanna	CP	DETOUR BRANCH											
		Single				P							
Hudson	Arlington	AKRON BRANCH											
		Single		X					X				
Arlington	JO	1 and 2		X					X	X			
JO	Warwick	1 and 2	X				P		X				

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Warwick	Div. Post (Southern Region)	AKRON SECONDARY											A-B
					X	P							
JM CP 4 CP 4 CP 56 Valley Street Valley Street Valley Street Youngstown	CP 4 JM CP 56 Valley Street CP 56 Youngstown Valley Street	YOUNGS- TOWN BRANCH											
		1					P		X				
		2					P		X				
		Single						X					
		1						X					
		2						X					
		1					P		X				
		2					P		X				
CP 52 Doughton Jct	Hubbard	SHARON BRANCH											
		Single						X					
Wampum Jct. Girard Girard Belmont St.	Girard Belmont St. Belmont St. Niles Jct.	E & A BRANCH											
		1 and 2					P		X				
		2					P		X				
		1		X					X	X			
		1 and 2					P		X				
Castle Thornton Jct.	Thornton Jct. Girard Jct.	E & P BRANCH											
		Single				P							
Thornton Jct.	Girard Jct.	1 and 2					P		X				
Detour	North Warren	P Y & A BRANCH											
		1 and 2				P	P						
North Warren	GR	P Y & A SECONDARY											
		Single			X	P							A-B
Bayard	Alliance	MAHONING SECONDARY											
		Single			X	P							A-B
Bayard	DJ	TUSCA- RAWAS SECONDARY											
		Single			X	P							
DJ	FA	DOVER SECONDARY											
		Single			X	P							B
Wood	Wampum Jct.	KOPPEL SECONDARY											
		Single			X	P							A-B

NOTE A—Referring to Rule 271, at the following locations, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission:

P Y & A Secondary.....	North Warren
Mahoning Secondary.....	Bayard and Alliance
Tuscarawas Secondary.....	Bayard
Akron Secondary.....	Orrville—Northward & Southward
	Warwick
Koppel Secondary.....	Wood

NOTE B—Authority for movement of Passenger extras must be in writing.



## Williamsport 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					
East Allens	West Allens	No. 1 & No. 2	X				A		X					
West Allens	East Linden	Single		X					X					
East Linden	Linden	No. 1 & No. 2		X					X	X				
Linden	Lane	Single		X					X					
Lane	West Lock Haven	No. 1 & No. 2	X				A		X					
West Lock Haven	New Drury	Single		X					X					
New 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	Single		X		P								
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					
		Williamsport Branch												
Newberry	Linden	Single		X					X					
River	East Linden	Single		X					X					
		MAIN LINE ERIE												
MS	Love	Single		X					X					
		Chautauqua Branch												
BM	Bridge	Single		X					X					
		Allegheny Branch												
(Pgh. Div.)	Brady	Single				P								
Brady	Bridge	Single		X					X					
		Mill Hall Branch												
SR	CP BN	Single						X						

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
CP WD	GY	Corning Branch											
		Single						X					
		Single				P							
		Single						X					
		Single				P							
MP 70.6	CP 75	Single						X					
CP 75	SR	Single				P							
SR	CP AD	Single						X					
CP BN	Rich	Rich Branch											
		Single						X					
Lock Haven	(Ally. Div.)	Bald Eagle Branch											
		Single		X					X				
JN	MS	Emporium Secondary Track											
		Secondary			X	P							A-B
LOVE	End of Block Elm	Erie Secondary Track											
		Secondary			X	P							A-B
End of Block Sign one-half mile South of Mile Post 1 Ridgway	Falls Creek	Ridgway Secondary Track											
		Secondary			X	A							B
Bridge	End of Block	Oil City Secondary Track											
		Secondary			X	A							
End of Block	AD	Salamanca Secondary Track											
		Secondary			X	P							
Brady	DF	Low Grade Secondary Track											
		Secondary			X	P							A-B
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							
Bradley Jct.	RU	Cresson Secondary			X	P							B
MP 15.0	DC	Susquehanna Secondary			X	P							B
Newberry	Southport Jct.	Elmira Secondary Track											
		Secondary			X	P							A-B

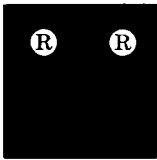
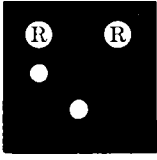
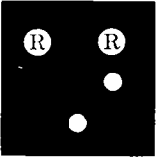
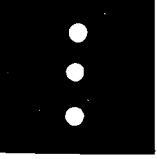
BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
HO	Himrod Jct.	Elmira Branch											
		Single				P							
Himrod Jct.	Point	Sodus Bay Secondary Track											
		Secondary			X	P							A-B

NOTE A—Second paragraph **Rule 271** will apply at:

<b>JN</b>	Kendall	<b>DF</b>
<b>MS</b>	Himrod Jct.	Bridge
Love	Brady	
Newberry	Falls Creek	

NOTE B—Authority for movement of passenger extras must be in writing.

**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

**Main Line—Pittsburgh to St. Louis.**

**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:—Custer.**

**1280-A1 to 1297-A1. (Valley Division). Signal aspects not in conformity with typical aspects, in service:**

**Illuminated sign, take siding indicator.**



**B & O Junction**

**Indication—Take siding.**

**Name—Take siding indicator.**

**When displayed to approaching train, engineman will acknowledge by two short sounds of engine whistle, Rule 14 (g).**


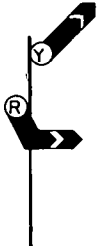
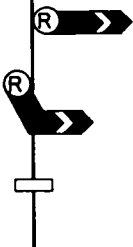
**Trains receiving a take-siding indication will secure permission from operator before entering siding.**

**Take siding indicator in service:**


Main Line	Location	Take Siding At
Eastward	B. & O. Jct.	Lynch

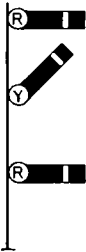

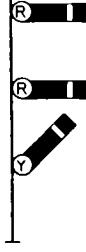

## Semaphore Type Signals

## Youngstown Branch

Aspect	Indication	Name
	Proceed approaching next signal at medium speed.	Approach-medium
	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.	Approach
	Stop; then proceed at restricted speed.	Stop and proceed

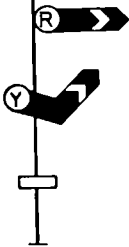
In service at Carson, automatic Y4.1A.

	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.	Approach
-------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------	----------

Aspect	Indication	Name
	Proceed at medium speed prepared to stop at next signal.	Medium-approach
	Proceed; slow speed within interlocking limits.	Slow-clear
	Proceed at restricted speed.	Restricting
	Stop	Stop

In service at JM Interlocking, Ashtabula Harbor, on home signals.

Hugo Secondary




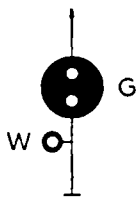


Aspect	Indication	Name
	Proceed at restricted speed.	Restricting


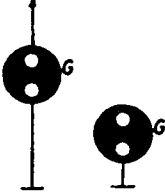
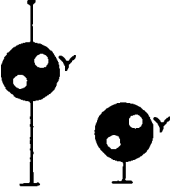
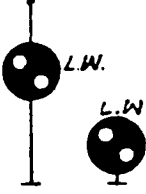
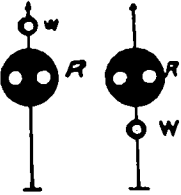
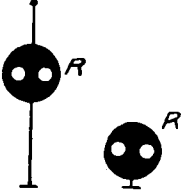
In service at Hugo, Signal B26.2.

**Akron Branch:**  
Between Arlington and Warwick.

**Color Position Light Signals**

Note: R-Red; Y-Yellow; G-Green; LW-Lunar White; W-White.

Aspects	Indication	Name
	Proceed.	Clear.
	Proceed approaching next signal at medium speed.	Approach—medium
	Proceed; medium speed within interlocking limits.	Medium—clear
	Proceed at medium speed approaching next signal at medium speed.	Medium—Approach—medium
	Proceed approaching next signal at slow speed. Train exceeding medium speed must at once reduce to that speed.	Approach—slow
	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.	Approach

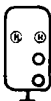




Aspects	Indication	Name
	Proceed at medium speed prepared to stop at next signal.	Medium—approach
	Proceed at slow speed until entire train passes through switches, approaching next signal at slow speed, and be governed by indication displayed by that signal.	Slow—clear
	Proceed at slow speed, prepared to stop at next signal and be governed by indication displayed by that signal.	Slow—approach
	Proceed at restricted speed.	Restricting
	Stop and then proceed at restricted speed.  NOTE — Freight trains of 90 or more cars or having tonnage of 80% or more of the prescribed engine rating may proceed at restricted speed without stopping at signals displaying a white disc on which is shown the letter "P" in black.	Stop—and—proceed
	Stop	Stop—signal



**1280-A1 to 1297-A1. (Williamsport Division).** Signal aspects not in conformity with typical aspects, in service:

**Position Color-Light Type Signals**

**NOTE: R - RED**

Aspects	Indication	Name
	Proceed; medium speed within interlocking limits.	Medium-clear
	Proceed prepared to stop at next signal. Slow speed within interlocking limits.	Slow-approach
	Proceed at restricted speed.	Restricting
	Stop: then proceed at restricted speed.	Stop-and-proceed
	Stop	Stop-signal

**Williamsport Division**

**Main Line**

East Fair  
West Fair  
East Muncy  
West Muncy

Linden  
West Bud  
Pine

**Chautauqua Branch**

North Neff  
South Neff  
North Pan  
South Pan

North Try  
South Try

**1290-A1. (Allegheny Division).** 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.

Employees 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
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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.

WILLIAMSPORT DIVISION

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 (East Baker)	Westward Home Signals at West Lock Haven. Westward SP Signal No. 2185 east of slide detector.
Mile Post 217 and Mile Post 219 (Farrandsville)	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.

Between	Location
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.

### (All Divisions)

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—(Williamsport Division). 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.

**1297-A1. TAKE SIDING SIGNAL. Valley Div., Youngstown Branch.** Take siding signal located on mast of southward home signal at CP 52. When displayed will govern southward movement to siding located 100 feet south of northward home signal at CP 52, which is a hand operated switch equipped with electric lock.

**1317-A2. (Williamsport Division).** 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-A1. (Williamsport Division).** Eastward trains clearing secondary tracks at Love must report clear.

**1326-A2. (Williamsport Division).** In the application of Rule 326, Southward freight trains required to report clear at Port will continue to Pine Valley and report clear at that point instead of at Port.

### Facing Hand-operated Switches connected with Manual Block Signal.

**1331-A1. (All Divisions).** Train Orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared.

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.

### 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 approach signal No. B 320.

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Pittsburgh Division			
SZ	Eastward	Single	SZ—Block Station and switch 364 feet east of signal.
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.

**Valley Division**

<b>Alliance</b>	Eastward	Mahoning Secondary	<b>Alliance</b> Block Station and M. P. 66.
<b>Orrville</b>	Northward	Akron Secondary	<b>Orrville</b> Block Station and M. P. 36.
<b>Castle</b>	Westward	Single	<b>Castle</b> Block Station and Oak-land.
<b>Bruin</b>	Eastward	Single	<b>Bruin</b> Block Station and Vic-tory.
<b>Detour</b>	Westward	No. 2 (PY&A Branch)	<b>Detour</b> Block Station and Van Wye.

**Williamsport Division**

<b>CR</b>	Southward	Single	1477 feet south of M. P. 87
<b>JN</b>	Westward	Single	<b>JN</b> —Westward Block Signal and M. P. 148.

**Elmira Secondary Track**

<b>Kendall</b>	Northward	Single	<b>Kendall</b> and Shannon
<b>Shannon</b>	Southward	Single	<b>Shannon</b> and Kendall

**Oil City Secondary Track**

<b>Bridge</b>	Northward	Single	<b>Bridge</b> —Block Station and 1112 feet north thereof.
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**Low Grade Secondary Track**

<b>Brady</b>	Eastward	Secondary	<b>Brady</b> and Mile Post 1.
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**Hand-operated Switches in ABS Territory where Trains or En-gines must not clear.**

**1502-A1. At the following locations trains and engines are prohibited from clearing main track:**

**Valley Division**

Location	Track
<b>Wick</b>	Main Track at Mile Post 26.4
<b>Gustavus</b>	Main Track at Mile Post 31.4
<b>Brookfield</b>	Main Track at Mile Post 46.8 Main Track at Mile Post 47.1
<b>Berea</b>	No. 4 Lake Front, Ceilcote switch located 1,100 feet west of Sheldon Road.

## Williamsport Division

### Main Line

Track	Location
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
Freight House Track	4967 feet east of Mile Post 194
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
Mallory Lumber Co.	1660 feet west of Mile Post 151

### 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
Cafisch 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 Divisions).** 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	Mifflin
Mile Post 155.6	No. 2	Eastward	Mifflin
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: 5458 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	Westward	Uhrich

### Valley Division

1300 feet west of Mile Post 44	No. 2	Westward	Wood
2640 feet west of Mile Post 77	No. 2	Westward	CP
3168 feet west of Mile Post 72	No. 1	Eastward	CP
Alliance: Detour crossing	No. 1	Eastward	Rave
	No. 2	Westward	Alliance
4852 feet west of Mile Post 94	No. 2	Westward	Fairhope
Erie-Lackawanna R. R. Crossing, 1000 feet west of Center Street and B. & O. R. R. crossing, 1800 feet west of Center Street	No. 2	Westward	Graham
	No. 1	Eastward	Girard
B. & O. R. R. Crossing, Crab Creek	No. 1	Eastward	Girard
	No. 2	Westward	Graham
Erie-Lackawanna R. R. Crossing, 2800 feet east of Youngs- town	No. 2	Westward	Girard
Erie-Lackawanna R. R. Crossing, 1800 feet east of Youngs- town	No. 1	Eastward	Girard
Erie-Lackawanna R. R. Cross- ing, Austintown	No. 1	Eastward	Girard
	No. 2	Westward	Graham

### Williamsport Division

Signal Located at	On Tracks	Authority must be obtained from Operator at:
<b>Linore</b>	<b>No. 2</b>	<b>JN</b>
<b>Allegheny Branch</b> 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

**1513-A1. (Valley Division). Rule 513 in effect as follows:**  
**Main Line Valley—Between Hudson and Twin Youngstown Branch.**  
**E&A Branch—Between Girard and Wampum Jct.**

### CAB SIGNALS

**1550-A1. (All Divisions). 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
	<b>Westward Trains</b>		
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 Westward approach signal for SF	Westward approach signal for SF
Main Line Conemaugh	No. 104	300 feet east of Westward Home Signal BI	Westward Home Signal BI
	No. 3 Old Main	300 feet east of Westward Home Signal BI	Westward Home Signal BI
Main Line Phila.-Pgh.	No. 2	At fixed signal governing eastward movements 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 Signal Mingo Jct.

**Cutting-in Sections Located:**

	Track	Between	And
<b>Eastward Trains</b>			
Main Line Phila.-Pgh.	No. 4 (Eastward trains)	3641 feet west of eastward approach 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 approach 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	½ 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
<b>Westward Trains</b>			
Corliss Connecting Track	Single	465 feet east of Westward Home Signal for Corliss	Westward Home Signal, Corliss
Scully Branch	Scully No. 2	Eastward Home Signal, RG	Westward Home Signal, Wagner
Scully	Single	4386 feet east of Elliott	Elliott
Monon	Single	Signal MO5	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.
<b>Eastward Trains</b>			
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
<b>Northward Trains</b>			
Southwest Secondary	Secondary	1500 feet south of Northward distant signal R08	Signal R08



## AUTOMATIC TRAIN STOP

**1550-A2. (Valley Division).** Automatic Train Stop Inductors located at a point 75 feet east of Automatic Signal No. 1285 west of Thornton Junction and at westward home signal Girard Junction. Inductors are unwound and will require forestalling at all times in order to avoid brake application when passing.

**1555-A1. (Allgy. & Pgh. Divisions).** 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	and	Jacks
Gray		Alto
Slope		SG
DR		PITT
PITT		Carnegie
Laurel Hill		Mingo Jct.
Dennison		Division Post
		Southern Region
*AJ		Apollo
BI		*JD

\*Between AJ and JD—15 miles per hour unless otherwise instructed.

- (d) Between CM and WG, trains, helping engines and yard engines enroute to and from Brilliant Branch.
- (e) Between Perry and WG, trains to and from Port Perry Branch.

**1557-A2. (Allgy. Division).** Referring to Rules 554 & 557.

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

**Eastward**  
Signal 1142—0.8 miles west of Reg. Post.

**1557-A3. (Allgy. Division).** 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. Division).** 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.

### Locations where Operating Rules Change to those of a Foreign Railroad

**1600-A1. (Valley Division).** Operating Rules in effect within interlocking limits as follows:

Interlocking	Rules in Effect	Note
Warwick	PC	1
Niles Jct.	B. & O.R.R.	
Ravenna	B. & O.R.R.	

NOTE 1—Except B. & O. Red train order board will be displayed as required for trains going to the B. & O.R.R.

### INTERLOCKING

**1605-A1. (Pittsburgh Division).** 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 Division).** Gauntlet in No. 5 Tunnel just west of Gould interlocking is within the interlocking limits.

**1629-A1. (Pittsburgh Division).** Home signals not protected by approach signals:

VO Interlocking Station, Butler Secondary track, for westward movement.

Zane Interlocking, Zane Running Track, 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.

**1629-A2. (Ally. & Pgh. Divisions). 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.

**1629-A3. (Williamsport Division).** 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 at Eye, 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.

**1663-A. (All Divisions). Interlockings Operated Automatically.**

Automatic Interlockings in service at the following locations:

Location	Interlocking	Railroad Crossing	Location of Instructions
Zane Running Track	Zane	B. & O.	P.R.R. Telephone Shelter Box at Crossing
Williamsport Industrial Track	Wills	Reading R.R.	Telephone Box at Crossing
E & P Branch	Jamestown	PC	Control Box at Crossing
South Massillon Industrial Track	Joint N & W & B. & O. Crossing	N & W & B. & O. R.R.	Control Box at Crossing
Sodus Bay Secondary Track	Wallington	PC	Telephone Box at Crossing
	Phelps Junction	PC	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.

At Wallington Automatic Interlocking, all trains and engines must stop and the Conductor and/or Engineman must determine that the signals governing conflicting movement over the interlocking are displaying a STOP aspect. After determining that the signals governing conflicting movement on the PC are in Stop position, Conductors and/or Enginemen will be governed by the instruction posted at the crossing.

#### 1704-A1. Radio at Fixed Locations

Location	Channel
<b>ALLEGHENY DIVISION</b> Brush	1
<b>PITTSBURGH DIVISION</b> Pitcairn No. 5 Yard Office Tunnelton Mine Tipple	1
<b>VALLEY DIVISION</b> Ashtabula, West St. Yardmaster Train Dispatcher Office	1 2

#### TRACK CARS

1826-A1. In the application of Rule 826 Track Cars will be governed by Train Orders for movements between:

##### Allegheny Division

Paint Creek Branch—Paint Creek Branch Jct. and Shade Creek Branch Jct.

Shade Creek Branch—Shade Creek Branch and Central City

##### Valley Division

Marietta Branch—FA and Marietta.

##### Williamsport Division

Irvona Branch—MO and Blandburg.



EMPLOYEE QUALIFICATION

Home Div. .... Name..... Date Promoted..... Occupation.....

QUALIFIED FOR SERVICE		DATE QUALIFIED	DATE OF LAST EXAMINATION
DIVISION	PORTION		TIMETABLE
			AIR BRAKE
			BOOK OF RULES
			PHYSICAL
			<input type="checkbox"/> REG. <input type="checkbox"/> SPECIAL

# 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.**

<b>Date</b>	<b>Oct.</b>	<b>Nov.</b>	<b>Dec.</b>	<b>Jan.</b>	<b>Feb.</b>	<b>March</b>	<b>April</b>
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	.....

**PENN CENTRAL  
CENTRAL REGION**

Pittsburgh, Pa., November 13, 1968.

**GENERAL ORDER No. 201**

**Effective 4.01 A.M., Sunday, December 1, 1968**

**Applies in All Divisions**

- (a) Timetable No. 2 in effect. This timetable is a joint **Allegheny, Pittsburgh, Valley and Williamsport** Division Timetable. It contains the necessary instructions issued in General Orders up to and including Central Region General Order No. 122, Lake Region General Order No. 116, Western Region General Order No. 112 and North-eastern Region General Order No. 110 all of which must be removed from bulletin boards.

Each employe must examine each page of Timetable No. 2 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) 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.

**(c) BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS**

Former Pennsylvania Railroad Brake and Train Air Signal Instructions, **99-D1**, effective January 1, 1953 in effect as follows:

Entire Pittsburgh and Allegheny Divisions.

Valley Division except, Sharon, Stoneboro, Youngstown, Alliance and Jefferson Branches.

Williamsport Division, except Valley, JF&C, Rich, Mill Hall WBV, Snow Shoe, Cherry Tree and Corning Branches, Boardman, Madera, Grassflat, Mahaffey, Phillipsburg and Hooverhurst Secondary Tracks.

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 14 C (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.

**(d) 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:

**Valley Division**

Sharon, Stoneboro, Youngstown, Alliance and Jefferson Branches.



### Williamsport Division

Valley, JF&C, Rich, Mill Hall, WBV, Snow Shoe, Cherry Tree, and Corning Branches, Boardman, Madera, Grass-flat, Mahaffey, Phillipsburg and Hooverhurst Secondary Tracks.

Air Brake and Train Air Signal Rules, effective May 1, 1965 revised in part as follows:

Revision of 12-10-65 - 1558, 1560 and 1561.

Employees must paste revisions in sticker form over corresponding instruction or page.

- (e) **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 206, changed.
  
- (f) **BELLEFONTE SECONDARY TRACK**  
**END OF TRACK - WHITE**  
 (Temporary Speed Restriction)  
 Trains and engines must not exceed 15 MPH between White and End of Track, account track condition.  
 Special Instruction **1157-F1**, page 206, changed.
  
- (g) **MAIN LINE - PHILADELPHIA - PITTSBURGH HUNTINGDON**  
 Automatic highway crossing protection with flashing light signals and short arm gates protecting public crossing at grade at 4th Street, Huntingdon, for movements on all tracks, in service.  
 Column No. 3 applies to No. 2 track.  
 Special Instruction **1103-A1**, page 94, changed.

### Applies in Pittsburgh Division

- (h) **MAIN LINE - CONEMAUGH**  
**AJ - PINE RUN**  
 (Temporary Speed Restriction)  
 Trains and engines must not exceed 30 MPH on No. 1 track between **A-J** and a point 2500 feet west of MP 41, account track condition.  
 Special Instruction **1157-F1**, page 207, changed.
  
- (i) **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 207, changed.
  
- (j) **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 207, changed.
  
- (k) **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 207, changed.
  
- (l) **MAIN LINE - CONEMAUGH**  
**WEST TARENTUM - SPRINGDALE**  
 (Temporary Speed Restriction)  
 Trains and engines must not exceed 30 MPH on No. 1 track and No. 2 track between MP 57 and a point 1000 feet west of MP 57, account track condition.  
 Special Instruction **1157-F1**, page 207, changed.

- (m) **MAIN LINE - CONEMAUGH  
ETNA - HARMAR**  
(Temporary Speed Restriction)  
Trains and engines must not exceed 30 MPH on No. 1 track between MP 71 and MP 67, account track condition.  
Special Instruction 1157-F1, page 207, changed.
- (n) **ALLEGHENY BRANCH  
KITTANNING - RIMERTON**  
(Temporary Speed Restriction)  
Trains and engines must not exceed 25 MPH between MP 53 and MP 55, account track condition.  
Special Instruction 1157-F1, page 208, changed.
- (o) **ALLEGHENY BRANCH  
TEMPLETON - RIMERTON**  
(Temporary Speed Restriction)  
Trains and engines must not exceed 25 MPH between MP 57 and MP 58, account track condition.  
Special Instruction 1157-F1, page 208, changed.
- (p) **SOUTHWEST SECONDARY TRACK  
HEMPFIELD JCT. - COUNTY JCT.**  
(Temporary Speed Restriction)  
Trains and engines must not exceed 20 MPH between MP 3 and a point 4700 feet south of MP 3, account track condition.  
Special Instruction 1157-F1, page 209, changed.
- (q) **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 210, changed.
- (r) **OMAL SECONDARY TRACK  
WEST POWHATAN - FERRO**  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH between MP 60 and MP 61, account track condition.  
Special Instruction 1157-F1, page 210, changed.
- (s) **NEW CUMBERLAND SECONDARY TRACK  
NEW CUMBERLAND - GLOBE**  
(Temporary Speed Restriction)  
Trains and engines must not exceed 5 MPH between MP 9 and MP 10, account track condition.  
Special Instruction 1157-F1, page 209, changed.
- (t) **NEW CUMBERLAND SECONDARY TRACK  
KINGS CREEK - NEW CUMBERLAND**  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH between MP 4 and a point 1584 feet east of MP 7, account track condition.  
Special Instruction 1157-F1, page 209, changed.
- (u) **NEW CUMBERLAND SECONDARY TRACK  
TENBURY - NEW CUMBERLAND**  
(Temporary Speed Restriction)  
Trains and engines must not exceed 5 MPH between a point 1584 feet east of MP 7, and a point 2640 feet east of MP 7, account track condition.  
Special Instruction 1157-F1, page 209, changed.
- (v) **NEW CUMBERLAND SECONDARY TRACK  
NEW CUMBERLAND - GLOBE**  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH between a point 2640 feet east of MP 7 and MP 9, account track condition.  
Special Instruction 1157-F1, page 209, changed.

- (w) NEW CUMBERLAND SECONDARY TRACK  
NEW CUMBERLAND - N  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH between MP 10 and MP 19, account track condition.  
Special Instruction 1157-F1, page 209, changed.
- (x) NEW CUMBERLAND SECONDARY TRACK  
NEWELL - CHESTER  
(Temporary Speed Restriction)  
Trains and engines must not exceed 5 MPH between MP 19 and MP 20, account track condition.  
Special Instruction 1157-F1, page 209, changed.
- (y) KOBUTA INDUSTRIAL TRACK  
(Temporary Speed Restriction)  
Trains and engines must not exceed 5 MPH between MP 22 and MP 23, account track condition.  
Special Instruction 1157-F1, page 210, changed.
- (z) RIVER BRANCH  
EMPIRE - KINGS  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH on No. 2 track between MP 7 and MP 9, account track condition.  
Special Instruction 1157-F1, page 208, changed.
- (aa) RIVER BRANCH  
KINGS - STEUBENVILLE  
(Temporary Speed Restriction)  
Trains and engines must not exceed 20 MPH on No. 1 and No. 2 tracks between MP 14 and MP 15, account track condition.  
Special Instruction 1157-F1, page 208, changed.
- (ab) RIVER BRANCH  
BRANCH - CROXTON  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH on No. 2 track between Branch and MP 6, account track condition.  
Special Instruction 1157-F1, page 208, changed.
- (ac) RIVER BRANCH  
EMPIRE - CROXTON  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH on No. 1 and No. 2 track between MP 6 and MP 7, account track condition.  
Special Instruction 1157-F1, page 208, changed.
- (ad) SCULLY BRANCH  
WAGNER - SCULLY  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH on No. 1 and No. 2 track between Wagner and Scully, account track condition.  
Special Instruction 1157-F1, page 210, changed.
- (ae) WHEELING SECONDARY TRACK  
SHORT CREEK - EAST WARWOOD  
(Temporary Speed Restriction)  
Trains and engines must not exceed 15 MPH between a point 3000 feet west of MP 17 and a point 4000 feet west of MP 17, account track condition.  
Special Instruction 1157-F1, page 209, changed.
- (af) WHEELING SECONDARY TRACK  
BROOK - BEECH BOTTOM  
(Temporary Speed Restriction)  
Trains and engines must not exceed 5 MPH between MP 9 and MP 10, account track condition.  
Special Instruction 1157-F1, page 209, changed.

## (ag) WHEELING SECONDARY TRACK

FA - LAZEARVILLE

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH between a point 2640 feet west of MP 5 and MP 6, account track condition.

Special Instruction 1157-F1, page 209, changed.

## (ah) POWHATAN SECONDARY TRACK

OJ - BR

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 37 and 2557 feet west of MP 37, account track condition.

Special Instruction 1157-F1, page 209, changed.

## (ai) POWATON SECONDARY TRACK

JOHNSON - CAPTINA JCT.

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH between MP 56 and MP 59, account track condition.

Special Instruction 1157-F1, page 209, changed.

## (aj) POWHATAN SECONDARY TRACK

WEGEE - DILLE

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 49 and MP 51, account track condition.

Special Instruction 1157-F1, page 209, changed.

## (ak) POWHATAN SECONDARY TRACK

JOHNSON - CAPTINA JCT.

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between a point 2000 feet west of MP 54 and MP 57, account track condition.

Special Instruction 1157-F1, page 209, changed.

## (al) MAIN LINE - PITTSBURGH - ST. LOUIS

CO - NC

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH on No. 3 track between CO and NC, account track condition.

Special Instruction 1157-F1, page 208, changed.

## (am) BAYARD BRANCH

EAST DRY RUN - MIDSTEEL

(Temporary Speed Restriction)

Trains and engines must not exceed 30 MPH on No. 1 track and No. 2 track between MP 12 and MP 13, account track condition.

Special Instruction 1157-F1, page 208, changed.

## (an) MONONGAHELA BRANCH - SECONDARY TRACK

ELRAMA - MC

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH on No. 1 track between Elrama and MP 29, account track condition.

Special Instruction 1157-F1, page 208, changed.

## (ao) MONONGAHELA RUNNING TRACK

DONORA - WEST MONESSEN

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH between MP 37 and MP 38, account track condition.

Special Instruction 1157-F1, page 210, changed.

## (ap) MONONGAHELA SECONDARY TRACK

DONORA - WEST MONESSEN

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH between MP 37 and MP 38, account track condition.

Special Instruction 1157-F1, page 208, changed.

**(aq) MONONGAHELA SECONDARY TRACK****DONORA - BELLE VERNON****(Temporary Speed Restriction)**

Trains and engines must not exceed 20 MPH between MP 38 and MP 40, account track condition.

Special Instruction 1157-F1, page 208, changed.

**Applies in Valley Division****(ar) MAIN LINE PITTSBURGH TO CHICAGO****LUCAS - MANSFIELD****(Temporary Speed Restriction)**

Trains and engines must not exceed 10 MPH on No. 3 track between MP 171 and MP 175, account track condition.

Special Instruction 1157-F1, page 211, changed.

**(as) AKRON BRANCH****HUDSON - ARLINGTON****(Temporary Speed Restriction)**

Trains and engines must not exceed 30 MPH between Hudson and Arlington, account track condition.

Special Instruction 1157-F1, page 212, changed.

**(at) AKRON BRANCH****LAMBERT - BRIDGE 16****(Temporary Speed Restriction)**

Trains and engines must not exceed 5 MPH on No. 104 track between Lambert and Bridge 16, account track condition.

Special Instruction 1157-F1, page 212, changed.

**(au) AKRON BRANCH****ARLINGTON - CUYAHOGA FALLS**

Due to overhead highway bridge construction in the vicinity of Home Avenue and Tallmadge Avenue, temporary crossing watchman on duty at Tallmadge Avenue, 7.00 A.M. to 4.30 P.M., daily, except Saturday and Sunday.

Special Instruction 1103-A1, page 109, changed.

**(av) MAHONING SECONDARY TRACK****ALLIANCE - HOMEWORTH****(Temporary Speed Restriction)**

Trains and engines must not exceed 5 MPH on Alliance Eastward Siding, account track condition.

Special Instruction 1157-F1, page 212, changed.

**(aw) MAHONING SECONDARY TRACK****MOULTRIE - BAYARD****(Temporary Speed Restriction)**

Trains and engines must not exceed 10 MPH on Bayard Eastward Siding, account track condition.

Special Instruction 1157-F1, page 212, changed.

**(ax) TUSCARAWAS SECONDARY TRACK****MALVERN - WHITEACRE****(Temporary Speed Restriction)**

Trains and engines must not exceed 5 MPH between a point 3500 feet south of MP 7 and MP 9, account track condition.

Special Instruction 1157-F1, page 212, changed.

**(ay) TUSCARAWAS SECONDARY TRACK****WAYNESBURG - MAGNOLIA****(Temporary Speed Restriction)**

Trains and engines must not exceed 15 MPH between MP 12 and MP 13, account track condition.

Special Instruction 1157-F1, page 212, changed.

**(az) TUSCARAWAS SECONDARY TRACK****SUMMIT SIDING - DJ****(Temporary Speed Restriction)**

Trains and engines must not exceed 15 MPH between a point 2640 feet south of MP 18 and a point 2640 feet south of MP 28, account track condition.

Special Instruction 1157-F1, page 212, changed.

**(aaa) DOVER SECONDARY TRACK**

DO - NEW COMERSTOWN  
(Temporary Speed Restriction)

Trains and engines must not exceed 15 MPH between a point 2600 feet south of MP 102 and a point 2600 feet south of MP 91, account track condition.

Special Instruction 1157-F1, page 212, changed.

**(aab) MARIETTA BRANCH**

GLENWOOD - AVA  
(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH between MP 44 and MP 45, account track condition.

Special Instruction 1157-F1, page 212, changed.

**(aac) BAYARD BRANCH**

ROGERS - SUMMITVILLE  
(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH on No. 2 track between MP 37 and MP 38, account track condition.

Special Instruction 1157-F1, page 212, changed.

**(aad) BAYARD BRANCH**

CLARK - SALINEVILLE  
(Temporary Speed Restriction)

Trains and engines must not exceed 15 MPH on No. 1 track between MP 33 and MP 37, account track condition.

Special Instruction 1157-F1, page 212, changed.

**(aae) WALFORD SECONDARY TRACK**

COVERTS - WALFORD  
(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH between Coverts and a point 2500 feet west of MP 1, account track condition.

Special Instruction 1157-F1, page 212, changed.

**(aaf) HOUSTON SECONDARY TRACK**

OAKLAND - HOUSTON JCT  
(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 49 and MP 72, account track condition.

Special Instruction 1157-F1, page 212, changed.

### **Applies in Williamsport Division**

**(aag) MAIN LINE - HARRISBURG - BUFFALO**

LOCK HAVEN - DROCTON  
(Temporary Speed Restriction)

Trains and engines must not exceed 20 MPH on Single track and Farwell Siding over road crossings between MP 197 and MP 198 at Farwell, account of crossing condition.

Special Instruction 1157-F1, page 212, changed.

**(aah) CLERMONT SECONDARY**

CORYVILLE - SMETHPORT  
(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH between Bridge 4.07 and Smethport.

Special Instruction 1157-F1, page 215, changed.

**(aa) 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 213, changed.

**(aa) JF&C BRANCH**

STONEBORO - FRANKLIN  
(Temporary Speed Restriction)

Trains and engines must not exceed 15 MPH between Division Post Valley Division and MP 68, account track condition.

Special Instruction 1157-F1, page 213, changed.

- (aak) 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 213, changed.
- (aal) CHAUTAUQUA BRANCH  
NORTH NEFF - SOUTH NEFF  
(Temporary Speed Restriction)  
Trains and engines must not exceed 5 MPH on Neff Siding between North Neff and South Neff, account track condition.  
Special Instruction 1157-F1, page 213, changed.
- (aam) 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 213, changed.
- (aan) VALLEY BRANCH  
DUNKIRK - END OF BRANCH  
(Temporary Speed Restriction)  
Trains and engines must not exceed 15 MPH between Dunkirk and east end of Branch, account track condition.  
Special Instruction 1157-F1, page 213, changed.
- (aao) RICH BRANCH  
CP BN - RICH  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH between CP BN and Rich, account track condition.  
Special Instruction 1157-F1, page 214, changed.
- (aap) ALLEGHENY BRANCH  
BRADY  
(Temporary Speed Restriction)  
Trains and engines must not exceed 5 MPH on East Brady Running track, account track condition.  
Special Instruction 1157-F1, page 214, changed.
- (aaq) ALLEGHENY BRANCH  
OIL - BRADY  
(Temporary Speed Restriction)  
Trains and engines must not exceed 30 MPH between Oil and Brady, account track condition.  
Special Instruction 1157-F1, page 214, changed.
- (aar) ALLEGHENY BRANCH  
DRAKE - FRANK  
(Temporary Speed Restriction)  
Trains and engines must not exceed 5 MPH on Venango Siding, account track condition.  
Special Instruction 1157-F1, page 214, changed.
- (aas) 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 214, changed.
- (aat) 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 214, changed.
- (aaU) LOW GRADE SECONDARY TRACK  
OD  
(Temporary Speed Restriction)  
Trains and engines must not exceed 5 MPH on OD Siding, account track condition.  
Special Instruction 1157-F1, page 214, changed.

## (aav) LOW GRADE SECONDARY TRACK

MY

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH on MY Siding, account track condition.

Special Instruction 1157-F1, page 214, changed.

## (aaw) WATSONTOWN SECONDARY TRACK

WATSONTOWN - EYERSGROVE JCT.

(Temporary Speed Restriction)

Trains and engines must not exceed 15 MPH between Watsonstown and MP 18, account track condition.

Special Instruction 1157-F1, page 214, changed.

## (aax) ROUSE RUNNING TRACK

ROUSEVILLE

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH between the north end of Running track and MP 134, account track condition.

Special Instruction 1157-F1, page 214, changed.

## (aay) LOW GRADE SECONDARY TRACK

BOSTONIA

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH on Bostonia track, account track condition.

Special Instruction 1157-F1, page 214, changed.

## (aaz) LOW GRADE SECONDARY TRACK

OD

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH on Crawford Furniture Co. track, account track condition.

Special Instruction 1157-F1, page 214, changed.

## (aaaa) WEBV 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 215, changed.

## (aaab) IRVONA BRANCH

MO - BLANDBURG

(Temporary Speed Restriction)

Trains and engines must not exceed 20 MPH over entire, branch, account track condition.

Special Instruction 1157-F1, page 214, changed.

## (aaac) IRVONA BRANCH

CONDON - SANDY RUN

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 10 and MP 17, account track condition.

Special Instruction 1157-F1, page 214, changed.

## (aaad) CRESSON SECONDARY TRACK

LJ - HM

McGEES SECONDARY TRACK

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH on entire track, account track condition.

Special Instruction 1157-F1, page 214, changed.

## (aaae) 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 214, changed.



**(aaaf) CLEARFIELD SECONDARY TRACK****BURG - FIELD****(Temporary Speed Restriction)**

Trains and engines must not exceed 10 MPH between MP 27 and MP 39, account track condition.

Special Instruction 1157-F1, page 215, changed.

**(aaag) MOSHANNON SECONDARY TRACK****RAM - SMOKE RUN****(Temporary Speed Restriction)**

Trains and engines must not exceed 10 MPH between MP 7 and MP 9, account track condition.

Special Instruction 1157-F1, page 215, changed.

**(aaah) MOSHANNON SECONDARY TRACK****SMOKE RUN - MADERA****(Temporary Speed Restriction)**

Trains and engines must not exceed 10 MPH between Smoke Run and Madera, account track condition.

Special Instruction 1157-F1, page 215, changed.

**(aaai) SUSQUEHANNA SECONDARY TRACK****LUTHER JUNCTION - CJ****(Temporary Speed Restriction)**

Trains and engines must not exceed 10 MPH between MP 22 and CJ, account track condition.

Special Instruction 1157-F1, page 214, changed.

**(aaaaj) TRACK ASSIGNMENTS****MADERA SECONDARY TRACK****FAUNCE - IRVONA**

Secondary track between MP 11 and Irvona, temporarily out of service.

Special Instruction 1151-D1, page 145, changed.

**(aaaak) 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 145, changed.

**(aaal) ELMIRA BRANCH****STARKEY - HIMROD JCT.****(Temporary Speed Restriction)**

Trains and engines must not exceed 25 MPH between MP 29 and a point 2500 feet north of MP 30, account track condition.

Special Instruction 1157-F1, page 214, changed.

**(aaam) ELMIRA BRANCH****HO - HIMROD JCT.****(Temporary Speed Restriction)**

Trains and engines must not exceed 30 MPH between HO and Himrod Jct., account track condition.

Special Instruction 1157-F1, page 214, changed.

**(aaan) 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 43, changed.

**J. A. FOSHEE,****General Superintendent-Transportation.**

**PENN CENTRAL  
CENTRAL REGION**

Pittsburgh, Pa., November 20, 1968.

**GENERAL ORDER No. 202**

**Effective 4.02 A.M., Sunday, December 1, 1968**

**Applies in All Divisions**

- (a) **TIMETABLE AUTHORITY**  
Initials of W. A. Holler, Division Superintendent, Valley Division, changed to W. L. Holler.  
Cover page and title page, changed.
- (b) **TIMETABLE AUTHORITY**  
Paragraphs (e), (f), (g), General Order No. 201, apply in Allegheny Division.  
Page 295, changed.
- (c) **PASSENGER AND FREIGHT TRAINS  
MAXIMUM SPEEDS, UNLESS OTHERWISE  
SPECIFIED**  
That portion of Note to Special Instruction 1157-C1, referring to a maximum speed of 60 MPH for Arranged Freight Trains symbolized DT-8 and DE-8, annulled.  
Note to Special Instruction 1157-C1, page 198, changed.

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**Applies in Allegheny Division**

- (d) **MAIN LINE - PHILADELPHIA - PITTSBURGH  
SG - JD**  
Trailing hand-operated switch for eastward movement in No. 1 track, 198 feet west of MP 289, leading to Team track, out of service.

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**Applies in Pittsburgh Division**

- (e) **MAIN LINE - PITTSBURGH - ST. LOUIS  
CADIZ JCT. - WEST ACRE  
(Temporary Speed Restriction)**  
Trains and engines must not exceed 30 MPH on No. 1 track between Cadiz Jct. and a point 2080 feet east of MP 64, account track condition.  
Special Instruction 1157-F1, page 208, changed.
- (f) **CURVES, BRIDGES, ETC.  
MAXIMUM SPEED  
MAIN LINE - PHILADELPHIA - PITTSBURGH  
DIVISION POST - PITT TOWER**  
Speed restriction reading as follows, "First curve west of MP 322 on No. 2 track, 60 MPH", changed to read, "First curve west of MP 322 on No. 1 track, 60 MPH".  
Special Instruction 1157-F1, page 206, changed.
- (g) **MAIN LINE - CONEMAUGH  
BI - JD  
(Temporary Speed Restriction)**  
Trains and engines must not exceed 30 MPH on No. 1 track between BI and JD, account track condition.  
Special Instruction 1157-F1, page 207, changed.
- (h) **MAIN LINE - CONEMAUGH  
PINE RUN - APOLLO  
(Temporary Speed Restriction)**  
Trains and engines must not exceed 30 MPH on No. 1 track between a point 2500 feet west of MP 41 and 4280 feet west of MP 36, account track condition.  
Special Instruction 1157-F1, page 207, changed.
- (i) **MAIN LINE - CONEMAUGH  
LEECHBURG - AJ  
(Temporary Speed Restriction)**  
Trains and engines must not exceed 30 MPH on No. 2 track between MP 43 and MP 45, account track condition.  
Special Instruction 1157-F1, page 207, changed.

- (j) MAIN LINE - CONEMAUGH  
HIGGINS - ACME  
(Temporary Speed Restriction)  
Trains and engines must not exceed 30 MPH on No. 2 track between MP 60 and MP 63, account track condition.  
Special Instruction 1157-F1, page 207, changed.
- (k) MAIN LINE - CONEMAUGH  
ACME - HIGGINS  
(Temporary Speed Restriction)  
Trains and engines must not exceed 30 MPH on No. 1 track between MP 63 and MP 60, account track condition.  
Special Instruction 1157-F1, page 207, changed.
- (l) MONONGAHELA BRANCH  
OB - HOMESTEAD  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH on No. 2 track from a point 1200 feet south of MP 3 to MP 5, account track condition.  
Special Instruction 1157-F1, page 208, changed.
- (m) MAIN LINE - CONEMAUGH  
PINE RUN - HYDE PARK  
Trailing hand-operated crossover, equipped with center locking device, connecting No. 1 track and No. 2 track, 1950 feet west of MP 39, out of service.  
Facing hand-operated switch in No. 1 track, equipped with pipe connected derail, 3350 feet east of MP 40, leading to Pine Run Siding, out of service.
- (n) MAIN LINE - CONEMAUGH  
SALTSBURG - AVONMORE  
Trailing hand-operated crossover, equipped with center locking device and electric lock, connecting Saltsburg Industrial to No. 1 track, out of service.  
Special Instruction 1104-D1, page 127, changed.
- (o) POWHATAN 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 209, changed.
- (p) POWHATAN SECONDARY TRACK  
JOHNSON - CAPTINA JCT.  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH between a point 2000 feet west of MP 54 and MP 56, account track condition.  
Special Instruction 1157-F1, page 209, changed.
- (q) POWHATAN SECONDARY TRACK  
JOHNSON - CAPTINA JCT.  
Paragraph (ai) General Order No. 201, referring to a temporary speed restriction of 5 MPH between MP 56 and MP 59, annulled.
- (r) POWHATAN SECONDARY TRACK  
JOHNSON - CAPTINA JCT.  
Paragraph (ak) General Order No. 201, referring to a temporary speed restriction of 10 MPH between a point 2000 feet west of MP 54 and MP 57, annulled.
- (s) POWHATAN 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 209, changed.
- (t) POWHATAN SECONDARY TRACK  
WEGEE - DILLE  
Paragraph (aj), General Order No. 201, referring to a temporary speed restriction of 10 MPH between MP 49 and MP 51, annulled.

**(Page 3 of 3 pages, Central Region General Order No. 202)**

**(u) SIGNAL RULES**

**MAIN LINE - PHILADELPHIA - PITTSBURGH**

**DR - RG**

Signal Rules on No. 1 and No. 2 tracks between DR and RG, as follows, in effect:

Between and Track		1	2	3	4	5	6	7	8	9	10	Note
DR	RG	2		x				x	x	c	c	
KR	RG	1	x			p		x		c		

Special Instruction 1250-A1, page 267, changed.

**(v) PASSENGER TRAINS AND FREIGHT TRAINS**

**MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED**

**KR - RG**

Maximum authorized speed, unless otherwise specified, on No. 2 track between MP 322 and RG for freight trains, 45 MPH.

Special Instruction 1157-C1, page 192, changed.

**Applies in Valley Division**

**(w) TICKET OFFICES CLOSED FOR SALE OF TICKETS**

**MAIN LINE - PITTSBURGH - CHICAGO**

Ticket sales at the following stations discontinued:

East Palestine, Ohio

Canton, Ohio

Salem, Ohio

Orrville, Ohio

Alliance, Ohio

Wooster, Ohio

Massillon, Ohio

Page 54, changed.

**(x) YOUNGSTOWN BRANCH**

**CP 56 - YOUNGSTOWN**

(Temporary Speed Restriction)

Trains and engines must not exceed 15 MPH on No. 1 track between CP 56 and Youngstown, account track condition.

Special Instruction 1157-F1, page 211, changed.

**(y) STONEBORO BRANCH**

**CP 14 - STONEBORO**

(Temporary Speed Restriction)

Trains and engines must not exceed 15 MPH between CP 14 and MP 56, account track condition.

Special Instruction 1157-F1, page 212, changed.

**Applies in Williamsport Division**

**(z) PASSENGER TRAINS AND FREIGHT TRAINS**

**MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED**

**WBV BRANCH**

**CHERRY TREE BRANCH**

**SNOW SHOE BRANCH**

**IRVONA BRANCH**

Maximum speeds, unless otherwise specified, for WBV, Cherry Tree, Snow Shoe and Irvona branches, added.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding page 198.

Special Instruction 1157-C1, page 198, changed.

**(aa) 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 212, changed.

**(ab) RUNNING TRACKS OF NO ASSIGNED DIRECTION**

**WILLIAMSPORT BRANCH**

**RIVER - NEWBERRY**

No. 8 track and No. 7 track between west end of Newberry Interlocking and east end of Newberry Interlocking redesignated, Newberry Running track, of no assigned direction, controlled by Operator at Newberry, in service.

Special Instruction 1151-G1, page 149, changed.

**J. A. FOSHEE,**

**General Superintendent-Transportation.**

**PENN CENTRAL  
CENTRAL REGION**

Pittsburgh, Pa., December 10, 1968.

**GENERAL ORDER No. 203**

**Effective 10.01 A.M., Wednesday, December 18, 1968**

**Applies in All Divisions**

- (a) **TIMETABLE AUTHORITY**  
S Stop added to No. 50 at Mansfield.  
Employees must change page 50, in ink.
- (b) **TIMETABLE AUTHORITY**  
Station page for Akron Branch and Akron Secondary track added.  
Sticker page attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding page 28.

**Applies in Allegheny Division**

- (c) **MAIN LINE - PHILADELPHIA - PITTSBURGH**  
SG - JD  
Trailing hand-operated switch for westward movement in No. 4 track, 489 feet east of MP 283, leading to Charles Mine empty tracks, out of service.
- (d) **MAIN LINE - PHILADELPHIA - PITTSBURGH**  
SG - JD  
Trailing hand-operated switch for westward movement in No. 4 track, 545 feet west of MP 283, leading to Charles Mine loaded track, out of service.
- (e) **SPRINGFIELD SECONDARY TRACK**  
GANISTER  
Hand-operated derail, located on Springfield Secondary track, 200 feet from clearance point of switch leading from H & P Secondary track, in service.
- (f) **SOUTH FORK SECONDARY TRACK**  
HC - END OF TRACK  
(Temporary Speed Restriction)  
Trains and engines must not exceed 5 MPH between Windber Jct. and end of track, account track condition. Special Instruction 1157-F1, page 206, changed.
- (g) **BELLEFONTE SECONDARY TRACK**  
END OF TRACK - WHITE  
Paragraph (f), General Order No. 201, referring to a temporary speed restriction of 15 MPH between White and end of track, annulled.
- (h) **CURVES, BRIDGES, ETC.**  
MAXIMUM SPEED  
BELLEFONTE SECONDARY TRACK  
Delete reference to speed restriction of 25 MPH on curves between MP 65 and MP 64, MP 60 and MP 55, and MP 46 and MP 42.  
Special Instruction 1157-F1, page 206, changed.

**Applies in Pittsburgh Division**

- (i) **SOUTHWEST SECONDARY TRACK**  
HEMPFIELD JCT. - COUNTY JCT.  
Paragraph (p), General Order No. 201, referring to a temporary speed restriction of 20 MPH between MP 3 and a point 4700 feet south of MP 3, annulled.
- (j) **SOUTHWEST SECONDARY TRACK**  
HEMPFIELD JCT. - COUNTY JCT.  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH between MP 3 and a point 4700 feet south of MP 3, account track condition.  
Special Instruction 1157-F1, page 209, changed.
- (k) **TICKET OFFICE OPEN FOR SALE OF TICKETS**  
MAIN LINE - PHILADELPHIA - PITTSBURGH  
Station      Monday to Friday      Saturday      Sunday  
Pittsburgh    6 45 A.M. to 11.40 P.M.    Closed      Closed  
Page 54, changed.
- (l) **SCULLY BRANCH**  
WAGNER - SCULLY  
Paragraph (ad), General Order No. 201, referring to a temporary speed restriction of 10 MPH on No. 1 and No. 2 tracks between Wagner and Scully, annulled.

**(Page 2 of 5 pages, Central Region General Order No. 203)**

**(m) SCULLY BRANCH**

**RG - SCULLY**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH on No. 2 track between Scully and RG, account track condition. Special Instruction 1157-F1, page 210, changed.

**(n) MAIN LINE - CONEMAUGH**

**ATLAS**

The following switches are equipped with electric locks, not controlled by operator:

Location	Switch
Atlas	Crossover between No. 2 track and Atlas Storage track
Atlas	Switch in No. 2 track leading to Atlas Powder Co. track
Atlas	Switches in No. 1 and No. 2 tracks leading to west end of Atlas Storage track
Atlas	Switch in No. 1 track to Saltsburg Industrial track

Special Instruction 1104-D2, page 130, changed.

Special Instruction 1104-D1, referring to above switches and Note 2, annulled.

**(o) MAIN LINE - CONEMAUGH**

**AJ - PINE RUN**

Paragraph (h), General Order No. 201, referring to a temporary speed restriction of 30 MPH on No. 1 track between AJ and a point 2500 feet west of MP 41, annulled.

**(p) MAIN LINE - CONEMAUGH**

**WEST LEECHBURG - HIGGINS**

Paragraph (j), General Order No. 201, referring to a temporary speed restriction of 30 MPH on No. 2 track between MP 45 and Higgins, annulled.

**(q) MAIN LINE - CONEMAUGH**

**BEALE - HIGGINS**

Paragraph (k), General Order No. 201, referring to a temporary speed restriction of 30 MPH on No. 2 track between MP 52 and MP 57, annulled.

**(r) MAIN LINE - CONEMAUGH**

**WEST TARENTUM - SPRINGDALE**

Paragraph (l), General Order No. 201, referring to a temporary speed restriction of 30 MPH on No. 1 track and No. 2 track between MP 57 and a point 1000 feet west of MP 57, annulled.

**(s) MAIN LINE - CONEMAUGH**

**ETNA - HARMAR**

Paragraph (m), General Order No. 201, referring to a temporary speed restriction of 30 MPH on No. 1 track between MP 71 and MP 67, annulled.

**(t) MAIN LINE - CONEMAUGH**

**BI - JD**

Paragraph (g), General Order No. 202, referring to a temporary speed restriction of 30 MPH on No. 1 track between BI and JD, annulled.

**(u) MAIN LINE - CONEMAUGH**

**PINE RUN - APOLLO**

Paragraph (h), General Order No. 202, referring to a temporary speed restriction of 30 MPH on No. 1 track between a point 2500 feet west of MP 41 and 4280 feet west of MP 36, annulled.

**(v) MAIN LINE - CONEMAUGH**

**LEECHBURG AJ**

Paragraph (i), General Order No. 202, referring to a temporary speed restriction of 30 MPH on No. 2 track between MP 43 and MP 45, annulled.

**(w) MAIN LINE - CONEMAUGH**

**HIGGINS - ACME**

Paragraph (j), General Order No. 202, referring to a temporary speed restriction of 30 MPH on No. 2 track between MP 60 and MP 63, annulled.

- (x) MAIN LINE - CONEMAUGH  
ACME - HIGGINS  
Paragraph (k), General Order No. 202, referring to a temporary speed restriction of 30 MPH on No. 1 track between MP 63 and MP 60, annulled.
- (y) MAIN LINE - CONEMAUGH  
WEST LEECHBURG - BEALE  
(Temporary Speed Restriction)  
Trains and engines must not exceed 30 MPH on No. 2 track between MP 45 and Beale, account track condition.
- (z) MAIN LINE - CONEMAUGH  
WEST TARENTUM - SPRINGDALE  
(Temporary Speed Restriction)  
Trains and engines must not exceed 30 MPH on No. 2 track between MP 57 and a point 1000 feet west of MP 57, account track condition.  
Special Instruction 1157-F1, page 207, changed.
- (aa) MAIN LINE - CONEMAUGH  
AJ - VANDERGRIFT  
(Temporary Speed Restriction)  
Trains and engines must not exceed 35 MPH on No. 1 track between AJ and MP 39, account track condition.  
Special Instruction 1157-F1, page 207, changed.
- (ab) MAIN LINE - CONEMAUGH  
BI - JD  
(Temporary Speed Restriction)  
Trains and engines must not exceed 35 MPH on No. 1 track between BI and MP 1, account track condition.  
Special Instruction 1157-F1, page 207, changed.

**Applies in Valley Division**

- (ac) TICKET OFFICE OPEN FOR SALE OF TICKETS  
MAIN LINE - PITTSBURGH - CHICAGO  
Station      Monday to Friday      Saturday      Sunday  
Crestline \*   11.00 A.M. to 11.30 A.M.   Closed      Closed  
Page 54, changed.
- (ad) E & P BRANCH  
CHERRY STREET - GS  
Facing hand-operated switch for westward movement on single track, located 1180 feet west of MP 48 leading to Elliot Bros. Warehouse, in service.
- (ae) SHARON BRANCH  
HUBBARD - FARRELL  
(Temporary Speed Restriction)  
Trains and engines must not exceed 5 MPH between a point 1500 feet west of MP 5 and Farrell, account track condition.  
Special Instruction 1157-F1, page 211, changed.
- (af) TRACK ASSIGNMENT  
HUGO SECONDARY TRACK  
BRADY - HUGO  
Secondary track between Hugo and Brady, temporarily out of service.  
Special Instruction 1151-D1, page 145, changed.
- (ag) YOUNGSTOWN BRANCH  
CP 52  
Cars on Side track, CP 52, must not be left standing within 700 feet north or south of Mt. Everett Road Crossing, located 4000 feet north of CP 52.  
Special Instruction 1155-A55, page 166, added.
- (ah) MINERVA SECONDARY TRACK  
MINERVA - MOUNT UNION  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH between Minerva Yard and Mount Union, account track condition.  
Special Instruction 1157-F1, page 212, changed.
- (ai) ALLIANCE BRANCH  
MECHANICSTOWN - HAYS  
(Temporary Speed Restriction)  
Trains and engines must not exceed 15 MPH between MP 54 and MP 66, account track condition.  
Special Instruction 1157-F1, page 211, changed.

(aj) ALLIANCE BRANCH

HAYS - APEX

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between a point 2100 feet south of MP 68 and a point 4300 feet south of MP 68, account track condition.

Special Instruction 1157-F1, page 211, changed.

(ak) ALLIANCE BRANCH

PAN - HOPEDALE

(Temporary Speed Restriction)

Trains and engines must not exceed 15 MPH between a point 4200 feet south of MP 75 and a point 2200 feet south of MP 76 account track condition.

Special Instruction 1157-F1, page 211, changed.

(al) E & P BRANCH

WEST MIDDLESEX - WHEATLAND

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between east switch, Sharon Secondary track, and crossover, Wheatland, account track condition.

Special Instruction 1157-F1, page 211, changed.

(am) E & A BRANCH

STRUTHERS

Note 30. Special Instruction 1103-A1, referring to blocking of Bridge St., Struthers, Ohio, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding portion of page 114.

(an) TUSCARAWAS SECONDARY TRACK

WAYNESBURG - MAGNOLIA

Paragraph (ay), General Order No. 201, referring to a temporary speed restriction of 15 MPH between MP 12 and MP 13, annulled.

Special Instruction 1157-F1, page 212, changed.

(ao) MAIN LINE - PITTSBURGH - CHICAGO

MANSFIELD - LUCAS

Paragraph (ar), General Order No. 201, referring to a temporary speed restriction of 10 MPH on No. 3 track between MP 171 and MP 175, annulled.

(ap) BAYARD BRANCH

ROGERS - SUMMITVILLE

Paragraph (aac), General Order No. 201, referring to a temporary speed restriction of 10 MPH on No. 2 track between MP 37 and MP 38, annulled.

(aq) BAYARD BRANCH

CLARK - SALINEVILLE

Paragraph (aad), General Order No. 201, referring to a temporary speed restriction of 15 MPH on No. 1 track between MP 33 and MP 37, annulled.

(ar) CURVES, BRIDGES, ETC.

MAXIMUM SPEED

MAIN LINE - PITTSBURGH - CHICAGO

LYNCH - MANSFIELD

Speed restriction reading as follows, "Curves between MP 175 and Mansfield Interlocking Station, No. 3 track 15 MPH", changed to read, "Lynch and Mansfield No. 3 track, 15 MPH."

Special Instruction 1157-F1, page 211, changed.

(as) MAIN LINE - PITTSBURGH - CHICAGO

LYNCH - MANSFIELD

To prevent unnecessary blocking of street crossings at Mansfield, westward freight trains on No. 3 track with more than 15 cars will be governed as follows:

An indicator is located on telephone pole north of No. 3 track, 10 feet from ground, 2680 feet east of MP 175. When home signal at Mansfield on No. 3 track displays a proceed indication, indicator will display a lunar white light and trains may proceed. In the absence of light in the indicator trains will stop and communicate with operator at Mansfield by radio or telephone located on pole below the indicator.

Special Instruction 1156-A38, page 184, added.

**Applies in Williamsport Division**

(at) PASSENGER AND FREIGHT TRAINS

MAXIMUM SPEED, UNLESS OTHERWISE SPECIFIED

MAIN LINE - HARRISBURG - BUFFALO

DF - HY

Maximum speed for passenger and freight trains on No. 2 track, between DF and HY, 40 MPH.

Special Instruction 1157-C1, page 197, changed.



(a) ~~ALLIANCE BRANCH~~

(Page 5 of 5 pages, Central Region General Order No. 203)

(au) MAIN LINE - HARRISBURG - BUFFALO

HY - SG

Maximum speed for passenger and freight trains on single track between HY and SG, 40 MPH.

Special Instruction 1157-C1, page 197, changed.

(av) EMPORIUM SECONDARY TRACK

GARLAND

Facing switch for westward movement, 928 feet east of MP 50, leading to Garland Team track, out of service.

(aw) LOW GRADE SECONDARY TRACK

FALLS CREEK

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH on Falls Creek Siding, account track condition.

Special Instruction 1157-F1, page 214, changed.

(ax) LOW GRADE SECONDARY TRACK

DB - SA

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 68 and MP 69, account track condition.

Special Instruction 1157-F1, page 214, changed.

(ay) LOW GRADE SECONDARY TRACK

TYLER - MEDIX RUN

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 82 and MP 89, account track condition.

Special Instruction 1157-F1, page 214, changed.

(az) MILL HALL BRANCH

CP BN - BALD EAGLE JCT.

Mill Hall Branch, extending from CP BN to Bald Eagle Jct., out of service.

The former Mill Hall Branch, extending from CP BN to Bald Eagle Jct., redesignated Mill Hall Industrial track, in service.

Page 38, changed.

Special Instructions 1091-A1, page 82, 1093-A1, page 85, 1103-A1, page 117, 1157-C1, page 198, 1157-F1, page 213, changed.

(aaa) ELMIRA SECONDARY TRACK

NEWBERRY - KENDALL

Cogan and Max block-limit stations controlled by Operator Newberry, in service.

Page 39, changed.

(aab) MAIN LINE - HARRISBURG - BUFFALO

HY - SG

(Temporary Speed Restriction)

Trains and engines must not exceed 35 MPH on first two curves west of MP 162, account track condition.

Special Instruction 1157-F1, page 212, changed.

(aac) MAIN LINE - HARRISBURG - BUFFALO

DF - HY

(Temporary Speed Restriction)

Trains and engines must not exceed 35 MPH on No. 1 and No. 2 tracks first curve west of Driftwood Station, account track condition.

Special Instruction 1157-F1, page 212, changed.

(aad) EMPORIUM SECONDARY TRACK

RIDGWAY - JN

(Temporary Speed Restriction)

Trains and engines must not exceed 30 MPH between MP 123 and MP 130, account track condition.

Special Instruction 1157-F1, page 213, changed.

(aae) FREIGHT TRAIN OPERATION

JN

That part of Special Instruction 1155-A72 reading "No. 1 Storage track, etc." changed to read, "West Storage track must not be blocked, etc."

Special Instruction 1155-A72, page 177, changed.

(aaf) TRACK ABANDONMENT

WILLIAMSPORT BRANCH

Former Middle Canal Branch, between Government Street and east thereof to its terminus, a distance of 0.76 miles, in Lycoming County, Williamsport, abandoned.

J. A. FOSHEE,

General Superintendent-Transportation.

~~Maximum speed between DE and HY, 40 MPH.~~

~~2 track between DE and HY, 40 MPH.~~  
~~Special Instruction 1157-C1, page 197, changed.~~

**PENN CENTRAL  
CENTRAL REGION**

Pittsburgh, Pa., December 18, 1968.

**GENERAL ORDER No. 204**

**Effective 12.01 A.M., Sunday, December 29, 1968**

**Applies in All Divisions**

**(a) CT 405 - SPECIAL INSTRUCTIONS GOVERNING  
OPERATION OF SIGNALS AND INTERLOCKINGS**

Penn Central **CT 405**, Special Instructions Governing Operation of Signals and Interlockings for Train Dispatchers, Train Directors, Operators and Levermen, issue of November 1, 1968, in effect.

Penn Central **CT 405**, Special Instructions governing Operation of Signals and Interlockings, supersedes the former Pennsylvania Railroad **CT 405**, Special Instructions Governing the Operation of Signals and Interlockings.

Former New York Central System Instructions for Train Dispatchers, effective April 28, 1957, and former New York Central System Instructions for Operators, effective April 28, 1957, annulled.

Employees whose duties are prescribed by Penn Central **CT 405** must provide themselves with a copy, see that it is complete and note changes.

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**Applies in Pittsburgh Division**

**(b) MAIN LINE - CONEMAUGH**

**PINE RUN**

Pine Run Siding out of service.

Page 7, changed.

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**Applies in Valley Division**

**(c) TUSCARAWAS SECONDARY TRACK**

**MALVERN - WHITACRE**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between a point 3500 feet south of MP 7 and MP 9, account track condition.

Special Instruction 1157-F1, page 212, changed.

**(d) TUSCARAWAS SECONDARY TRACK**

**MALVERN - WHITACRE**

Paragraph (ax), General Order No. 201, referring to a temporary speed restriction of 5 MPH between a point 3500 feet south of MP 7 and MP 9, annulled.

**(e) LOW GRADE BRANCH**

**FETTERMAN - WAMPUM JCT.**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH on No. 2 track between MP 32 and a point 1500 feet west of MP 38, account track condition.

Special Instruction 1157-F1, page 211, changed.

**(f) MARIETTA BRANCH**

**GLENWOOD - AVA**

Paragraph (aab), General Order No. 201, referring to a temporary speed restriction of 5 MPH between MP 44 and MP 45, annulled.

(g) AKRON BRANCH  
HUDSON

Hudson Siding out of service as siding and redesignated Hudson Storage track.  
Page 28, changed.

**Applies in Williamsport Division**

(h) ENGINE WHISTLE OR HORN SIGNALS

Enginemen must comply with **Rule 14(f)** approaching all private crossings at grade on the following tracks:

Cherry Tree Branch	Susquehanna Secondary Track
WBV Branch	Grassflat Secondary Track
Snow Shoe Branch	Mahaffey Secondary Track
Irvona Branch	Philipsburg Secondary Track
Boardman Secondary Track	Hooverhurst Secondary Track
Madera Secondary Track	Clearfield Secondary Track
Cresson Secondary Track	Moshannon Secondary Track

Special Instruction **1014(l)-A9**, page 74, added.

(i) GENERAL ORDERS - BULLETIN ORDERS

CLEARFIELD

CHERRY TREE

Referring to Special Instruction **1075-A1**, page 79

ADD:

X	X	X	Clearfield Yard Office	B & O R.R.
X	X	X	Cherry Tree, WS	CT & D R.R.

Special Instruction **1075-A1**, page 79, changed.

(j) MOVEMENT OF TRAINS

Trains will not leave the following stations without clearance Form A:

B & O Junction — Eastward trains to WBV Branch.

Special Instruction **1083-A2**, page 81, changed.

(k) MOVEMENT OF TRAINS BY TIMETABLE AND TRAIN ORDER ONLY

SNOW SHOE BRANCH

Referring to Special Instruction **1091-A1**, page 82.

ADD:

Snow Shoe	Snow Shoe	Clearfield	3
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Special Instruction **1091-A1**, page 82, changed.

(l) NON-INTERLOCKED RAILROAD CROSSING AT GRADE

Referring to Special Instruction **1098-A1**, page 88

Betz Jct. changed to Madera Jct. and Note 26, added.

Add Note 26 to Loch Lommond Jct.

Add Note 7 to Madera Jct. on Madera Secondary track.

Delete Note 11 from RG and add Notes 7 and 28.

Special Instruction **1098-A1**, page 88, changed.

(m) PUBLIC CROSSINGS AT GRADE

SNOW SHOE BRANCH

WBV BRANCH

Change Note 5 to Note 26 at Highway No. 29 at Snow Shoe on Main track.

Delete Note 5 from Highway No. 879 at Surveyor on Siding.

Special Instruction **1093-A1**, page 117, changed.

- (n) PASSENGER TRAINS AND FREIGHT TRAINS  
MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED  
CURVES, BRIDGES, ETC.  
MAIN LINE - HARRISBURG - BUFFALO  
DF - CT  
Trains and engines must not exceed 40 MPH on No. 2 track on the curve at MP 173.  
Trains and engines must not exceed 40 MPH on No. 2 track on first curve east of MP 169.  
Special Instruction 1157-F1, page 212, changed.
- (o) CHERRY TREE BRANCH  
CB JCT. - JG  
Trains and engines must not exceed a speed of 15 MPH over Bridge V-18 at MP 143.  
Special Instruction 1157-F1, page 215, changed.
- (p) MAHAFFEY SECONDARY TRACK  
MAHAFFEY JCT. - WJ  
Trains and engines must not exceed a speed of 6 MPH over Market St. at Mahaffey Station.  
Special Instruction 1157-F1, page 215, changed.
- (q) CURVES, BRIDGES, ETC.  
MAXIMUM SPEED  
CORNING BRANCH  
Maximum speeds on Corning Branch, changed.  
Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding portion of page 215.  
Special Instruction 1157-F1, page 215, changed.
- (r) McGEES SECONDARY TRACK  
McGEES JCT. - GLEN CAMPBELL  
Trains and engines must not exceed a speed of 10 MPH between McGees Jct. and Glen Campbell.  
Special Instruction 1157-H1, page 219, changed.
- (s) CRESSON SECONDARY TRACK  
LJ - HM  
McGEES SECONDARY TRACK  
Paragraph (aaad), General Order No. 201, referring to a temporary speed restriction of 10 MPH on entire track, annulled.
- (t) ENGINE AND SIGNAL LOAD RESTRICTIONS  
Referring to Special Instruction 1160-A6, page 246.  
ADD:  
Cresson Branch  
Clearfield Secondary  
Moshannon Secondary  
Special Instruction 1160-A6, page 246, changed.
- (u) ENGINE AND SPECIAL LOAD RESTRICTIONS  
Referring to Special Instruction 1160-A11, page 247.  
ADD:  
Cherry Tree Branch  
Special Instruction 1160-A11, page 247, changed.
- (v) SIGNAL RULES  
CLEARFIELD SECONDARY TRACK  
PARK  
Park Block Station added to Note A.  
Special Instruction 1250-A1, page 273, changed.

(w) YARD LIMITS

CORNING BRANCH  
SR - GENEVA

Yard limit signs located at MP 166 and SR, in service.  
Yard limit signs located at MP 26.3 and MP 29.1, out of service.  
Yard limit signs located at MP 26 and MP 30, in service.  
Special Instruction 1093-A1, page 86, changed.

(x) YARD LIMITS

MILL HALL BRANCH  
SR - CP BN

Yard limit signs between SR and CP BN, out of service.  
Special Instruction 1093-A1, page 85, changed.

(y) YARD LIMITS

WBV BRANCH  
CT - GW

Yard limit signs located at MP 53.5 and MP 51.1, out of service.  
Yard limit signs located at CT and MP 51.0, in service.  
Special Instruction 1093-A1, page 85, changed.

(z) SIGNAL RULES

MOSHANNON SECONDARY TRACK  
MILLS - RAM

Signal Rules on Moshannon Secondary track between Mills and Ram, as follows, in effect:

Between and Track			1	2	3	4	5	6	7	8	9	10	Note
Mills	Ram	Moshannon Secondary				X	P						B

Special Instruction 1250-A1, page 272, changed.

(aa) FREIGHT TRAIN OPERATION

Instruction 6, Special Instruction 1155-A62, referring to brake pipe pressure, changed.  
Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding portion of page 174.

J. A. FOSHEE,  
General Superintendent-Transportation.

**PENN CENTRAL  
CENTRAL REGION**

Pittsburgh, Pa., January 2, 1969.

**GENERAL ORDER No. 205**

**Effective 3.01 P.M., January 14, 1969**

**Applies in Allegheny Division**

- (a) **ENGINE WHISTLE OR HORN SIGNALS**  
Special Instruction 1014(1)-A7, referring to Rule 14(1) at private crossings at grade, annulled.  
Special Instruction 1014(1)-A7, page 74, annulled.
- (b) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED**  
**MAIN LINE - PHILADELPHIA - PITTSBURGH**  
**SPRUCE - JD**  
Maximum speeds, unless otherwise specified, between Spruce and JD, changed.  
Sticker page attached to sticker form of this General Order must be detached and pasted over corresponding page.  
Special Instruction 1157-C1, page 191, changed.
- (c) **MAIN LINE - PHILADELPHIA - PITTSBURGH**  
**PORT - MIFFLIN**  
(Permanent Speed Restriction)  
Trains and engines must not exceed 60 MPH on curve at MP 151 on No. 1 and No. 3 tracks.  
Special Instruction 1157-F1, page 205, changed.
- (d) **MAIN LINE - PHILADELPHIA - PITTSBURGH**  
**C - SG**  
(Permanent Speed Restriction)  
Trains and engines must not exceed 35 MPH on curves between Signal Bridge 2744-45 and SG.  
Special Instruction 1157-F1, page 205, changed.
- (e) **CURVES, BRIDGES, ETC.**  
**MAXIMUM SPEED**  
**MAIN LINE - PHILADELPHIA - PITTSBURGH**  
Referring to Special Instruction 1157-F1, page 205, DELETE:
- |                                                                                             |    |
|---------------------------------------------------------------------------------------------|----|
| Curves between Forge and Tyrone Station                                                     | 35 |
| Curves W to SO                                                                              | 50 |
| Curves between SO and C, except second curve west of SO                                     | 40 |
| Curves between Signal Bridge 2744-45 and Signal Bridge 2791, except second curve west of SG | 35 |
- Special Instruction 1157-F1, page 205, changed.

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**Applies in Pittsburgh Division**

- (f) **SCULLY BRANCH**  
**RG - SCULLY**  
Paragraph (m), General Order No. 203, referring to a temporary speed restriction of 10 MPH on No. 2 track between Scully and RG, annulled.
- (g) **SCULLY BRANCH**  
**SCULLY - RG**  
Trailing hand-operated crossover for westward movement connecting No. 2 track to No. 5 yard track, 528 feet west of MP 4, out of service.

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**(Page 1 of 6 pages)**

- (h) RIVER BRANCH  
TORONTO - KINGS  
Trailing hand-operated switch for eastward movement in No. 1 track, 3313 feet west of MP 12, leading to eastward storage track, out of service.
- (i) RIVER BRANCH  
KINGS - STEUBENVILLE  
Trailing hand-operated switch for westward movement in No. 2 track, 1605 feet west of MP 14, leading to westward storage track, out of service.  
Westward storage track, out of service.
- (j) RIVER BRANCH  
KINGS - STEUBENVILLE  
Facing hand-operated switch for westward movement in No. 1 track, 5079 feet west of MP 13, leading to Sinclair Refining Company, out of service.
- (k) RIVER BRANCH  
TORONTO - KINGS  
Eastward storage track between a point 3313 feet west of MP 12 and a point 2534 feet west of MP 13, out of service.
- (l) INDIANA SECONDARY TRACK  
HOMER CITY - END OF BLOCK  
(Temporary Speed Restriction)  
Trains and engines must not exceed 5 MPH between MP 14 and MP 15, account track condition.  
Special Instruction 1157-F1, page 209, changed.
- (m) FREIGHT TRAIN OPERATION  
MAIN LINE - PHILADELPHIA - PITTSBURGH  
RADEBAUGH - GREENSBURG  
Special Instruction 1155-A34 referring to freight trains having work at Greensburg freight station will use Industrial track 3873 feet west of Greensburg, annulled.  
Special Instruction 1155-A34, page 163, annulled.
- (n) MONONGAHELA SECONDARY TRACK  
DONORA - WEST MONESSEN  
Paragraph (ap), General Order No. 201, referring to a temporary speed restriction of 5 MPH between MP 37 and MP 38, annulled.
- (o) MONONGAHELA SECONDARY TRACK  
DONORA - WEST MONESSEN  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH between MP 37 and MP 38, account track condition.  
Special Instruction 1157-F1, page 208, changed.

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**Applies in Valley Division**

- (p) GENERAL ORDERS - BULLETIN ORDERS  
ASHTABULA  
Referring to Special Instruction 1075-A1, page 78  
ADD:

X	X	X	Ashtabula—West Yard Trainmen's and Yardmen's crew room	Lake Region Northeastern Region P.&L.E. R.R.
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Special Instruction 1075-A1, page 78, changed.

**Applies in Williamsport Division**

- (q) **MAIN LINE - HARRISBURG - BUFFALO**  
**LOCK HAVEN - DROCTON**

Paragraph (aag), General Order No. 201, referring to a temporary speed restriction of 20 MPH between MP 197 and MP 198, annulled.

- (r) **J F & C BRANCH**  
**EMLENTON - VAN**

Paragraph (aak), General Order No. 201, referring to a temporary speed restriction of 5 MPH between MP 82 and MP 84, annulled.

- (s) **J F & C BRANCH**  
**EMLENTON - VAN**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 82 and MP 84, account track condition.

Special Instruction **1157-F1**, page 213, changed.

- (t) **CHAUTAUQUA BRANCH**  
**NORTH NEFF - SOUTH NEFF**

Paragraph (aal), General Order No. 201, referring to a temporary speed restriction of 5 MPH on Neff Siding between North Neff and South Neff, annulled.

- (u) **CHAUTAUQUA BRANCH**  
**NORTH NEFF - SOUTH NEFF**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH on Neff Siding between North Neff and South Neff, account track condition.

Special Instruction **1157-F1**, page 213, changed.

- (v) **RIDGWAY SECONDARY TRACK**  
**RIDGWAY - BROCKWAY**

Ridgway Secondary track between MP 2 and MP 19 temporarily out of service.

Special Instruction **1151-D1**, page 145, changed.

- (w) **TRACK ABANDONMENT**  
**OIL CITY SECONDARY TRACK**

Former single track of the Oil City Secondary track, in Warren County between MP 35.4 at Tidioute and MP 50.18 at Irvinton, a distance of 14.78 miles, abandoned.

End of Block sign relocated to MP 35.4 at Tidioute, in service.

Page 42, changed.

- (x) **SIGNAL ASPECTS NOT IN CONFORMITY WITH**  
**TYPICAL ASPECTS**  
**MAIN INE - HARRISBURG - BUFFALO**

The following locations added to Special Instructions **1280-A1** to **1297-A1**.

**Position Color-Light Type.**

East Keating

East Farwell

West Baker

East Baker

Special Instructions **1280-A1** to **1297-A1**, page 279, changed.

- (y) **ENGINE WHISTLE OR HORN SIGNALS**

Paragraph (h), General Order No. 204, referring to **Rule 14(1)** at private crossings at grade, annulled.



(z) MAIN LINE - HARRISBURG - BUFFALO  
DRURY - CT

Block signal for eastward movement on No. 1 track, 181 feet east of MP 184, out of service.

Block signal No. 1863 for westward movement on No. 2 track, 1256 feet east of MP 186, out of service.

Block signal No. 1934 for eastward movement on No. 1 track, 1688 feet east of MP 193, out of service.

Block signal for westward movement on No. 2 track, 1665 feet east of MP 194, out of service.

Dwarf signal for eastward movement on No. 2 track, 1657 feet east of MP 194, out of service.

No. 2 track, between a point 340 feet east of MP 187 to a point 2810 feet east of MP 188, out of service.

Facing interlocked switch for westward movement on No. 1 track leading to No. 2 track, 340 feet east of MP 187, in service.

Home signal for westward movement on No. 1 track, 395 feet east of MP 187, in service.

Home signal for eastward movement on No. 1 track, 166 feet west of MP 187, in service.

Pedestal type home signal for eastward movement on No. 2 track, 166 feet west of MP 187, in service.

Interlocking designated East Keating, 170 feet east of MP 187, remote controlled from Williamsport, in service.

Drury Block Station and Train Order Office, located at MP 194.9, out of service.

Name of New Drury at MP 194.6 changed to Drury.

No. 1 track between East Keating and Drury changed to single track with **Rules 261 and 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.

Automatic Block Signal System **Rules 501 to 514**, inclusive, except **Rule 513**, for movements with the current of traffic on No. 1 and No. 2 track between CT and East Keating, in service.

Maximum speed for passenger and freight trains on single track between East Keating and Drury, 50 MPH.

Speed restriction, Special Instruction 1157-F1 reading as follows, "Curve at MP 188 and MP 192, No. 1 track, 45 MPH", changed to read, "Curve at MP 188 and MP 192, 45 MPH."

Block signal No. 1891 for westward movement on single track, located to the left and adjacent to single track, 725 feet east of MP 189, in service.

Block signal No. 1892 for eastward movement on single track, 725 feet east of MP 189, in service.

No. 2 track between a point 1719 feet east of MP 191, (West Drury) and Drury redesignated Drury Siding of no assigned direction, capacity 325 cars, in service.

Maximum speed on Drury Siding, 30 MPH.

No. 2 track between West Drury and a point 2951 feet east of MP 188 redesignated Westport Industrial track, in service.

No. 2 track between a point 2951 feet east of MP 188 and East Keating, out of service.

Facing interlocked crossover for eastward movement between single track and Drury Siding, 1666 feet east of MP 191, in service.

Home signal for westward movement on single track located to the left and adjacent to the single track 1719 feet east of MP 191, in service.

Home signal for westward movement on Drury Siding, 1719 feet east of MP 191, in service.

Home signal for eastward movement on single track, 1280 feet east of MP 191, in service.

Dwarf signal for eastward movement from Westport Industrial track, 1780 feet east of MP 191, in service.

Interlocking designated West Drury, 1536 east of MP 191, remote controlled from Williamsport, in service.

Trailing switch for westward movement in single track leading from Westport Industrial track, 2957 feet east of MP 188, equipped with electric lock and pipe connected derail, in service, Note 1, Special Instruction **1104-D2**, applies.

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 9, changed.

Special Instruction **1156-A42**, page 185, annulled.

Special Instructions **1104-A2**, page 131; **1151-A1**, page 136; **1151-B1**, page 139; **1157-C1**, page 197; **1157-F1**, page 212; **1157-H1**, page 219, **1250-A1**, page 271; changed.

**(aa) MAIN LINE - HARRISBURG - BUFFALO  
CT - DRURY**

Paragraph (aa), General Order No. 202, referring to a temporary speed restriction of 40 MPH approaching block signal No. 1934 on No. 1 track, annulled.

**(ab) MAIN LINE - HARRISBURG - BUFFALO  
CT - DF**

(Temporary Speed Restriction)

Trains and engines must not exceed 40 MPH on No. 2 track between MP 174 and MP 169, account track condition.

Special Instruction **1157-F1**, page 212, changed.

**(ac) LOW GRADE SECONDARY TRACK  
SA - PENFIELD**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between west end Summit Tunnel and MP 72, account track condition.

Special Instruction **1157-F1**, page 214, changed.

**(ad) LOW GRADE SECONDARY TRACK  
PENFIELD - TYLER**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 78 and MP 79, account track condition.

Special Instruction **1157-F1**, page 214, changed.

**(ae) LOW GRADE SECONDARY TRACK  
VI - MEDIX RUN**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH within the confines of Caledonia Tunnel, account track condition.

Special Instruction **1157-F1**, page 214, changed.

**(af) LOW GRADE SECONDARY TRACK  
BA - DR**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 100 and a point 700 feet east of MP 101, account track condition.

Special Instruction **1157-F1**, page 214, changed.

(ag) CHAUTAUQUA BRANCH  
PETRO - ROUSEVILLE

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 132 and a point 3000 feet south of MP 133, account track condition.

Special Instruction 1157-F1, page 213, changed.

(ah) EMPORIUM SECONDARY TRACK  
RIDGWAY

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH on Ridgway Siding, account track condition.

Special Instruction 1157-F1, page 213, changed.

(ai) EMPORIUM SECONDARY TRACK  
CLARENDON

Clarendon Storage track, out of service.

(aj) TRACK ASSIGNMENTS  
SINGLE TRACK  
CORNING BRANCH  
MILL HALL BRANCH

Corning Branch extends between CP AD and Region Post, Northeastern Region.

Mill Hall Branch extends between SR and CP BN.

Special Instruction 1151-A1, page 136, changed.

(ak) WILLIAMSPORT BRANCH  
WILLIAMSPORT

Road Radio Channel 1 at Williamsport, in service.

Page 38, changed.

(al) LOW GRADE SECONDARY TRACK  
DB - SA

Paragraph (ax) General Order No. 203 referring to a temporary speed restriction of 10 MPH between MP 68 and MP 69, annulled.

(am) LOW GRADE SECONDARY TRACK  
TYLER - MEDIX RUN

Paragraph (ay) General Order No. 203 referring to a temporary speed restriction of 10 MPH between MP 82 and MP 89, annulled.

(an) LOW GRADE SECONDARY TRACK  
VI - BA

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between a point 3000 feet east of MP 88 and a point 400 feet east of MP 89, account track condition.

Special Instruction 1157-F1, page 214, changed.

J. A. FOSHEE,  
General Superintendent-Transportation.

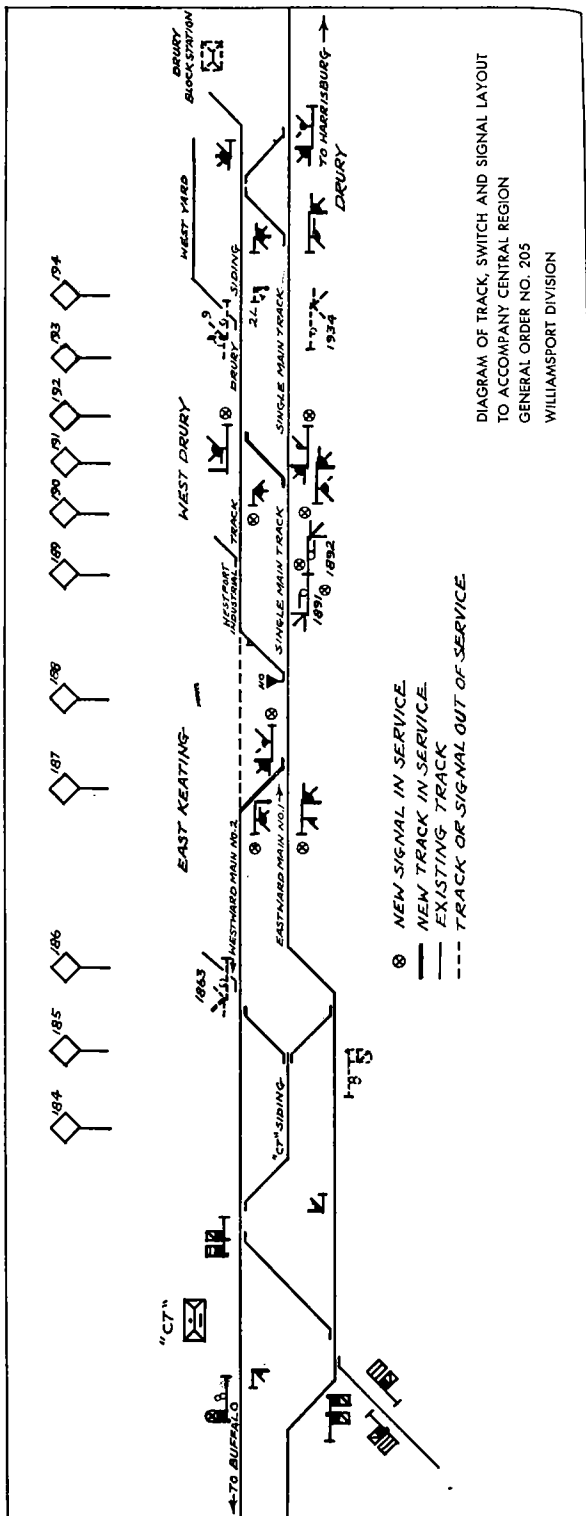


DIAGRAM OF TRACK, SWITCH AND SIGNAL LAYOUT  
TO COMPANY CENTRAL REGION  
GENERAL ORDER NO. 205  
WILLIAMSPORT DIVISION

**PENN CENTRAL  
CENTRAL REGION**

Pittsburgh, Pa., January 13, 1969.

**GENERAL ORDER No. 206**

**Effective 3.01 P.M., Thursday, January 30, 1969**

**Applies in Allegheny Division**

**(a) SOUTH FORK BRANCH**

**JK - LV**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH on No. 1 track between JK and MP 3, account track condition. Special Instruction 1157-F1, page 206, changed.

**(b) SHADE CREEK BRANCH**

**SHADE CREEK BRANCH JCT. - HUSKINS**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 11 and a point 1000 feet south of MP 11, account track condition.

Special Instruction 1157-F1, page 206, changed.

**(c) PAINT CREEK BRANCH**

**ENTIRE BRANCH**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH on Paint Creek Branch, account track condition.

Special Instruction 1157-F1, page 206, changed.

**(d) MAIN LINE - PHILADELPHIA - PITTSBURGH**

**BENNY - MG**

When an eastward freight train, except solid mineral train, consisting of more than 50 cars, on No. 1 or No. 2 track, is stopped with any part of east half of train on a curve between Benny and Signal Bridge 2444, the train must be secured and trainmen must inspect train before proceeding.

Special Instruction 1155-A22, page 159, added.

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**Applies in Pittsburgh Division**

**(e) MAIN LINE - PHILADELPHIA - PITTSBURGH**  
**CP - RG**

No. 1 track and connected signals between CP and RG, out of service.

Trailing hand-operated switch, equipped with pipe connected split point derail, for eastward movement in No. 2 track, 2350 feet east of MP 331, leading to No. 0 Secondary track, in service.

Trailing hand-operated switch, equipped with pipe connected derail, for eastward movement in No. 2 track, 1630 feet east of MP 328, leading to Hocken-Smith Co. track, in service.

Trailing hand-operated switch, equipped with pipe connected derail, for eastward movement in No. 2 track, 3770 feet east of MP 327, leading to Jeannette tail track, in service.

Former No. 1 track, between a point 1750 feet west of MP 326 and MP 327, 3530 feet in length, changed to Jeannette tail track, in service.

Special Instructions 1151-B1, page 137, 1157-C1, page 192 and 1250-A1, page 267, changed.

**(f) MAIN LINE - PHILADELPHIA - PITTSBURGH**  
**RG**

Interlocked crossover, leading from No. 2 track to former No. 1 track, 3950 feet east of MP 326, out of service.

(g) ALEXANDRIA INDUSTRIAL TRACK

Movement on the Alexandria Industrial track must not exceed 10 MPH between MP 1 and MP 11.

Special Instruction 1157-J1, page 220, changed.

(h) MAIN LINE - CONEMAUGH

ALUM BANK - BI

(Temporary Speed Restriction)

Trains and engines must not exceed 20 MPH on No. 2 track between Alum Bank and a point 2600 feet west of MP 8, account track condition.

Special Instruction 1157-F1, page 207, changed.

(i) MAIN LINE - CONEMAUGH

BI - JD

Paragraph (ab), General Order No. 203, referring to a temporary speed restriction of 35 MPH on No. 1 track between BI and MP 1, annulled.

(j) MAIN LINE - CONEMAUGH

BI - ALUM BANK

(Temporary Speed Restriction)

Trains and engines must not exceed 35 MPH on No. 1 track between BI and a point 2600 feet west of MP 8, account track condition.

Special Instruction 1157-F1, page 207, changed.

(k) MAIN LINE - CONEMAUGH

BI - ALUM BANK

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH on No. 1 track between a point 2600 feet west of MP 8 and Alum Bank, account track condition.

Special Instruction 1157-F1, page 207, changed.

(l) MAIN LINE - CONEMAUGH

ALUM BANK - JD

(Temporary Speed Restriction)

Trains and engines must not exceed 35 MPH on No. 1 track between Alum Bank and MP 1, account track condition.

Special Instruction 1157-F1, page 207, changed.

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**Applies in Williamsport Division**

(m) ENGINE & SPECIAL LOAD RESTRICTIONS

MARION INDUSTRIAL TRACK

Referring to Special Instruction 1160-A1,

ADD:

	1	2	3	4	5	L	M	I	J
NEWARK TO MARION		x	x	x	x	x	x	x	x
Newark - Bridge 2	10	x	x	x	x	x	x	x	x

Special Instruction 1160-A1, page 244, changed.

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**Effective 3.01 P.M., Tuesday, February 4, 1969**

**Applies in Pittsburgh Division**

(n) MAIN LINE - PHILADELPHIA - PITTSBURGH

RG

Interlocked crossover leading from No. 2 track to former No. 1 track, 5050 feet east of MP 326, changed to turnout, leading to Southwest Secondary track, in service.

Home Signal governing eastward movement on former No. 1 track, 3850 feet east of MP 326, out of service.

J. A. FOSHEE,

General Superintendent-Transportation.

**PENN CENTRAL  
CENTRAL REGION**

Pittsburgh, Pa., February 7, 1969.

**GENERAL ORDER No. 207**

**Effective 7.59 A.M., Saturday, February 15, 1969**

**Applies in All Divisions**

**(a) TIMETABLE AUTHORITY**

Schedule of B&O No. 10, changed.

Sticker coupon attached to this General Order must be detached and pasted over corresponding schedule, page 52.  
Page 52, changed.

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**Applies in Pittsburgh Division**

**(b) SIDE CLEARANCE**

**OMAL SECONDARY TRACK**

**OMAL**

Employees are prohibited from riding on side of cars in Olin Mathieson Chemical Corp., Omal, account close side clearance.

Special Instruction 1157-A3, page 260, changed.

**(c) SCULLY BRANCH**

**SCULLY - DUFF**

Trailing hand-operated switch, equipped with center locking device, for eastward movement leading from No. 110 Yard track to No. 1 track, 3000 feet west of Duffs, in service.

**(d) POWHATAN SECONDARY TRACK**

**RAYLAND - TILTONVILLE**

Trailing hand-operated switch for westward movement 519 feet west of MP 31, leading to Rayland Station, out of service.

**(e) MAIN LINE - PITTSBURGH - ST. LOUIS**

**EAST CUSTER - CADIZ JCT.**

(Temporary Speed Restriction)

Trains and engines must not exceed 30 MPH on No. 1 track between a point 2600 feet east of MP 68 and Cadiz Jct., account track condition.

Special Instruction 1157-F1, page 208, changed.

**(f) TICKET OFFICES OPEN FOR SALE OF TICKETS**

**MAIN LINE - PITTSBURGH - CHICAGO**

**ROCHESTER**

Ticket sales at Rochester Station, discontinued.

Page 54, changed.

**(g) RIVER BRANCH**

**KINGS - STEUBENVILLE**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH on No. 1 track between MP 15 and a point 2590 feet east of MP 15, account track condition.

Special Instruction 1157-F1, page 208, changed.

**(h) YUKON SECONDARY TRACK**

**YUKON JCT. - WHYEL JCT.**

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH between MP 1 and MP 2, account track condition.

Special Instruction 1157-H1, page 218, changed.

**(i) POWHATAN SECONDARY TRACK**

**OJ - MARTINS FERRY**

**(Temporary Speed Restriction)**

Trains and engines must not exceed 10 MPH between a point 1200 feet west of MP 36 and MP 37, account track condition.

Special Instruction 1157-F1, page 209, changed.

**(j) MAIN LINE CONEMAUGH**

**ALUM BANK - BI**

Paragraph (h), General Order No. 206, referring to a temporary speed restriction of 20 MPH on No. 2 track between Alum Bank and a point 2600 feet west of MP 8, annulled.

**(k) MAIN LINE CONEMAUGH**

**ALUM BANK - BI**

**(Temporary Speed Restriction)**

Trains and engines must not exceed 10 MPH on No. 2 track between Alum Bank and a point 2600 feet west of MP 8, account track condition.

Special Instruction 1157-F1, page 207, changed.

**(l) LOCATION OF TRAIN DISPATCHERS**

**PITTSBURGH**

The following train dispatcher territory transferred from jurisdiction of Columbus Division Train Dispatcher at Columbus to Train Dispatchers at Pittsburgh.

Main Line - Custer to Uhrich

Special Instruction 1201-A1, page 262, changed.

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**Applies in Valley Division**

**(m) SIGNAL RULES**

**KOPPEL SECONDARY TRACK**

**WOOD - WAMPUM JCT.**

Referring to Special Instruction 1250-A1, page 270, Rule 316 in effect on Koppel Secondary Track,

**DELETE:**

Letter P in column No. 4

**ADD:**

Letter A in column No. 4

Special Instruction 1250-A1, page 270, changed.

**(n) ALLIANCE BRANCH**

**MINERVA YARD**

Normal position of Main track switch at south end of No. 91 yard track, changed.

Sticker coupon attached to this General Order must be detached and pasted in Timetable at bottom of page 124.

Special Instruction 1104-A1, page 124, changed.

**(o) ALLIANCE BRANCH**

**PAN - HOPEDALE**

Paragraph (ak), General Order No. 203, referring to a temporary speed restriction of 15 MPH between a point 4200 feet south of MP 75 and a point 2200 feet south of MP 76, annulled.

**(p) ALLIANCE BRANCH**

**HAYS - APEX**

Paragraph (aj), General Order No. 203, referring to a temporary speed restriction of 10 MPH between a point 2100 feet south of MP 68 and a point 4300 feet south of MP 68, annulled.



**(q) E & P BRANCH**

**ALBION - THORNTON JCT.**

**(Temporary Speed Restriction)**

**Trains and engines must not exceed 10 MPH between a point 1000 feet east of MP 123 and MP 123, account track condition.**

**Special Instruction 1157-F1, page 211, changed.**

**(r) E & P BRANCH**

**ALBION - THORNTON JCT.**

**(Temporary Speed Restriction)**

**Trains and engines must not exceed 10 MPH between MP 124 and a point 1000 feet west of MP 124, account track condition.**

**Special Instruction 1157-F1, page 211, changed.**

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**Applies in Williamsport Division**

**(s) SNOW SHOE BRANCH**

**CLEARFIELD JCT. - WOODLAND**

**(Temporary Speed Restriction)**

**Trains and engines must not exceed 10 MPH on Leonards Curve, 1 mile east of Clearfield Jct., account track condition.**

**Special Instruction 1157-F1, page 215, changed.**

**(t) WBV BRANCH**

**FRENCHVILLE - KARTHAUS**

**(Temporary Speed Restriction)**

**Trains and engines must not exceed 20 MPH between MP 23 and MP 25, account track condition.**

**Special Instruction 1157-F1, page 215, changed.**

**(u) WBV BRANCH**

**GW - CATARACT**

**(Temporary Speed Restriction)**

**Trains and engines must not exceed 20 MPH between a point 4500 feet east of MP 36 and MP 41, account track condition.**

**Special Instruction 1157-F1, page 215, changed.**

**(v) CHERRY TREE BRANCH**

**BELL RUN - BOWER**

**(Temporary Speed Restriction)**

**Trains and engines must not exceed 10 MPH between east end Bower Siding and a point 1 mile east thereof, account track condition.**

**Special Instruction 1157-F1, page 215, changed.**

**(w) MOSHANNON SECONDARY TRACK**

**MADERA JCT. - MCCARTNEY**

**Moshannon Secondary track between Madera Jct. and McCartney, out of service.**

**Special Instruction 1151-D1, page 146, changed.**

**(x) IRVONA BRANCH**

**MO - BLANDBURG**

**Paragraph (aaab), General Order No. 201, referring to a temporary speed restriction of 20 MPH over entire Branch, annulled.**

(y) IRVONA BRANCH

CONDON - SANDY RUN

Paragraph (aaac), General Order No. 201, referring to a temporary speed restriction of 10 MPH between MP 10 and MP 17, annulled.

(z) IRVONA BRANCH

MO - BLANDBURG

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH on entire Irvona Branch, account track condition.

Special Instruction 1157-F1, page 214, changed.

(aa) CRESSON SECONDARY TRACK

RE - LJ

Paragraph (aaaec), General Order No. 201, referring to a temporary speed restriction of 10 MPH between MP 32 and MP 45, annulled.

(ab) CRESSON SECONDARY TRACK

WELSHDALE - END OF TRACK

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 32 and End of Track, account track condition.

Special Instruction 1157-F1, page 215, changed.

(ac) ELMIRA SECONDARY TRACK

BODINE - KENDALL

Facing hand-operated switch, for northward movement, 1907 feet north of MP 18, out of service.

Facing hand-operated switch, for northward movement, 4806 feet north of MP 34, out of service.

Facing hand-operated switch for northward movement, 2000 feet north of MP 60 leading to Sned Team track, capacity 6 cars, in service.

Trailing point hand-operated switch for southward movement, 1686 feet north of MP 63, out of service.

Facing hand-operated switch for northward movement, 4324 feet north of MP 52, out of service.

(ad) WATSONTOWN SECONDARY TRACK

STRAWBERRY RIDGE

Facing hand-operated switch for eastward movement, equipped with independent hand-operated derail, 1159 feet east of MP 11, in service.

(ae) MAIN LINE - HARRISBURG - BUFFALO

DF - CT

Paragraph (n), General Order No. 204, referring to a speed restriction of 40 MPH on No. 2 track on the curve at MP 173 and the first curve east of MP 169, annulled.

(af) MAIN LINE - HARRISBURG - BUFFALO

CT - DF

Paragraph (ab), General Order No. 205, referring to a temporary speed restriction of 40 MPH on No. 2 track between MP 174 and MP 169, annulled.

(ag) PASSENGER TRAINS AND FREIGHT TRAINS

MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED

MAIN LINE - HARRISBURG - BUFFALO

CT - DF

Maximum speed for passenger trains and freight trains on No. 2 track between MP 174 and MP 169, 40 MPH.

Special Instruction 1157-C1, page 197, changed.

**(Page 5 of 5 pages, Central Region General Order No. 207)**

**(ah) MILL HALL BRANCH**

**SR - BN**

**(Temporary Speed Restriction)**

**Trains and engines must not exceed 10 MPH between a point 3500 feet west of MP 1 and CP BN, account track condition.**

**Special Instruction 1157-F1, page 213, changed.**

**(ai) YARD LIMITS**

**CORNING BRANCH**

**SR - WATERVILLE**

**Yard limit sign located at MP 166 relocated to a point 2640 feet north of MP 166, in service.**

**Special Instruction 1093-A1, page 76, changed.**

**(aj) RIDGWAY SECONDARY TRACK**

**BROCKWAY - EL RR - HYDE**

**Brandy Camp track, out of service.**

**(ak) CORNING BRANCH**

**CP LC - CP AD**

**(Temporary Speed Restriction)**

**Trains and engines must not exceed 10 MPH between a point 2000 feet south of MP 176 and CP AD, account track condition.**

**Special Instruction 1157-F1, page 215, changed.**

**(al) CHERRY TREE BRANCH**

**OB JCT. - JG**

**Paragraph (o), General Order No. 204, referring to a speed restriction of 15 MPH over Bridge V-18 at MP 143, corrected to read "15 MPH over Bridge V-18 at MP 14.3".**

**Special Instruction 1157-F1, page 215, changed.**

**(am) LOCATION OF TRAIN DISPATCHERS**

**WILLIAMSPORT**

**The following train dispatcher territory transferred from jurisdiction of Cleveland Division Train Dispatcher at Cleveland to Train Dispatcher at Williamsport.**

**J F & C Branch**

**Valley Branch**

**Special Instruction 1201-A1, page 263, changed.**

**(an) CHAUTAUQUA BRANCH**

**PETRO - ROUSEVILLE**

**Paragraph (ag), General Order No. 205, referring to a temporary speed restriction of 10 MPH between MP 132 and a point 3000 feet south of MP 133, annulled.**

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**Effective 7.01 A.M., Tuesday, February 18, 1969**

**Applies in Valley Division**

**(ao) TRAIN DISPATCHERS**

**Train Dispatcher territories of Valley Division, controlled from Cleveland and Fort Wayne, changed.**

**Sticker coupon attached to this General Order must be detached and pasted over corresponding portion, page 263.**

**Special Instruction 1201-A1, page 263, changed.**

**J. A. FOSHEE,**

**General Superintendent-Transportation.**

**PENN CENTRAL  
CENTRAL REGION**

Pittsburgh, Pa., February 18, 1969.

**GENERAL ORDER No. 208**

**Effective 12.01 P.M., Friday, February 21, 1969**

**Applies in Allegheny Division**

**(a) MAIN LINE - PHILADELPHIA - PITTSBURGH  
WORKS - ANTIS**

Trailing hand-operated crossover, with pipe connected center lock, for eastward movement in No. 1 Eastward Secondary track leading from Westward Power track, 502 feet west of Signal 2332, in service.

**J. A. FOSHEE,**  
General Superintendent-Transportation.

**PENN CENTRAL  
CENTRAL REGION**

Pittsburgh, Pa., February 19, 1969.

**GENERAL ORDER No. 209**

**Effective 12.01 A.M., Friday, February 28, 1969**

**Applies in All Divisions**

**(a) TIMETABLE AUTHORITY**

S Stop added to No. 53 at Sewickley.  
S Stop deleted from No. 54 at Sewickley.  
S Stop deleted from No. 23 at Sewickley.  
Employees must change pages 49 and 50, in ink.

**Applies in Valley Division**

**(b) FREIGHT TRAIN OPERATION**

Conductor or engineman of trains, before departing Erie for points on the Valley Division, must call operator at Thornton Jct. to ascertain if there are any orders pertaining to the movement of his train on the Valley Division between CP 103 and Thornton Jct.  
Special Instruction 1155-A57, page 166, added.

**(c) MAIN LINE - PITTSBURGH - CHICAGO  
CRESTLINE**

Emergency cab signal test circuit installed and in service on south side lead, 10 feet east of fueling station. Control box for cab signal test circuit located on northwest corner of fueling station.

**(d) E & P BRANCH  
CP 103 - THORNTON JCT.**

No. 1 track between CP 103 and Thornton Jct., temporarily out of service.

**Effective 3.01 P.M., Friday, February 28, 1969**

**Applies in Pittsburgh Division**

**(e) NORMAL POSITION OF SWITCHES AND CROSS-  
OVERS AT SPECIFIED LOCATIONS  
ALLEGHENY BRANCH  
SOUTH END COLEMAN YARD**

Switch located at	Connecting	With	Normal Position is for movements
South End Coleman Yard	No. 101 Secondary Track	No. 103 Secondary Track	To No. 101 Secondary Track

Special Instruction 1104-A1, page 124, changed.  
Note 1, annulled.

**(f) PASSENGER TRAINS AND FREIGHT TRAINS  
MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED  
ALLEGHENY BRANCH  
DN - DIVISION POST, WILLIAMSPORT DIVISION**  
Trains and engines must not exceed 30 MPH between DN and Division Post, Williamsport Division.  
Special Instruction 1157-C1, page 193, changed.

**(g) ALLEGHENY BRANCH  
KITANNING - RIMERTON**

Paragraph (n), General Order No. 201, referring to a temporary speed restriction of 25 MPH between MP 53 and MP 55, annulled.

**(h) ALLEGHENY BRANCH  
TEMPLETON - RIMERTON**

Paragraph (o), General Order No. 201, referring to a temporary speed restriction of 25 MPH between MP 57 and MP 58, annulled.

(i) SIDE CLEARANCE

OMAL SECONDARY TRACK  
OMAL

Paragraph (b), General Order No. 207, referring to riding on side of cars in Olin Mathieson Chemical Corp., Omal, annulled.

(j) SIDE CLEARANCE

OMAL SECONDARY TRACK  
OMAL

Employees are prohibited from riding on side of cars in New Building, located at extreme west end of Olin Mathieson Chemical Corp., Omal, account close side clearance.

Special Instruction 1163-A3, page 260, changed.

---

**Applies in Williamsport Division**

(k) ELMIRA SECONDARY TRACK

NEWBERRY - KENDALL

Leolyn Siding and associated switches, out of service.

Facing hand-operated switch for northward movement 1389 feet north of MP 27, out of service.

Facing hand-operated switch for southward movement 4484 feet north of MP 6, out of service.

Southward distant switch signal No. 344, 2881 feet south of MP 35, out of service.

Northward distant switch signal No. 251, 399 feet north of MP 25, out of service.

Page 39, changed.

Special Instruction 1157-D1, page 204, changed.

(l) YARD LIMITS

CORNING BRANCH  
GY - SR

Yard limit signs located at GY and a point 1070 feet south of MP 16, in service.

Yard limit sign located at MP 74.7, relocated to MP 70.6, in service.

Yard limit sign located at MP 87, relocated to MP 88, in service.

Special Instruction 1093-A1, page 86, changed.

(m) YARD LIMITS

SNOW SHOE BRANCH  
SNOW SHOE - CLEARFIELD

Yard limit signs located at MP 58 and MP 60, out of service.

Yard limit signs located at MP 59 and MP 61, in service.

Yard limit signs located at MP 64.5 and MP 67.5, out of service.

Yard limit signs located at MP 64 and MP 68, in service.

Special Instruction 1093-A1, page 85, changed.

(n) STATIONS

WBV BRANCH  
WALTON

Location of Walton Block Station and Train Order Office corrected to read MP 12.2 instead of MP 13.0.

Page 34, changed.

(o) MAIN LINE - HARRISBURG TO BUFFALO

DF - CT  
WBV BRANCH  
GW - CT

Construction track extending from a point 510 feet east of MP 53 on WBV Branch to a point 3696 feet east of MP 182 on No. 1 track, Main Line, Harrisburg to Buffalo, redesignated Connection track, in service.

**J. A. FOSHEE,**

General Superintendent-Transportation.

**PENN CENTRAL  
CENTRAL REGION**

Pittsburgh, Pa., February 26, 1969.

**GENERAL ORDER No. 210**

**Effective 12.01 A.M., Tuesday, March 4, 1969**

**Applies in All Divisions**

**(a) TIMETABLE AUTHORITY**

S Stop for No. 53 at Sewickley, deleted.  
S Stop for No. 54 at Sewickley at 7.59 A.M., added.  
S Stop for No. 23 at Sewickley at 11.48 P.M., added.  
Employees must change pages 49 and 50, in ink.

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**Effective 3.01 P.M., Tuesday, March 4, 1969**

**Applies in Valley Division**

**(b) AKRON BRANCH**

ARLINGTON - CUYAHOGA FALLS  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH between  
MP 10 and MP 11, account track condition.  
Special Instruction 1157-F1, page 212, changed.

**(c) MAIN LINE - PITTSBURGH - CHICAGO  
MACE - REED**

(Temporary Speed Restriction)  
Trains and engines must not exceed 40 MPH on No. 1  
track between Reed and Mace, account track condition.  
Special Instruction 1157-F1, page 210, changed.

**(d) E & A BRANCH  
DETOUR - NILES**

Trailing hand-operated crossover, connecting No. 2 and  
No. 1 tracks, 459 feet east of MP 75, out of service.

**(e) E & A BRANCH  
ROANNA - DETOUR**

Facing hand-operated switch, 4350 feet west of MP 75,  
on No. 1 track, out of service.

**(f) E & P BRANCH  
WEST MIDDLESEX - WHEATLAND**

Paragraph (al), General Order No. 203, referring to a  
temporary speed restriction of 10 MPH between east  
switch, Sharon Secondary track, and crossover, Wheat-  
land, annulled.

**(g) MAIN LINE - PITTSBURGH - CHICAGO  
ALUM - LEETONIA**

Block signal No. 610 governing eastward movement on  
No. 1 track and Block signal No. 611 governing westward  
movement on No. 2 track, at MP 61, removed from signal  
bridge and relocated on ground masts.

**(h) E & P BRANCH  
WEST MIDDLESEX - WHEATLAND**

Spur track serving Wheatland Industrial Warehouse  
Corp., with hand-operated switch on the eastward indus-  
trial track, 240 feet west of MP 67, in service.

Crossing at Council Avenue on spur track must be pro-  
tected by member of crew in accordance with Special  
Instruction 1103-A1, Column 1 and Note 12.

Special Instruction 1103-A1, page 110, changed.

- (i) **E & P BRANCH**  
**GS - WHEATLAND**  
(Temporary Speed Restriction)  
Trains and engines must not exceed 30 MPH between GS and Wheatland account track condition.  
Special Instruction 1157-F1, page 211, changed.
- (j) **E & P BRANCH**  
**SHARPSVILLE - BRUIN**  
(Temporary Speed Restriction)  
Trains and engines must not exceed 30 MPH between Sharpsville and Bruin account track condition.  
Special Instruction 1157-F1, page 211, changed.
- (k) **E & P BRANCH**  
**ALBION**  
Facing hand-operated switch for westward movement, 1500 feet west of MP 120, out of service.
- (l) **MAIN LINE - PITTSBURGH - CHICAGO**  
**LONG - GARFIELD**  
Special Instruction 1509-A1, referring to signal on No. 1 track located "3168 feet west of MP 72," corrected to read "3168 feet east of MP 72."  
Special Instruction 1509-A1, page 284, changed.
- (m) **MAIN LINE - PITTSBURGH - CHICAGO**  
**LAKEVILLE - LOUDENVILLE**  
Trailing hand-operated switch, with pipe connected derail, for westward movement on No. 2 track, 1500 feet east of MP 156, leading to Landmark Feed Co., in service.

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**Applies in Williamsport Division**

- (n) **MAIN LINE - HARRISBURG - BUFFALO**  
**CT - DF**  
Block signal for eastward movement on No. 1 track, 4450 feet east of DF, out of service.  
  
Block signal No. 1695, for westward movement on No. 2 track, 2450 feet east of MP 169, out of service.  
  
Slide detector signal, for eastward movement, 1410 feet east of MP 171, out of service.  
  
Block signal No. 1715, for westward movement on No. 2 track, 2880 feet east of MP 171, out of service.  
  
Block signal No. 1732, for eastward movement on No. 1 track, 1050 feet east of MP 173, out of service.  
  
Slide detector signal, for westward movement, 2800 feet east of MP 173, out of service.  
  
Block signal No. 1804, for eastward movement on No. 1 track, 2670 feet east of MP 180, out of service.  
  
Block signal for westward movement on No. 2 track, 50 feet west of CT, out of service.  
  
No. 1 track between a point 3891 feet east of MP 170 and a point 2650 feet east of MP 180, out of service.  
  
Facing interlocked switch for westward movement on single track, leading to No. 1 track, 3891 feet east of MP 170, in service.  
  
Home signal for westward movement on single track, 4037 feet east of MP 170, in service.  
  
Home signal for eastward movement on No. 2 track, located to the left and adjacent to No. 2 track, 3559 feet east of MP 170, in service.  
  
Pedestal type home signal for eastward movement on No. 1 track, 3559 feet east of MP 170, in service.



Interlocking designated East Driftwood, 3823 feet east of MP 170, remote controlled from Williamsport, in service.

Facing interlocked switch for eastward movement on single track, leading to No. 1 track, 2650 feet east of MP 180, in service.

Home signal for westward movement on No. 1 track, located to the left and adjacent to No. 1 track, 2997 feet east of MP 180, in service.

Home signal for westward movement on No. 2 track, 2997 feet east of MP 180, in service.

Home signal for eastward movement on single track, 2601 feet east of MP 180, in service.

Interlocking designated West Keating, 2730 feet east of MP 180, remote controlled from Williamsport, in service.

No. 2 track between East Driftwood and West Keating, changed to single track 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.

Automatic Block Signal System Rules 501 to 514, inclusive, except Rule 513, for movements with the current of traffic on No. 1 and No. 2 tracks, between DF and East Driftwood and between West Keating and CT, in service.

Maximum speed for passenger and freight trains on single track between East Driftwood and West Keating, 45 MPH.

Block signal 1735 for westward movement on single track, 2650 feet east of MP 173, in service.

Block signal 1736 for eastward movement on single track, 2640 feet east of MP 173, in service.

Block signal 1771 for westward movement on single track, 15 feet east of MP 177, in service.

Block signal 1770 for eastward movement on single track, 5 feet east of MP 177, in service.

Signal aspect not in conformity with typical aspects, temporarily in service at CT, governing movement from WBV Branch, as shown on insert on attached diagram of this General Order.

Special Instructions 1280-A1 to 1297-A1, (Williamsport Division), page 279, changed.

Page 9, changed.

Special Instructions 1151-A1, page 136; 1151-B1, page 139; 1157-C1, page 197; 1250-A1, page 271, changed.

Diagram attached to sticker form of this General Order, showing changes in tracks, switches and signals in service, must be detached and pasted in Timetable.

(c) SLIDE PROTECTION

MAIN LINE - HARRISBURG - BUFFALO  
EAST DRIFTWOOD - WEST KEATING

Westward interlocking signal at East Driftwood, equipped to display letters SP and connected to slide detector located between MP 168 and MP 169.

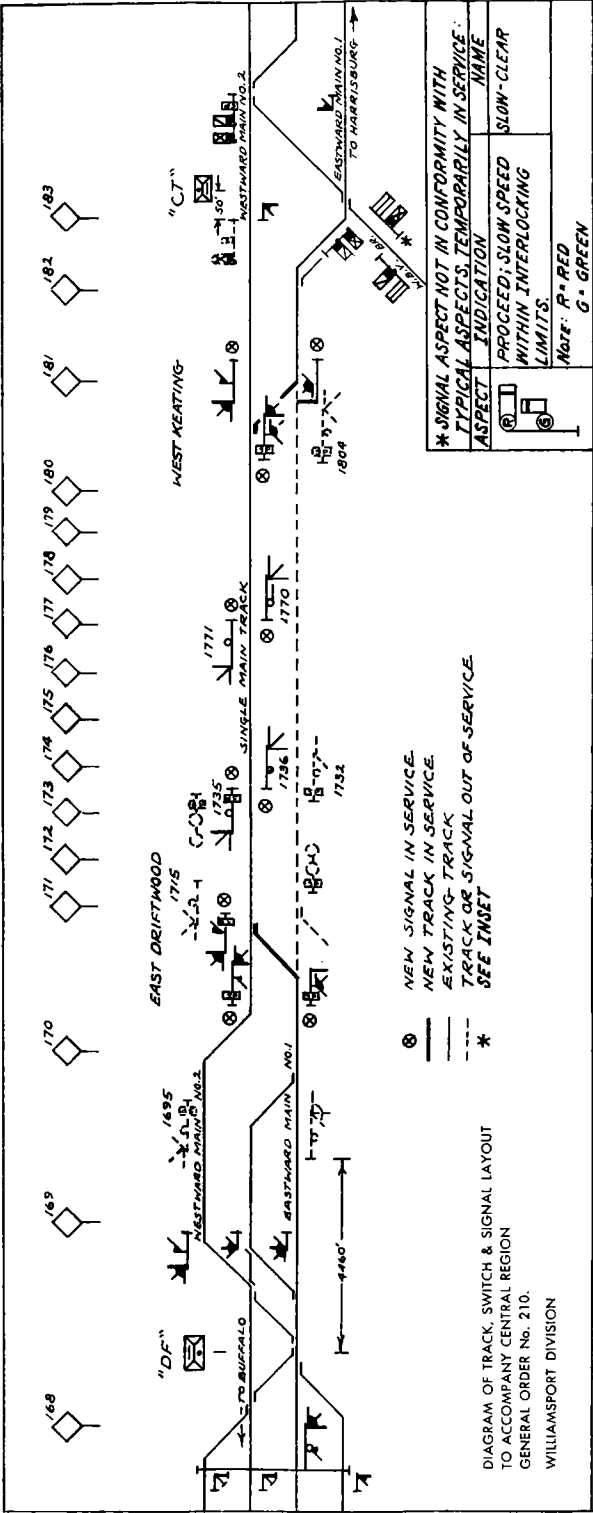
Eastward interlocking signal at East Driftwood and westward block signal 1735, equipped to display letters SP and connected to slide detector located between MP 172 and MP 173.

Eastward home signal at West Keating, equipped to display letters SP and connected to slide detector between MP 182 and MP 183.

Westward interlocking signal on No. 2 track at CT, equipped to display letters SP and connected to slide detector between MP 182 and MP 183.

Special Instruction 1296-A1, page 280, changed.

**J. A. FOSHEE,**  
General Superintendent-Transportation.



**PENN CENTRAL  
CENTRAL REGION**

Pittsburgh, Pa., March 10, 1969.

**GENERAL ORDER No. 211**

**Effective 11.01 A.M., Monday, March 17, 1969**

**Applies in All Divisions**

**(a) FREIGHT AND PASSENGER TRAIN OPERATION**

When operating locomotive at speeds exceeding 25 MPH, reduce the throttle to run 4 position before passing over rail crossing at grade. If operating in run 4 or lower, or speed is less than 25 MPH, place throttle in next lower position. Throttle must not be advanced until all units have passed over crossing.

Special Instruction 1156-A8a, page 179, added.

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**Applies in Pittsburgh Division**

**(b) MAIN LINE - PHILADELPHIA - PITTSBURGH  
RG - CP**

Block signal 3267, governing westward movement on No. 3 track, 4050 feet west of MP 326, out of service.

Block signal 3267, governing westward movement on No. 4 track, 4050 feet west of MP 326, out of service.

Block signal 3268, governing eastward movement on No. 2 track, 1300 feet east of MP 327, out of service.

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**Applies in Williamsport Division**

**(c) ELMIRA SECONDARY TRACK  
SNED - SHANNON**

Elmira Secondary track and all associated switches and signals connected thereto, between a point 2500 feet north of MP 75 and a point 200 feet south of MP 74, out of service.

Home signal for northward movement on single track, 639 feet south of MP 74, out of service.

Approach signal No. 727, for northward movement on single track, 1460 feet south of MP 73, out of service.

Shannon Interlocking and Block Station, remote controlled from Kendall, out of service.

Kendall Interlocking Station, Block Station and Train Order Office, out of service.

End of Block sign, 200 feet south of MP 74, in service.

Yard limit signs between Kendall and 321 feet north of Shannon, out of service.

Yard limit signs between MP 73 and Kendall, relocated between MP 73 and 200 feet south of MP 74, in service.

Page 39, changed.

Special Instructions 1093-A1, page 85; 1104-C2, page 126; 1151-D1, page 145; 1250-A1, page 272 and 1331-A1, page 282, changed.

**Effective 12.01 P.M., Wednesday, March 19, 1969**

**Applies in Pittsburgh Division**

**(d) MAIN LINE - PHILADELPHIA - PITTSBURGH  
RG**

Dwarf signal changed to Home signal on bridge, 3730 feet west of MP 324, governing westward movement on No. 2 track, in service.

**(e) MAIN LINE - PHILADELPHIA - PITTSBURGH  
RG - CP**

Tracks between RG and CP redesignated as follows:

No. 2 track, redesignated as No. 1 eastward track.

No. 3 track, redesignated as No. 2 westward passenger track.

No. 4 track, redesignated as No. 3 westward freight track.

Block signal 3284, governing eastward movement on No. 2 track, 3130 feet east of MP 329, in service.

Block signal 3304, governing eastward movement on No. 2 track, 3080 feet east of MP 331, in service.

Block signal 3326, governing eastward movement on No. 2 track, 2340 feet east of MP 333, in service.

**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 RG and CP, annulled.**

Opposing and following movement of trains by Block Signals, **Rules 261 to 264, inclusive, Automatic Block Signal System Rules 501 to 514, except Rule 513 inclusive and Cab Signal Rules 550 to 562, against current of traffic on No. 2 track between RG and CP, in service.**

Special Instructions **1151-B1**, page 137; **1157-C1**, page 192 and **1250-A1**, page 267, changed.

**J. A. FOSHEE,**

**General Superintendent-Transportation.**

**PENN CENTRAL  
CENTRAL REGION**

Pittsburgh, Pa., March 19, 1969.

**GENERAL ORDER No. 212**

**Effective 12.01 A.M., Wednesday, March 26, 1969**

**Applies in Pittsburgh Division**

- (a) **MAIN LINE - CONEMAUGH  
JD - TOMS RUN**  
(Temporary Speed Restriction)  
Trains and engines must not exceed 30 MPH on No. 2 track between MP 1 and a point 2600 feet west of MP 4, account track condition.  
Special Instruction 1157-F1, page 207, changed.
- (b) **MAIN LINE - CONEMAUGH  
HARMAR - HIGGINS**  
(Temporary Speed Restriction)  
Trains and engines must not exceed 30 MPH on No. 1 track between Harmar and Higgins, account track condition.  
Special Instruction 1157-F1, page 207, changed.
- (c) **MONONGEHELA SECONDARY TRACK  
ROSCOE - CALIFORNIA**  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH between MP 46 and MP 50, account track condition.  
Special Instruction 1157-F1, page 208, changed.
- (d) **CADIZ SECONDARY TRACK  
NARVA - GEORGETOWN JCT.**  
Facing hand-operated switch, with hand-operated split derail 400 feet west of switch point, 2543 west of MP 5, leading to Cadiz Sanitary Fill Co. track, in service.
- (e) **MAIN LINE - PITTSBURGH - ST. LOUIS  
SB - STEUBENVILLE**  
Facing hand-operated switch for eastward movement in No. 1 track, 810 feet west of MP 43, leading to Brush-Moore Co. track, out of service.

**Applies in Williamsport Division**

- (f) **MAIN LINE - HARRISBURG - BUFFALO  
LOCK HAVEN - WEST LOCK HAVEN**  
Referring to Special Instruction 1509-A1, page 285,  
ADD:

Location	Track	Governing Movement	Authority Must Be Obtained From Operator At
775 feet west of MP 222	No. 1	Eastward	Lock Haven

Special Instruction 1509-A1, page 285, changed.

- (g) **RICH BRANCH  
CP BN - RICH**  
Paragraph (aao), General Order No. 201, referring to a temporary speed restriction of 10 MPH between CP BN and Rich, annulled.

(h) **SECONDARY TRACKS OF NO ASSIGNED DIRECTION  
RIDGWAY SECONDARY TRACK  
RIDGWAY - FALLS CREEK**

Control of Ridgway Secondary track, changed. Movement on Ridgway Secondary track controlled by Operator, Falls Creek.

Special Instruction 1151-D1, page 145, changed.

(i) **SECONDARY TRACK OF NO ASSIGNED DIRECTION  
CLERMONT SECONDARY TRACK  
CLERMONT JUNCTION - END OF TRACK**

Clermont Secondary track, redesignated Clermont Industrial track, in service.

Special Instructions 1151-D1, page 145 and 1160-A1, page 240, changed.

(j) **SECONDARY TRACK OF NO ASSIGNED DIRECTION  
FARMERS VALLEY SECONDARY TRACK  
CORYVILLE - FARMERS VALLEY**

Farmers Valley Secondary track, redesignated Farmers Valley Industrial track, in service.

Special Instructions 1151-D1, page 145 and 1160-A1, page 240, changed.

(k) **ELMIRA BRANCH  
HO - HIMROD JUNCTION**

Paragraph (aaam), General Order No. 201, referring to a temporary speed restriction of 30 MPH between HO and Himrod Junction, annulled.

(l) **ELMIRA BRANCH  
HO - HIMROD JUNCTION**

Single track between HO and Himrod Junction changed to Watkins Glen Secondary track of no assigned direction, controlled by Train Dispatcher, Williamsport.

Movement of Trains on Secondary Tracks **Rules 271 to 273** inclusive, and Manual Block Signal System **Rules 305 to 342**, except **Rule 316**, between HO and Himrod Junction, in service.

Maximum speed for passenger and freight trains between HO and MP 8, 30 MPH; between MP 8 and MP 14, 25 MPH and between MP 14 and Himrod Junction, 30 MPH.

Page 38, changed.

Special Instructions 1093-A1, page 85; 1103-A1, page 120; 1151-A1, page 136; 1151-D1 (Note 2 to apply) page 145; 1157-C1, page 197; 1157-F1, page 214; 1157-H1, page 219; 1160-A1, page 244; 1160-C1, page 255, added; 1201-A1, page 263 and 1250-A1 (Note B added and HO and Watkins Glen added to Note A) page 273, changed.

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**Effective 3.01 P.M., Wednesday, March 26, 1969**

**Applies in Williamsport Division**

(m) **MAIN LINE - HARRISBURG - BUFFALO  
WEST KEATING - EAST KEATING**

Home signal for eastward movement on No. 1 track, 735 feet east of MP 183, out of service.

Dwarf signal for eastward movement on No. 2 track, 1069 feet east of MP 183, out of service.

Home signal for westward movement on No. 2 track, 1878 feet east of MP 183, out of service.

Dwarf signal for westward movement on No. 1 track, 2161 feet east of MP 183, out of service.

Block signal for westward movement on WBV Branch, 253 feet west of CT, out of service.

Home signal for eastward movement from WBV Branch, equipped to display non-typical aspect, 253 feet west of CT, out of service.

Home signal for eastward movement on WBV Branch, 778 feet east of MP 53, out of service.

Approach signal for eastward movement on WBV Branch, 22 feet west of MP 53, out of service.

Facing interlocked crossover for eastward movement on No. 1 track, leading to No. 2 track, 1235 feet east of MP 183, out of service.

Trailing hand-operated crossover leading from CT Siding to No. 1 track, 1941 feet east of MP 184, out of service.

Trailing interlocked switch for eastward movement from WBV Branch, 1195 feet east of MP 183, out of service.

Facing hand-operated crossover for westward movement in WBV Branch, leading to GW Siding, 3134 feet west of MP 53, out of service.

No. 1 track, between a point 3750 feet east of MP 182 and a point 1195 feet east of MP 183, out of service.

No. 2 track between a point 1069 feet east of MP 183 and a point 1878 feet east of MP 183, out of service.

Single track between a point 1069 feet east of MP 183 and a point 2388 feet east of MP 183, in service.

CT Interlocking, Interlocking Station and Block Station and Train Order Office, at MP 183.2, out of service.

Interlocking and Block Station designated Keating, a Block Station for westward movement to WBV Branch only, located at MP 183.2, remote controlled from Williamsport, in service.

No. 2 track between West Keating and Keating and No. 1 track between Keating and East Keating changed to single track 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 speed for passenger and freight trains on Single track between West Keating and East Keating, 45 MPH.

No. 1 track between West Keating and a point 3696 feet east of MP 182 and Connection track between Main Line, Harrisburg to Buffalo, and WBV Branch redesignated Keating Connecting Branch 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 speed for passenger and freight trains on Keating Connecting Branch between West Keating and a point 3500 feet east of MP 182, 30 MPH and between a point 3500 feet east of MP 182 and Keating, 20 MPH.

No. 2 track between Keating and East Keating redesignated Keating Siding, of no assigned direction, capacity 350 cars, maximum speed 30 MPH, in service.

CT Siding from a point 2388 feet east of MP 183 to a point 1750 feet east of MP 184, redesignated Keating Storage track, capacity 90 cars, in service.

Speed restriction of Special Instruction 1157-F1, page 212, reading as follows:

"Curve at MP 182, No. 2 track, 40 MPH." changed to read: "Curve at MP 182, 40 MPH."

Page 9, changed.

Facing interlocked crossover for westward movement on single track leading to WBV Branch, 1440 feet east of MP 183, in service.

Facing interlocked switch for eastward movement on single track leading to Keating Siding, 1486 feet east of MP 183, in service.

Trailing interlocked switch for eastward movement in single track leading from WBV Branch, 1837 feet east of MP 183, in service.

Facing interlocked switch in WBV Branch to Keating Connecting Branch, 504 feet east of MP 53, in service.

Home signal for eastward movement on single track, 944 feet east of MP 183, in service.

Home signal for westward movement on single track, 1900 feet east of MP 183, in service.

Home signal for westward movement on Keating Siding, 1878 feet east of MP 183, in service.

Home signal for westward movement on Keating Connecting Branch, located to the left and adjacent to Keating Connecting Branch, 833 feet east of MP 53, in service.

Home signal for eastward movement on WBV Branch, 233 feet east of MP 53, in service.

Block signal for westward movement on WBV Branch, located to the right and adjacent to the GW Siding 245 feet east of MP 53, equipped with blue light to indicate intervening track, in service.

Approach signal No. 520 for eastward movement on WBV Branch, 22 feet east of MP 52, in service.

Dwarf signal for eastward movement from GW Siding, 227 feet east of MP 53, in service.

Special Instructions 1083-A2, page 81; 1093-A1, page 85; 1151-A1, page 136; 1151-B1, page 139; 1157-C1, page 197; 1157-F1, page 212; 1157-H1, page 219; 1250-A1, page 271 and 1280-A1 to 1297-A1, page 279, changed.

Diagram attached to sticker form of this General Order showing changes on track, switches and signals, in service, must be detached and pasted in Timetable.

(n) CURVES, BRIDGES, ETC.

MAXIMUM SPEED  
WBV BRANCH

Referring to Special Instruction 1157-F1, page 215.

DELETE:

Eastward train approaching signal 530 to divert 10.

Special Instruction 1157-F1, page 215, changed.

(o) SLIDE PROTECTION

MAIN LINE - HARRISBURG - BUFFALO  
WEST KEATING - KEATING

Westward interlocking signals at Keating on single track and Keating Siding equipped to display SP and connected to slide detector located between MP 182 and 183, in service.

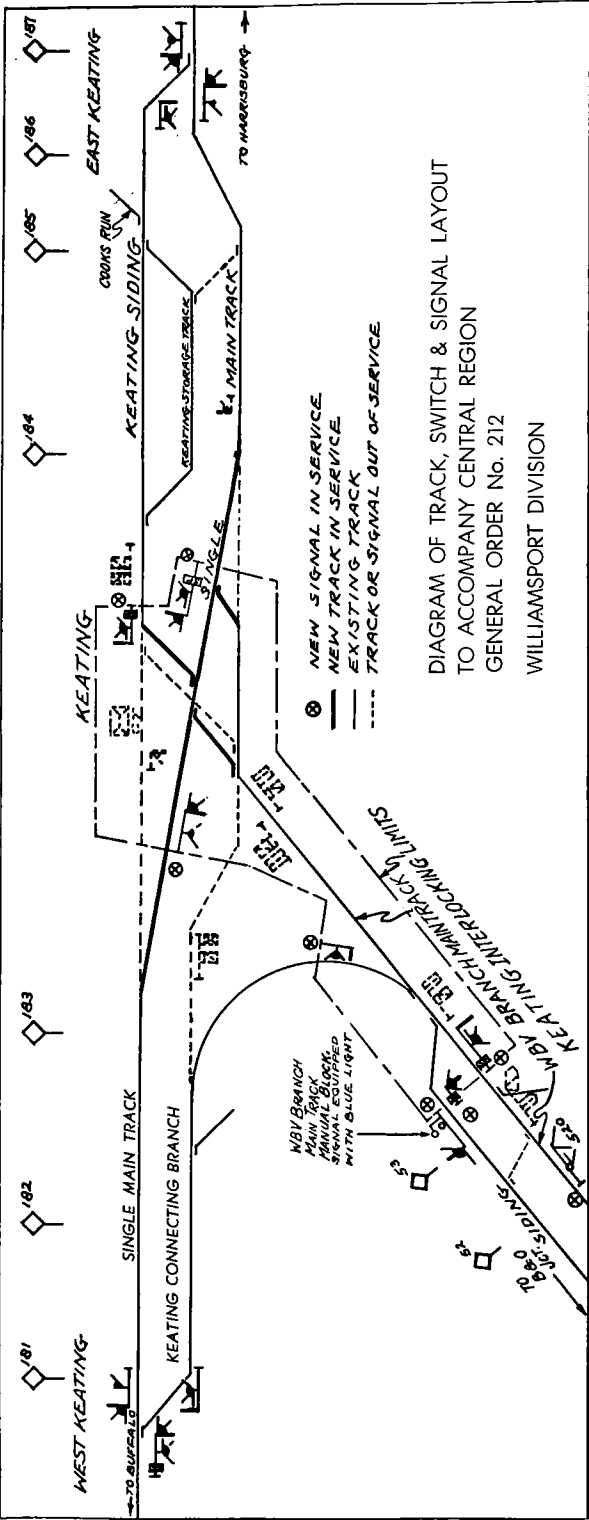
Eastward interlocking signals on WBV Branch and GW Siding governing movement to Keating Connecting Branch equipped to display SP and connected to slide detector located between MP 182 and 183, in service.

Special Instruction 1296-A1, page 280, changed.

**J. A. FOSHEE,**

General Superintendent-Transportation.





**PENN CENTRAL  
CENTRAL REGION**

**Pittsburgh, Pa., March 21, 1969.**

**GENERAL ORDER No. 213**

**Effective 12.01 A.M., Tuesday, April 1, 1969**

**Applies in All Divisions**

**(a) RULES FOR CONDUCTING TRANSPORTATION**

Signature on page iii of the Rules for Conducting Transportation, changed.

Sticker page attached to sticker form of this General Order must be detached and pasted over corresponding page iii in the C.T. 400-Rules for Conducting Transportation.

**(b) SPECIAL INSTRUCTIONS GOVERNING OPERATION OF SIGNALS AND INTERLOCKINGS**

Signature on page 1, of the Special Instructions Governing Operation of Signals and Interlockings, changed.

Employees whose duties are prescribed by the C.T. 405-Special Instructions Governing Operation of Signals and Interlockings must detach sticker page, attached to sticker form of this General Order and paste over corresponding page 1 of the C.T. 405.

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**Applies in Allegheny Division**

**(c) BLACK LICK SECONDARY TRACK**

**TWIN ROCKS - VF**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 22 and VF, account track condition.

Special Instruction 1157-F1, page 206, changed.

**(d) BEAVER SECONDARY TRACK**

**ENTIRE SECONDARY TRACK**

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH on Beaver Secondary track, account track condition.

Special Instruction 1157-F1, page 206, changed.

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**Applies in Pittsburgh Division**

**(e) MAIN LINE - PHILADELPHIA - PITTSBURGH**

**JD - TORRANCE**

Trailing hand-operated switch for eastward movement in No. 1 track, 2485 feet west of MP 294, leading to Bolivar Station track, out of service.

**(f) NORMAL POSITION OF SWITCHES AND CROSS-OVERS AT SPECIFIED LOCATIONS**

**INDIANA SECONDARY TRACK**

Switch south of Homer City, connecting Indiana Secondary track with Yellow Creek Industrial track, changed to normal position for movement to Indiana Secondary track.

Special Instruction 1104-A1, page 124, changed.

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**Applies in Williamsport Division**

**(g) CORNING BRANCH**

**CP LC - CP AD**

Paragraph (ak), General Order No. 207, referring to a temporary speed restriction of 10 MPH between a point 2000 feet south of MP 176 and CP AD, annulled.

**(h) WATKINS GLEN SECONDARY TRACK**

**WATKINS GLEN**

Watkins Glen Block Station and Train Order Office, closed.

Pages 38 and 39, changed.

(l) ERIE SECONDARY TRACK  
ELM - JACKSON

Trains and engines must stop before passing over highway crossing at McClelland Avenue, east of MP 4 on Erie Secondary track, and a member of the crew must protect the crossing in advance of each movement. Special Instruction 1103-A1, page 116, changed. Column 1 applies.

(j) MAIN LNIE - HARRISBURG - BUFFALO  
CR - SN

Tralling hand-operated switch for northward movement, 2764 feet north of MP 86 on No. 1 track, out of service.

(k) ENGINE AND SPECIAL LOAD RESTRICTIONS  
WBV BRANCH  
KEATING - B&O JUNCTION

Engines with 6 wheel trucks are prohibited from mine sidings on the WBV Branch as follows:

Clearfield	: Hyland			{ River Hill Bailey Mt. Carmel
Gray	: Aurora No. 2	Mowry		
Shawville	: Team Track			
Surveyor	: Penoyer	Karthaus	: Team Track	
Walton	: Mt. Vernon	Loop Run	: Fink	
Frenchville	: Aurora No. 5			

Special Instruction 1160-A6, page 246, changed.

(l) RUNNING TRACKS OF NO ASSIGNED DIRECTION  
WILLIAMSPORT BRANCH  
NEWBERRY

No. 8 track and No. 7 lead track between west end of Newberry Interlocking and east end of Newberry Interlocking redesignated Newberry Running track, of no assigned direction, controlled by Yardmaster, Newberry Yard Office, in service.

Paragraph (ab), General Order No. 202, referring to Newberry Running track, annulled.

Special Instruction 1151-G1, page 149, changed.

(m) SNOW SHOE BRANCH  
CLEARFIELD JCT. - B & O JCT.

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH on curves between Clearfield Jct. and a point 2640 feet east of MP 1, account track condition.

Special Instruction 1157-F1, page 215, changed.

(n) TRAIN REGISTERS  
CORNING BRANCH  
LAWRENCEVILLE

Train register at Lawrenceville, discontinued.

Special Instruction 1083-A3, page 81, changed.

(o) LOW GRADE SECONDARY TRACK  
PENFIELD - TYLER

Paragraph (ad), General Order No. 205, referring to a temporary speed restriction of 10 MPH between MP 78 and MP 79, annulled.

(p) LOW GRADE SECONDARY TRACK  
DR - BA

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between a point 4000 feet east of MP 103 and a point 600 feet east of MP 104, account track condition.

Special Instruction 1157-F1, page 214, changed.

(q) LOW GRADE SECONDARY TRACK  
BA - MEDIX RUN

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between a point 3000 feet east of MP 92 and a point 2640 feet east of MP 93, account track condition.

Special Instruction 1157-F1, page 214, changed.

**(r) LOW GRADE SECONDARY TRACK**

**TYLER - PENFIELD**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between a point 3000 feet east of MP 81 and a point 4000 feet east of MP 82, account track condition.

Special Instruction 1157-F1, page 214, changed.

**(s) LOW GRADE SECONDARY TRACK**

**TYLER - PENFIELD**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between a point 4000 feet east of MP 78 and a point 500 feet east of MP 79, account track condition.

Special Instruction 1157-F1, page 214, changed.

**(t) LOW GRADE SECONDARY TRACK**

**HF**

HF Siding temporarily out of service.

Page 43, changed.

**(u) RIDGWAY SECONDARY TRACK**

**McMINNS - FALLS CREEK**

Trains and engines must stop before passing over highway crossing at Tannery Road, located 3457 feet south of MP 26 on Ridgway Secondary track, and a member of the crew must protect the crossing in advance of each movement.

Special Instruction 1103-A1, page 119, changed.

**(v) RIDGWAY SECONDARY TRACK**

**BROCKWAY**

No. 3 yard track in Brockway Yard, out of service.

**(w) CHAUTAUQUA BRANCH**

**SOUTH TRY - TITUSVILLE**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between a point 1150 feet north of MP 117 and a point 2640 feet south of MP 117, account track condition.

Special Instruction 1157-F1, page 213, changed.

**(x) SLIGO RUNNING TRACK**

**AW - SLIGO**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH on Sligo Running track and 5 MPH on all connecting storage tracks.

Special Instruction 1157-H1, page 219, changed.

**(y) J F & C BRANCH**

**STONEBORO - SHIPPENVILLE**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 56 and MP 97, account track condition.

Special Instruction 1157-F1, page 213, changed.

**(z) J F & C BRANCH**

**KNOX - PINEY**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 100 and MP 101, account track condition.

Special Instruction 1157-F1, page 213, changed.

**(aa) J F & C BRANCH**

**PINEY - RN**

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH between MP 105 and a point 2640 feet east of MP 105, account track condition.

Special Instruction 1157-F1, page 213, changed.

**(ab) ELMIRA SECONDARY TRACK**

**CANTON - TROY**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 MPH between MP 45 and a point 2640 feet north of MP 47, account track condition.

Special Instruction 1157-F1, page 214, changed.

- (ac) WATKINS GLEN SECONDARY TRACK  
STARK - HIMROD JUNCTION  
(Temporary Speed Restriction)  
Trains and engines must not exceed 10 MPH between a point 1050 feet north of MP 32 and a point 2900 feet north of MP 32, account track condition.  
Special Instruction 1157-F1, page 214, changed.
- (ad) WATKINS GLEN SECONDARY TRACK  
ROCK  
Rock Siding, out of service.  
Page 38, changed.
- (ae) SODUS BAY SECONDARY TRACK  
BELL - STANLEY  
Bell Storage track, out of service.  
Stanley Siding, out of service.  
Page 38, changed.
- (af) MAIN LINE - HARRISBURG - BUFFALO  
EAST BAKER - WEST BAKER  
(Temporary Speed Restriction)  
Trains and engines must not exceed 20 MPH between a MP 211 and West Baker, account track condition.  
Special Instruction 1157-F1, page 212, changed.
- (ag) MAIN LINE - HARRISBURG - BUFFALO  
WEST BAKER - EAST FARWELL  
(Temporary Speed Restriction)  
Trains and engines must not exceed 30 MPH between MP 205 and MP 204, account track condition.  
Special Instruction 1157-F1, page 212, changed.
- (ah) MAIN LINE - HARRISBURG - BUFFALO  
STERLING RUN - JN  
(Temporary Speed Restriction)  
Trains and engines must not exceed 20 MPH between a point 500 feet east of MP 157 and a point 2500 feet east of MP 157, account track condition.  
Special Instruction 1157-F1, page 212, changed.
- (ai) ERIE SECONDARY TRACK  
UNION CITY  
Facing hand-operated switch for westward movement in Erie Secondary track 2550 feet east of MP 25, leading to the West Industrial track, in service.

**Effective 8.01 A.M., Tuesday, April 1, 1969**

**Applies in Allegheny and Williamsport Divisions**

- (aj) LOCATION OF TRAIN DISPATCHERS  
WILLIAMSPORT  
CRESSON

The following Train Dispatcher territories transferred from the jurisdiction of Allegheny Division Train Dispatchers at Cresson to Train Dispatchers at Williamsport:

Irvona Branch

Clearfield Secondary (between Park and Cur)

Moshannon Secondary (between Mills and Ram)

Cresson Secondary (between DF, Bradley Jct., and RU)

Susquehanna Secondary (between IR and DC)

CT & D R.R.

Train Dispatchers Office at Cresson, relocated to Altoona.

The following Train Dispatcher territories transferred from the jurisdiction of the Buffalo Division, Train Dispatchers at Rochester to Train Dispatchers at Williamsport:

Corning Branch

Snow Shoe Branch

Cherry Tree Branch

WBV Branch

Mill Hall Branch

Rich Branch

Bellefonte Secondary track, between End of Track and White, transferred from jurisdiction of Williamsport Division Train Dispatchers at Williamsport to Train Dispatchers at Altoona.

Special Instruction 1250-A1, page 262 and 263, changed

**J. A. FOSHEE,**

**General Superintendent-Transportation**

**PENN CENTRAL  
CENTRAL REGION**

Pittsburgh, Pa., March 31, 1969.

**• GENERAL ORDER No. 214**

**Effective 11.01 A.M., Tuesday, April 8, 1969**

**Applies in All Divisions**

**(a) TIMETABLE AUTHORITY**

Schedules and frequencies of No. 574, No. 575, No. 5741 and No. 5750, changed.

Sticker pages attached to this General Order must be detached and pasted over corresponding pages 52 and 53. Pages 52 and 53, changed.

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**Applies in Allegheny Division**

**(b) H & P SECONDARY TRACK**

**PETE**

Switch at west end of Pete Siding relocated 3450 feet east thereof.

Capacity of Pete Siding reduced to 34 cars.

Page 13, changed.

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**Applies in Pittsburgh Division**

**(c) POWHATON SECONDARY TRACK**

**OJ - MARTINS FERRY**

Facing hand-operated switch for westward movement, 3483 feet west of MP 37, leading to B & O R.R. Interchange track, out of service.

**(d) WHEELING SECONDARY TRACK**

**BROOK - BEECH BOTTOM**

Paragraph (af), General Order No. 201, referring to a temporary speed restriction of 5 MPH between MP 9 and MP 10, annulled.

**(e) WHEELING SECONDARY TRACK**

**BROOK - BEECH BOTTOM**

(Temporary Speed Restriction)

Trains and engines must not exceed 5 MPH between MP 9 and MP 11, account track condition.

Special Instruction 1157-F1, page 209, changed.

**(f) MAIN LINE - CONEMAUGH**

**TOMS RUN - BI**

BI Interlocking Station, Block Station and Train Order Office at MP 10, closed.

BI Interlocking at MP 10.0, remote controlled from Truxall, in service.

Toms Run Interlocking at MP 5.9, remote controlled from Truxall, in service.

Alum Bank Interlocking at MP 7.5, remote controlled from Truxall, in service.

**(g) INDIANA SECONDARY TRACK**

**D - END OF BLOCK**

Indiana Secondary track between D and MP 18.1 and Block Limit Stations D, ZD and MR, controlled by Operator at Truxall.

Page 21 and Special Instruction 1151-D1, page 144, changed.

**(h) MAIN LINE - PHILADELPHIA - PITTSBURGH**

**R**

Facing Interlocked Turnout for eastward movement on No. 1 track, 750 feet east of R, leading to Yard track, out of service.

Dwarf signal 950 feet east of R, governing westward movement from Yard track to No. 1 track, out of service.

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**Applies in Williamsport Division**

- (i) J F & C BRANCH  
EMLENTON - SHIPPENVILLE  
Paragraph (aaj), General Order No. 201, referring to a temporary speed restriction of 10 MPH between MP 84 and MP 87, annulled.
- (j) J F & C BRANCH  
STONEBORO - FRANKLIN  
Paragraph (aaj), General Order No. 201, referring to a temporary speed restriction of 15 MPH between Division Post, Valley Division and MP 68, annulled.
- (k) J F & C BRANCH  
EMLENTON - VAN  
Paragraph (s), General Order No. 205, referring to a temporary speed restriction of 10 MPH between MP 82 and MP 84, annulled.
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**Effective 11.01 A.M., Wednesday, April 9, 1969**

**Applies in Pittsburgh Division**

- (l) MAIN LINE - PHILADELPHIA - PITTSBURGH  
R  
Facing interlocked crossover for eastward movement, 300 feet east of R, connecting No. 2 and No. 1 track, out of service.
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**Effective 11.01 A.M., Thursday, April 10, 1969**

**Applies in Pittsburgh Division**

- (m) MAIN LINE - PHILADELPHIA - PITTSBURGH  
R  
Facing interlocked crossover for eastward movement 150 feet west of R, connecting No. 1 and No. 2 tracks, out of service.  
  
Home signal 600 feet west of R, governing eastward movement on No. 1 track, out of service.  
  
Dwarf signal 1050 feet east of R, governing westward movement on No. 1 track, out of service.
- (n) MAIN LINE - PHILADELPHIA - PITTSBURGH  
CM - WG  
Block signal No. 3412, for eastward movement on No. 1 track, 1050 feet east of R, out of service.  
  
Interlocking Rules will not apply on No. 1 track at R Block and Interlocking station.  
  
R Block and Interlocking Station will not control movement on No. 1 track between R and Perry.  
  
Block extends WG to CM for movement against current of traffic on No. 1 track.

**J. A. FOSHEE,**  
General Superintendent-Transportation.

**PENN CENTRAL  
CENTRAL REGION**

Pittsburgh, Pa., April 18, 1969.

**GENERAL ORDER No. 215**

**Effective 10.01 A.M., Thursday, April 24, 1969**

**Applies in Pittsburgh Division**

**(a) MAIN LINE - PHILADELPHIA - PITTSBURGH  
R**

Facing interlocked crossover for westward movement, 275 feet east of R, connecting No. 4 track to No. 2 track, out of service.

**(b) ELLSWORTH SECONDARY TRACK  
BENTLEYVILLE**

Automatic highway crossing signal protection equipped with flashing light signals at highway grade crossing, 3500 feet south of MP 9, known as S.R. 118, in service.

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**Effective 11.01 A.M., Thursday, April 24, 1969**

**Applies in Pittsburgh Division**

**(c) MAIN LINE - PHILADELPHIA - PITTSBURGH  
R**

Facing interlocked crossover for westward movement 250 feet west of R connecting No. 2 track to No. 3 track, out of service.

Home signal 600 feet east of R governing westward movement on No. 4 track, out of service.

Dwarf signal 600 feet west of R governing eastward movement on No. 3 track, out of service.

**(d) MAIN LINE - PHILADELPHIA - PITTSBURGH  
WG - R**

Block signal No. 3407 for westward movement on No. 4 track, 3670 feet west of MP 340, out of service.

Interlocking Rules will not apply on No. 4 track at R Block and Interlocking Station.

R Block and Interlocking Station will not control movements on No. 3 track between R and CM.

Block extends WG to CM for movement against current of traffic on No. 4 track WG to R and on No. 3 track R to CM.

Page 4, changed.

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**Effective 3.01 P.M., Thursday, April 24, 1969**

**Applies in Williamsport Division**

**(e) MAIN LINE - HARRISBURG - BUFFALO  
DF - JN**

Block signal for eastward movement on single track, 810 feet east of JN, out of service.

Approach signal No. 1521 for westward movement on single track, 600 feet east of MP 152, out of service.

Approach signal No. 1576 for eastward movement on single track, 3438 feet east of MP 157, out of service.

SG Interlocking, Block Station and Train Order Office, remote controlled from DF at MP 159, and associated Home signals, out of service.

Block signal No. 1622 for eastward movement on single track, 1062 feet east of MP 162, out of service.

Block signal No. 1623 for westward movement on No. 2 track, 3303 feet east of MP 163, out of service.

HY Interlocking, remote controlled from DF at MP 163.5, and associated switch and signals, out of service.



Block signal No. 1656 for eastward movement on No. 1 track, 3155 feet east of MP 165, out of service.

Block signal No. 1655 for westward movement on No. 2 track, 2188 feet east of MP 165, out of service.

Electric lock on facing hand-operated switch for westward movement on single track, 520 feet east of MP 152, leading to JN siding, out of service.

Facing interlocked switch for westward movement on single track, leading to No. 2 track, 2832 feet east of MP 152, in service.

Home signal for eastward movement on No. 1 track, 2534 feet east of MP 152, in service.

Pedestal type Home signal for eastward movement on No. 2 track, located to the left and adjacent to No. 2 track, 2534 feet east of MP 152, in service.

Home signal for westward movement on single track, 2886 feet east of MP 152, in service.

Interlocking designated East Emporium, at MP 152.6, remote controlled from Williamsport, in service.

Single track between JN and East Emporium redesignated No. 1 eastward track, in service.

JN Siding between JN and a point 800 feet east of MP 151 and East Storage track between a point 800 feet east of MP 151 and East Emporium, redesignated No. 2 westward track, in service.

West Storage track between a point 2720 feet west of MP 151 and 800 feet east of MP 151, and JN Siding between a point 800 feet east of MP 151 and a point 520 feet east of MP 152, redesignated Emporium Storage track, in service.

**Rules 251 to 254, inclusive, movement of trains in same direction by Block Signals, Automatic Block Signal System Rules 501 to 514, inclusive, except Rule 513, for movement with the current of traffic, and Manual Block Signal System Rules 305 to 342, inclusive, except Rule 317, for movement against the current of traffic, on No. 1 and No. 2 tracks between JN and East Emporium, in service.**

Maximum speed for passenger and freight trains on No. 1 track, JN to East Emporium, 40 MPH.

Maximum speed for passenger and freight trains on No. 2 track, East Emporium to JN, 30 MPH.

Block Signal No. 1558 for eastward movement on single track, 4390 feet east of MP 155, in service.

Block Signal No. 1557 for westward movement on single track, 4400 feet east of MP 155, in service.

Facing interlocked switch for eastward movement on single track, leading to No. 1 track, 2947 feet east of MP 163, in service.

Home Signal for eastward movement on single track, 2797 feet east of MP 163, in service.

Home Signal for westward movement on No. 2 track, 3347 feet east of MP 163, in service.

Pedestal type home signal for westward movement on No. 1 track, 3347 feet east of MP 163, in service.

Interlocking designated West Driftwood at MP 163.5, (formerly HY Interlocking) remote controlled from Williamsport, in service.

**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, on single track between East Emporium and West Driftwood, in service.**

Maximum speed for passenger and freight trains on single track East Emporium to West Driftwood, 40 MPH.

Page 9, changed.

Special Instructions 1151-A1, page 136; 1151-B1, page 139; 1157-C1, page 197; 1250-A1, page 271 and 1331-A1, page 282, changed.

Diagram in sticker form attached to this General Order, showing changes in track, switches and signals in service, must be detached and pasted in timetable.

**J. A. FOSHEE,**  
General Superintendent-Transportation.

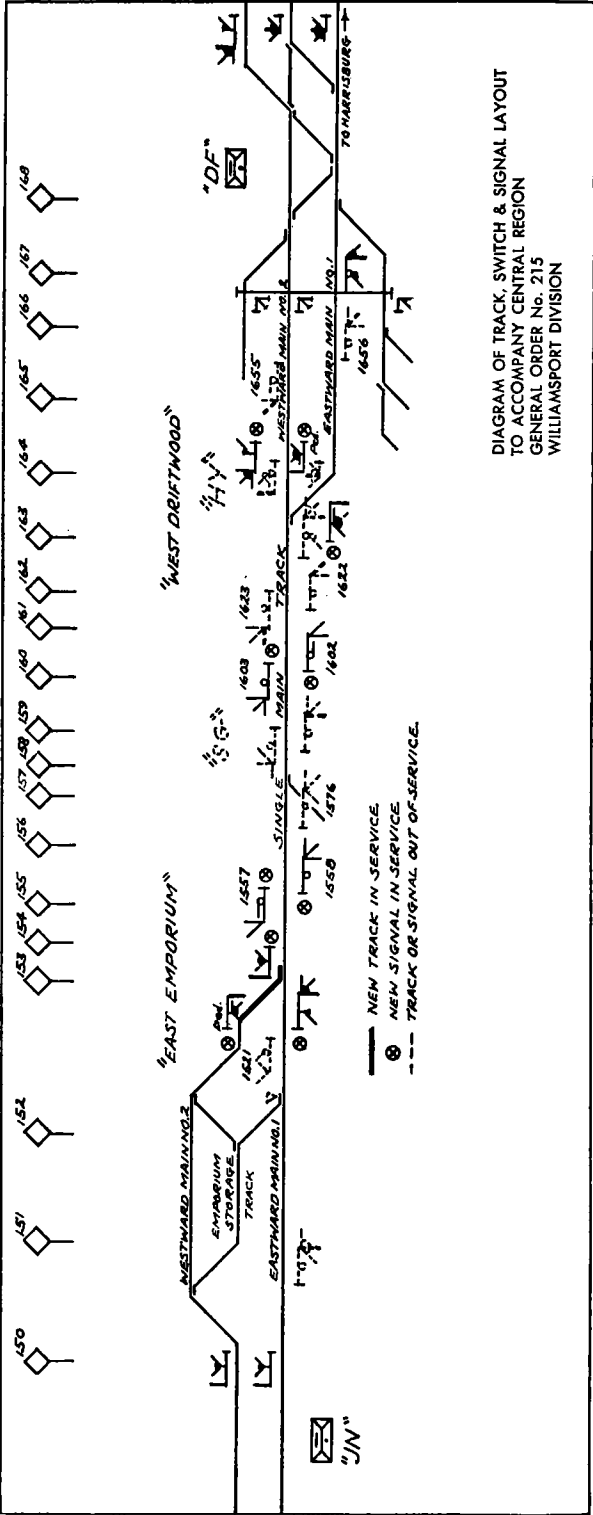


DIAGRAM OF TRACK, SWITCH & SIGNAL LAYOUT  
TO ACCOMPANY CENTRAL REGION  
GENERAL ORDER No. 215  
WILLIAMSPORT DIVISION

**PENN CENTRAL  
CENTRAL REGION**

Pittsburgh, Pa., April 23, 1969.

**GENERAL ORDER No. 216**

**Effective 2.00 A.M., Sunday, April 27, 1969**

**Applies in All Divisions**

**(a) STANDARD TIME**

**THE UNIFORM TIME ACT OF 1966**

Effective 2.00 A.M., Sunday, April 27, 1969 Standard Time is advanced one hour.

Standard clocks will be advanced one hour at 2.00 A.M., the time changed to 3.00 A.M., Standard Time.

Employes advancing standard clocks must, as soon as the change has been made, compare time with the Train Dispatcher.

Offices where standard clocks are located, not open at 2.00 A.M., must advance clocks one hour at time office is opened and compare time with the Train Dispatcher or Operator.

Employes 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 3.00 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 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.

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**Effective 4.01 A.M., Sunday, April 27, 1969**

**Applies in All Divisions**

**(b) BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS**

Penn Central EC-99—Brake and Train Air Signal Instructions, issue of March 1969, in effect.

Penn Central EC-99—Brake and Train Air Signal Instructions supersedes the former Pennsylvania Railroad Brake and Train Air Signal Instructions, 99-D-1, effective January 1, 1953 and the former New York Central Rules for the Operation and Supervision of Air Brake Train Air Signal and System Heat Equipment Engines and Cars, effective May 1, 1965.

**J. A. FOSHEE,**

General Superintendent-Transportation.







