

THE PENNSYLVANIA RAILROAD

CENTRAL REGION

CONEMAUGH DIVISION

Time-Table No. 4

In effect 12.01 A. M., Sunday, April 26, 1953

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

M. S. SMITH,
General Manager.

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

E. L. HOFMANN,
General Sup't. Transportation.

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

W. G. PFOHL,
Superintendent.

Original timetable from the collection of Pat McKinney

scanned by Rob Schoenberg -- r08sch@gmail.com

<http://PRR.Railfan.net>

2024

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From Mile Post 0	Sidings Assigned Direction Car Capacity 45 ft. Cars		
						West	East	Both
X	X	X-O		JD (Pgh. Div.)				
				DIVISION POST (Pgh. Div.)				
				LOCKPORT				
				MILE POST 0				
X				TOMS RUN	5.9			
				BENNETT	6.4			165
X	X	X-O		ALUM BANK	7.5			
				BI	10.0			
				ATLAS	17.3			
				SALTSBURG INDUSTRIAL TRACK	17.4			
				AVONMORE INDUSTRIAL TRACK	26.1			
				SALINA	28.9			
X	X	X-O		TRUXALL	30.8			125
X				APOLLO	34.3			
				WEST APOLLO	34.9			
				VANDERGRIFT	37.5			
X	X	X		CI	38.4			
				PINE RUN	38.5		96	
				HYDE PARK	41.6			
				LEECHBURG	42.9			
X	X	X-O		AJ	47.8			
				KISKIMINETAS JCT.	47.8			
				FREEPORT	49.1			
X				HARRIS	49.8			153
X				BEALE	51.4			
				NATRONA	53.9			
				BRACKENRIDGE	54.8			
				TARENTUM	55.8			
				WEST TARENTUM	56.5			
		X		HIGGINS	57.1			
				CREIGHTON	57.4			
				SPRINGDALE	60.7			
				CHESWICK	62.8			
X				ACME	63.1			
X				HARMAR	64.6			150
				BLAWNOX	68.2			
				ASPINWALL	70.2			
X	X	X-O		UY	70.4			
				SHARPSBURG	72.3			
X				ETNA	72.4			
X	X	X		CO	75.9			
				DIVISION POST (Eastern Div.)	76.8			
X	X	X		FEDERAL STREET (Eastern Div.)	77.2			

NOTE—X Indicates in service continuously.

O Indicates trainphone in service.

The distance from JD to Lockport is 2.1 miles.

The distance from JD to BI is 13.4 miles.

The distance from Avonmore Industrial Track to Salina is 0.7 mile.

The distance from JD to Federal Street is 78.6 miles.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Toms Run	BI
Alum Bank	BI
Apollo	Truxall
Harris	AJ
Beale	AJ
Acme	UY
Harmar	UY
Etna	UY

BRILLIANT BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from UY	Sidings Assigned Direction Car Capacity 45 ft. cars		
						West	East	Both
X	X	X-O		UY DIVISION POST (Pgh. Div.)	0.4			
X	X	X-O		CM (Pgh. Div.)	2.3			

NOTE—X indicates in service continuously.
O indicates trainphone in service.

INDIANA SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Torrance	Sidings Assigned Direction Car Capacity 45 Ft. Cars		
						North	South	Both
			X	INDIANA	18.9			
				NM	18.9			
				HOMER CITY	13.2			
			X	MR	12.9			
				GRACETON	10.4			
			X	ZD	7.7			
				BLACK LICK	7.6			
			X	D ♣	3.6			
				BLAIRSVILLE (Blairsville)	2.9			
				TORRANCE (Industrial Track)				
X	X	X-O		BI (Main Line)				

NOTE—X indicates in service continuously.
♣ indicates Block-Limit Station for Northward trains only.
O indicates trainphone in service.

Block-Limit stations controlled as follows:

Block-Limit Stations	Controlled by
NM MR ZD D	BI

BUTLER SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from JB	Sidings Assigned Direction Car Capacity 45 ft. cars		
						West	East	Both
		X		BUTLER	21.1			
				VO	20.8			
				WEST END BUTLER WYE	19.5			
				HERMAN	15.8			
			X	KD	13.1			
				DILKS	13.1		73	
				MARWOOD	11.5			
				CABOT	10.5			
				SUMMIT	10.2		41	
				SARVER	7.6			
			X	WA	3.8			
				WINFIELD JUNCTION	3.8			
				LANE	0.6			
			X	JB				
				HARRIS (Main Line)				

NOTE—X indicates in service continuously.

Block-Limit stations controlled as follows:

Block-Limit Stations	Controlled by
KD WA JB	GI

ALLEGHENY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance From 11th St. Pittsburgh	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				PITTSBURGH (Pgh. Div.)				
				DIVISION POST (Pgh. Div.)				
				29TH STREET	1.3			
				NADINE	7.8			
		X		DN	10.1			
				VERONA	10.3			
				OAKMONT	11.1			
				HILLMAN	14.8			
				BARKING	15.2			
				PARNASSUS	17.4			
				NEW KENSINGTON	18.1			
		B		FN	18.6			
				ARNOLD	18.9			
				BRAEBURN	22.8			79
				GARVERS FERRY	27.3			
X	X	X-O		AJ	28.7			
				KISKIMINETAS JCT.	28.7			
				SCHENLEY	29.1			
				ALADDIN	29.8			
				GODFREY	31.9			
				LOGANSPORT	36.7			
X	X	X		FD	40.0	74	72	
				FORD CITY	40.9			
				KITTANNING	44.5			
				NEAL	46.4			
		B		MH	53.6			
				TEMPLETON	53.6			
				RIMERTON	59.4			
				RED BANK	63.5			
X	X	X-O		BRADY	64.6			
				TUNNEL	64.7	290		
X				SARAH FURNACE	72.0			
				MADISON	73.1			
				WEST MONTEREY	78.3			
X				PARKERS LANDING	82.8			
				PARKER	82.9			
				FOXBURG	85.5			
X				EMLENTON	89.2			
				BIRCH	92.5			
X				ROCKLAND	99.1			
				WOODS	100.1			
X				ST. GEORGE	102.0			
X				SANDY	104.9			
X				DRAKE	117.4			
X				ROCK	122.8			
X	X	X		FRANKLIN	123.7			
X	X	X-O		RH	129.5			
				BRIDGE	132.3			

NOTE—X Indicates in service continuously.

B Indicates in service part time.

O Indicates trainphone in service.

The distance between Brady and Sarah Furnace is 2.0 miles; Birch and Rockland is 3.2 miles and Sandy and Drake is 8.5 miles.

The distance from Penna. Sta. to Nadine is 8.8 miles; Nadine to Bridge 111.9 miles; total mileage Penna. Sta. Pgh. to Bridge 120.7.

Block Stations in service part-time as follows:

Station	Hours in service
FN	5.15 A. M. Monday to 5.15 A. M. Sunday
MH	6.00 A. M. Monday to 6.00 A.M. Sunday

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Madison	Brady
Parker	Brady
Birch	Brady
Woods	Brady
Sandy	Brady
Drake	Brady
Rock	Brady

EAST BRADY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Brady	Sidings Assigned Direction. Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		BRADY				
				PHILLIPSTON	1.6			
				EAST BRADY	4.1			
			X	BY	4.2			

NOTE—X indicates in service continuously.

Block-Limit station controlled as follows:

Block-Limit Station	Controlled by
BY	Brady

O SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from 29th Street	Sidings Assigned Direction. Car Capacity 45 Ft. Cars		
						North	South	Both
				29TH STREET				
X	X	X		BU (Pgh. Divn.)	0.6			

NOTE—X indicates in service continuously.

NO. 101 AND NO. 102 SECONDARY TRACKS

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from 11th St. Pittsburgh	Sidings Assigned Direction. Car Capacity 45 Ft. Cars		
						North	South	Both
				29TH STREET	1.3			
				SOUTH END				
				COLEMAN YARD	6.1			
				NORTH END				
				COLEMAN YARD	6.7			
				NADINE	7.8			

NO. 103 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from UY West Penn	Sidings Assigned Direction. Car Capacity 45 Ft. Cars		
						North	South	Both
X	X	X		UY (Main Line)				
				SOUTH END				
				COLEMAN YARD	1.2			

NOTE—X indicates in service continuously.

LOW GRADE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Red Bank	Siding Assigned Direction Car Capacity 45 ft. Cars		
						East	West	Both
				JCT. ALLEGHENY BRANCH				
		X		RED BANK				
			X	MORT	2.1			
				AW	5.8			71
				LAWSONHAM	5.8			
				ST. CHARLES	14.8			
				CLIMAX	17.0			
			X	HF	17.3			66
				BOSTONIA	19.2			
		B		NA	20.4			30
				NEW BETHLEHEM	20.4			
			X	OD	23.0			58
				HAWTHORN	23.9			
			X	MY	25.5			57
				MAYPORT	25.5			
				HEATHVILLE	31.4			
		B	B	SU	34.1			81
				SUMMERVILLE	34.1			
				BAXTER	36.6			
		X		GH	40.9			30
				BROOKVILLE	41.5			67
			X	BE	44.7			106
				FULLER	49.5			
			X	RS	56.0			56
				REYNOLDSVILLE	56.1			
				SHERWOOD	58.1			
X	X	X		FALLS CREEK	62.7			83
			X	DUBOIS	65.1			
			X	DB	65.7			76
				SA	70.6			
				SUMMIT	71.0			
				PENFIELD	77.6			
				TYLER	81.7			
			X	VI	84.9			
				WEEDVILLE	84.9			
				MEDIX RUN	90.5			
			X	BA	93.6			82
				BENNEZETTE	93.6			
			X	DR	108.0			
				DRIFTWOOD (Northern Div.)	110.0			
X	X	X-O		DF	110.1			

NOTE—X Indicates in service continuously.

B Indicates in service part time.

O Indicates trainphone in service.

The distance from Jct. Allegheny Branch to Red Bank is 0.3 mile.

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

Station	Hours in service
NA	8.00 A. M. to 4.00 P. M. Daily, except Sunday.
SU (Block Station)	4.01 P. M. to 12.01 A. M. Daily, except Sunday.
SU (Block-Limit Station)	12.01 A. M. to 4.01 P. M. Daily, except Sunday. 12.01 A. M. Sunday to 12.01 A. M. Monday

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
AW HF OD MY	NA SU when NA is not in service GH when NA and SU are not in service
SU	GH
BE RS	GH
DB	Falls Creek
SA VI BA DR	DF (Northern Division)

Block Station-Remote controlled as follows:

Block Station	Controlled by
Mort	Brady

SLIGO SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from AW	Siding Assigned Direction Car Capacity 45 ft. Cars		
						East	West	Both
			X	AW				
				RIMERSBURG	4.8			
				HAMLER	6.3			
			X	SI	10.2			
				SLIGO	10.2			

Note—X Indicates in service continuously.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
AW SI	NA SU when NA is not in service GH when NA and SU are not in service

CHAUTAUQUA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Buffalo	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
X	X	X-O		EY (Northern Div.)	93.9			
				LOVELL	94.3			
				DIVISION POST (Northern Div.)	97.3			
			X	SPARTANSBURG	102.2			
				AN	102.3			121
				CENTERVILLE	109.6			
				QN	110.9			
				TRVONVILLE	111.8			
			X	JR	115.6			78
				HYDETOWN	117.1			
				TITUSVILLE	120.5			88
				MILLER FARM	126.0			
				PETROLEUM CENTER	130.6			
			X	RD	133.5			
				ROUSEVILLE	134.5			
			X	NO	137.1			
				CENTER STREET	137.4			
				OIL CITY	137.5			
				PUMP HOUSE	137.6			
X	X	X-O		BRIDGE	138.4			

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone in service.

The direction from Division Post (Northern Div.) to Bridge is southward.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
AN	EY (Northern Div.)
JR	Bridge
RD	Bridge
NO	

SALAMANCA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Oil City	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
X	X	X-O		BRIDGE	0.9			
			X	ROCKMERE	3.7			
			X	RO	3.8			
			X	EAGLE ROCK	12.2			
			X	AC	12.7			86
		B		HUNTER	17.7			
				TIONESTA	20.5			58
				WEST HICKORY	26.8			42
			X	TRUNKEYVILLE	30.1			
			X	TRUNK	30.1			74
			X	TIDIOUTE	35.4			85
			X	GE	39.2			73
				ALTHOM	43.7			
				DIVISION POST (Northern Div.)	46.4			
			X	MO ♣ (Northern Div.)	49.4			
X	X	X		IRVINETON	50.1			
				VA	50.2			

NOTE—X indicates in service continuously.
 B indicates in service part-time.
 O indicates trainphone in service.
 ♣ indicates Block-Limit Stations for Southward trains only.

The direction from Bridge to Division Post (Northern Div.) is northward.

Mileage in station list is based on the numbered Mile Posts from Oil City.

Block Stations in service part-time as follows:

Station	Hours in service
Tionesta	6.00 A. M. to 2.00 P. M. Daily, except Saturday and Sunday.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
RO AC	Bridge
Trunk GE	Tionesta VA (Northern Div.) when Tionesta is not in service.
MO	VA (Northern Div.)

12 KISKIMINETAS JCT. TO PITTSBURGH—WESTWARD

STATIONS	FIRST CLASS			
	#941 DAILY EX. SAT. & SUN.	#923 DAILY EX. SAT. & SUN.		
	Leave A. M.	P. M.		
	Will Not Run Sept. 7,	Will Not Run Sept. 7,		
KISKIMINETAS JCT.....	S 6.05	F 3.45		
FREEPORT.....	S 6.08	S 3.51		
HARRIS.....	6.10	3.53		
BEALE.....	6.12	3.55		
NATRONA.....	S 6.15	S 4.01		
BRACKENRIDGE.....	S 6.19	S 4.06		
TARENTUM.....	S 6.22	S 4.12		
HIGGINS.....	6.25	4.15		
CREIGHTON.....	F 6.26	S 4.18		
SPRINGDALE.....	S 6.32	S 4.25		
CHESWICK.....	S 6.36	S 4.32		
ACME.....	6.37	4.34		
HARMAR.....	6.39	4.36		
BLAWNOX.....	S 6.44	S 4.44		
ASPINWALL.....	S 6.48	S 4.48		
UY.....	6.49	4.49		
CM (Pgh. Div.).....	6.56	4.56		
PITTSBURGH.....	S 7.10	S 5.08		
	Arrive A. M.	P. M.		
	941	923		

EAST BRADY TO PITTSBURGH—SOUTHWARD

STATIONS	FIRST CLASS			
	#913 DAILY EX. SUN.	#923 DAILY EX. SAT. & SUN.	#933 DAILY EX. SAT. & SUN.	
	Leave A. M.	P. M.	P. M.	
	Will Not Run May 30, July 4, Sept. 7.			
EAST BRADY (E. Brady Br).....	S 4.47			
PHILLIPSTON.....	S 4.53			
BRADY.....	4.48			
RED BANK.....	S 5.01	Will Not Run Sept. 7,	Will Not Run Sept. 7,	
RIMERTON.....	F 5.07			
TEMPLETON.....	S 5.16			
KITTANNING.....	S 5.32			
FORD CITY.....	S 5.40			
FD.....	5.42			
LOGANSPORT.....	S 5.49			
ALADDIN.....	S 6.02	S 3.40	S 3.45	
SCHENLEY.....	S 6.05	S 3.42	S 3.47	
KISKIMINETAS JCT.....	F 6.08	F 3.45	F 3.50	
GARVERS FERRY.....	S 6.12		F 3.54	
BRAEBURN.....	S 6.21		S 4.00	
ARNOLD.....	S 6.28		S 4.05	
FN.....	6.29		4.06	
NEW KENSINGTON.....	S 6.32		S 4.14	
PARNASSUS.....	S 6.35		S 4.16	
BARKING.....	F 6.41		F 4.23	
OAKMONT.....	S 6.48		S 4.30	
VERONA.....	S 6.51		S 4.33	
DN.....	6.52		4.34	
CM (Pgh. Div.).....	7.06		4.49	
PITTSBURGH.....	S 7.20		S 5.03	
	Arrive A. M.	P. M.	P. M.	
	913	923	933	

STATIONS	FIRST CLASS			
	922		924	
	A. M.		P. M.	
Arrive				
	Will Not Run Sept. 7,	Will Not Run Sept. 7,		
KISKIMINETAS JCT.	F 6.35	F 5.52		
FREEPORT	S 6.30	S 5.46		
HARRIS	6.18	5.44		
BEALE	6.16	5.42		
NATRONA	S 6.12	S 5.38		
BRACKENRIDGE	S 6.07	S 5.35		
TARENTUM	S 6.03	S 5.32		
HIGGINS	5.54	5.29		
CREIGHTON	S 5.53	S 5.28		
SPRINGDALE	S 5.49	S 5.23		
CHESWICK	S 5.44	S 5.19		
ACME	5.39	5.18		
HARMAR	5.37	5.16		
BLAWNOX	S 5.32	S 5.09		
ASPINWALL	F 5.26	S 5.06		
UY	5.25	5.04		
CM (Pgh. Div.)	5.19	4.59		
PITTSBURGH	S 5.05	S 4.45		
Leave	A. M.	P. M.		
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.		
	*#922	*#924		

PITTSBURGH TO EAST BRADY—NORTHWARD

STATIONS	FIRST CLASS			
	922	932	914	924
	A. M.	A. M.	P. M.	P. M.
Arrive				
			Will Not Run May 30, July 4, Sept. 7.	
EAST BRADY (E. Brady Br)			S 7.15	
PHILLIPSTON			S 7.06	
BRADY			7.00	
RED BANK	Will Not Run Sept. 7,	Will Not Run Sept. 7,	S 6.56	Will Not Run Sept. 7,
RIMERTON			F 6.48	
TEMPLETON			S 6.39	
KITTANNING			S 6.25	
FORD CITY			S 6.08	
FD			6.05	
LOGANSPORT			F 6.00	
ALADDIN	S 6.40	S 6.50	F 5.50	
SCHENLEY	S 6.38	S 6.45	S 5.48	S 5.54
KISKIMINETAS JCT.	F 6.35	F 6.42	F 5.45	F 5.52
GARVERS FERRY		F 6.38	S 5.41	
BRAEBURN		S 6.30	S 5.35	
ARNOLD		S 6.22	S 5.29	
FN		6.20	5.26	
NEW KENSINGTON		S 6.15	S 5.25	
PARNASSUS		S 6.08	S 5.19	
BARKING		F 6.04	F 5.16	
OAKMONT		S 5.58	S 5.09	
VERONA		S 5.51	S 5.06	
DN		5.46	5.05	
CM (Pgh. Div.)		5.35	4.55	
PITTSBURGH		S 5.20	S 4.40	
Leave	A. M.	A. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.
	*#922	*#932	*#914	*#924

CORRY TO OIL CITY—SOUTHWARD

STATIONS	FIRST CLASS			
	981			
	DAILY			
Leave	A. M.			
CORRY (Northern Div.)....	S 8.06			
EY.....	8.06			
SPARTANSBURG.....	S 8.21			
AN.....	8.22			
CENTERVILLE.....	S 8.33			
QN.....	8.35			
TRYONVILLE.....	S 8.38			
JR.....	8.44			
TITUSVILLE.....	S 9.00			
PETROLEUM CENTER..	F 9.14			
RD.....	9.20			
ROUSEVILLE.....	S 9.24			
NO.....	9.31			
OIL CITY.....	S 9.35			
Arrive	A. M.			
	981			

OIL CITY TO CORRY—NORTHWARD

STATIONS	FIRST CLASS			
	980			
	P. M.			
Arrive				
CORRY (Northern Div.)....	S 6.35			
EY.....	6.30			
SPARTANSBURG.....	S 6.13			
AN.....	6.12			
CENTERVILLE.....	S 6.01			
QN.....	5.59			
TRYONVILLE.....	F 5.57			
JR.....	5.50			
TITUSVILLE.....	S 5.41			
PETROLEUM CENTER..	F 5.17			
RD.....	5.11			
ROUSEVILLE.....	S 5.07			
NO.....	5.01			
OIL CITY.....	S 5.00			
Leave	P. M.			
	DAILY			
	980			

TICKET OFFICES OPEN FOR SALE OF TICKETS

Location	Monday to Friday	Saturday	Sunday
Freeport*	5.30 AM. to 2.30 PM.	Closed	Closed
Natrona*	6.00 AM. to 10.30 AM. 12.30 PM. to 4.00 PM.	Closed	Closed
Brackenridge*	5.45 AM. to 4.50 PM	Closed	Closed
Tarentum*	5.40 AM. to 3.15 PM.	Closed	Closed
Creighton*	7.30 AM. to 4.30 PM.	Closed	Closed
Springdale*	6.30 AM. to 12.01 PM. 2.00 PM. to 5.25 PM.	Closed	Closed
Cheswick*	5.30 AM. to 2.30 PM.	Closed	Closed
Blawnox*	7.30 AM. to 4.30 PM.	Closed	Closed
Aspinwall*	5.00 AM. to 2.00 PM.	Closed	Closed
Verona*	5.35 AM. to 5.00 PM.	Closed	Closed
Oakmont*	5.45 AM. to 4.40 PM.	Closed	Closed
New Kensington*	6.00 AM. to 3.00 PM.	Closed	Closed
Ford City*	7.00 AM. to 4.00 PM.	Closed	Closed
Kittanning*	5.20 AM. to 6.55 PM	Closed	Closed
Templeton*	7.00 AM. to 4.00 PM	Closed	Closed
East Brady*	10.00 AM. to 4.00 PM. 6.00 PM. to 8.00 PM.	Closed	Closed
Oil City	8.00 AM. to 5.00 PM	8.00 AM. to 5.00 PM.	8.00 AM. to 5.00 PM.
Titusville	8.00 AM. to 6.00 PM.	8.00 AM. to 6.00 PM.	5.00 PM. to 6.00 PM.

* Closed Memorial, Independence and Labor Days.

U. S. MAIL WORK

STATIONS	Southward				Northward			
	913				914			
Kelly P. O. (2.9 miles north of Godfrey)								
Rosston P. O. (2.4 miles north of Logansport)	CDJ					CD		

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops, mail received or delivered or both.

J—Stop on signal to receive or deliver bulky or fragile parcel post matter.

Trains delivering U.S. Mail at Stations where they do not stop, will reduce speed or stop for that purpose when a passing train interferes with the safe delivery of the mail.

Conductors will ascertain from the mail clerk the amount of mail to be discharged at stations where speed should be reduced, and instruct engineman accordingly.

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

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	PF-1 (1)	PG-5 (1)	ED-3 (1)	R-63 (6)	NL-5 (1)	WP-21 (1)	LCL-7 (8)	LCL-1 (9)	SRB-1 (1)	WP-17 (1)	WP-15 (1)	VC-1 (1)	BOC-1 (1)	JC-3 (1)	NL-1 (1)	TRS-7 (1)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Driftwood				2.00												
Falls Creek				6.00												
Phillipston				1.30												
JD	2.30	1.00	12.15		3.45		7.45	8.30		10.00	2.00	7.15		8.00	8.15	11.00
BI	3.00		12.45		4.15	6.00	8.10	8.55	9.30	11.30	3.30	7.45	8.00	8.30	8.45	11.30
AJ	4.30	3.15	2.10		5.45	10.00	9.15	10.00	1.30	1.30	6.15	9.05	9.30	10.30	10.15	12.50
CM																
43rd Street		5.00														
Etna																
CQ	5.25		3.25		6.40		10.10	11.10	4.10		8.40	9.50		11.55	11.10	1.55
Federal St.	5.30		3.30		6.45	12.30	10.15	11.15	4.15		8.45	10.00		11.59	11.15	2.00
Arrive	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.

(1) Daily. (3) Daily except Monday. (6) Daily except Tuesday. (8) Daily except Sunday, Monday and Tuesday and May 31, July 5 and Sept. 8

(9) Daily except Monday and May 31, July 5 and Sept. 8.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	GRE-2 (1)	ED-2 (1)	WP-16 (1)	FW-8 (1)	SRB-2 (1)	ED-4 (1)	WP-20 (1)	NS-2 (3)	CS-8 (1)	CE-2 (1)	CA-10 (1)	R-64 (2)	WS-8 (1)	PG-2 (1)	BOC-2 (1)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Federal St.	12.30	2.30			8.45	10.10	11.00	11.45	1.05	3.45	6.15		9.40		
CQ	12.35	2.35		7.45	8.50	10.15		11.50	1.15	3.50	6.20		9.55		
Etna					9.45										
43rd Street												11.00			
CM															
AJ	1.45	3.30	5.00	8.35	12.30	11.10	1.00	12.50	2.15	4.30	7.25		10.35	1.15	11.00
BI	2.55	4.45	8.30	9.45	3.30	12.15	3.30	2.05	3.35	5.45	8.55		10.55	3.30	1.45
JD	3.30	5.45	9.15	10.30		1.15		3.05	4.15	6.45	11.00		12.40	4.30	
Phillipston												7.30			
Falls Creek												3.00			
Driftwood												6.00			
Arrive	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Sunday.

TERMINAL ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority

Stations	PF-3 (1)	PT-2 (2)	PT-61 (3)	NS-1 (3)	PH-9 (1)	ED-45 (1)	D-43 (1)	PH-25 (1)	PH-17 (1)	ED-49 (1)											
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.											
CM	1.30		3.15	3.30	6.30		7.30	7.35	8.30												
Coleman			3.45	4.30	7.45	9.45		8.30													
43rd Street		2.30																			
16th Street			4.45							8.45											
Elna						11.10	9.00		9.45												
CQ				5.25	9.10	11.25		9.25	9.55												
Federal St.	2.00	5.30		5.30	9.15	11.30	9.30	9.30	10.00	9.00											
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.											

(1) Daily. (2) Daily except Monday. (3) Daily Except Tuesday.

TERMINAL ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	ED-50 (1)	ED-48 (1)	PT-21 (2)	ED-46 (1)	ED-14 (1)	PH-16 (1)	PW-22 (2)	FW-8 (3)	PT-60 (2)	VL-6 (1)	PH-10 (1)	PH-24 (1)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Federal St.	2.00	2.30	3.05	6.15	8.15	11.45	4.00	6.45		9.40	9.50	10.15
CQ					8.20		4.05	7.00			10.00	11.50
Etna		3.45	4.15									12.45
Ross												
16th Street	3.00			7.15		12.30			7.15	10.00		
43rd Street			6.30									
Coleman			5.15	8.30		2.30			9.45			
CM		4.30			9.30	2.45	5.30		10.15		10.30	1.15
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

The time shown conveys no time-table authority.

The time shown conveys no time-table authority.

Stations	OC-2 (1)	PB-2 (1)	PB-4 (1)	RB- (2)	KC-2 (2)	SA-4 (1)	SO-2 (1)	YO-2 (4)	BOC-2 (1)	Stations	SO-1 (1)	SA-3 (1)	KC-1 (2)	OC-1 (1)	PB-3 (1)	RB-1 (3)	YO-1 (5)	BOC-1 (1)	PB-1 (1)
Leave	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
EY		3.15	5.00							CM					10.00		5.45		10.00
VA			P.M.			3.00				Federal Street	12.01			9.30					
Bridge	4.30	4.30	7.30	10.30		5.00	4.30	5.30	8.00	43rd Street			8.45						
RH	4.45	7.00	8.00	11.00			5.00	6.00	8.30	Coleman					11.30				11.00
Brady	7.15	9.30	9.45	6.00			8.00	8.15		AJ	1.01		12.45	11.00	12.30	7.45	9.30	11.45	
AJ	9.45	10.00	12.30		1.45		10.45	11.30	11.00	Brady	4.00			2.00	2.30	11.30	10.45	12.30	1.15
Coleman		1.00	1.30							RH	7.00			4.15	5.30	6.30	2.00	5.00	3.15
43rd Street					5.45					Bridge	7.30	2.00		4.45	6.30	7.00	2.30	5.30	3.45
Federal Street	11.15						12.01			VA		3.30			9.00		2.30	5.30	10.00
CM										EY					10.30				11.30
Arrive	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	Arrive	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.

(1) Daily. (2) Daily except Sunday (3) Daily except Monday (4) Tuesday, Thursday and Saturday (5) Sunday, Wednesday and Friday.

SPECIAL INSTRUCTIONS

GENERAL RULES

Personal Injuries

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

100R-2A. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone number
Pittsburgh	John H. Alexander (Surgeon) Office, Clark Bldg., 717 Liberty Ave. Office, Allegheny General Hospital Res., 5632 Woodmount Ave.	ATlantic 1-4882 FAirfax 1-2010 HAzel 1-8080
	William M. McNaugher (Surgeon) Office, Clark Bldg., 717 Liberty Ave. Office, Allegheny General Hospital Res., 6850 Reynolds Street	ATlantic 1-4882 FAirfax 1-2010 MONTrose 1-0237
	James A. Cowan, Jr. (Surgeon) Office, Clark Building, 717 Liberty Ave. Office, Allegheny General Hospital Res., 144 Underwood Ave. Greensburg	ATlantic 1-4882 FAirfax 1-2010 Greensburg 2347
	Harry L. Richards (Surgeon) Office, Allegheny General Hospital Res., Allegheny General Hospital	FAirfax 1-2010 FAirfax 1-2010
	George L. Wessels (Surgeon) Office, Allegheny General Hospital Res., Allegheny General Hospital	FAirfax 1-2010 FAirfax 1-1315
	R. D. Saul (Med. Exam.) Office, 228, Pennsylvania Station Daily except Saturday, Sunday and Holidays—7.30 A.M. to 4.00 P.M. NOTE—When Medical Examiner's office is closed, surgical attention, if necessary may be arranged through the office of the Station Master at Pittsburgh.	729 (Co. Phone) 835 (Co. Phone)
	John L. Hamilton, (Surgeon) Office, Allegheny General Hospital	FAirfax 1-2010
	Murray F. McCaslin, (Oculist) Office, Union Trust Bldg.	ATlantic 1-4198
	W. O'N. Sherman, (Surgeon) Res., Bellefield Dwellings	MAYflower 1-9521
	F. V. Wucher, (Surgeon) Office, Arsenal Bank Bldg., 43rd & Butler Streets Res., 5928 Bryant Ct.	SCHenley 1-0835 MONTrose 1-1428
Indiana	H. B. Buterbaugh (Surgeon) Office and Res., 55 South Sixth Street	415
	F. J. Kellam (Surgeon) Office, Indiana Theater Bldg., Res. Punxsutawney Road, Indiana	374 537
Blairsville	R. D. Saul (Med. Exam.) Office, in freight station Office Hours: 8.00 A.M. to 11.00 A.M. Third Tuesday	Blairsville 541
	Samuel Cohen (Surgeon) Office 50 W. Market Street Res. Wm. Penn Highway	240 21
Vandergrift	W. J. Lace (Surgeon) 175 Washington Ave.	Office 600 Residence 156
Freeport	C. A. Rogers (Surgeon) Office and Res., 423 Market Street	21 96
	R. D. Saul (Med. Exam.) Office, in passenger station Office Hours: 9.30 A.M. to 2.00 P.M., First Wednesday	Freeport 331

Butler	Edward C. Lutton (Surgeon) Office, 414 Butler Savings & Trust Bldg. 106 South Main Street Res., R.D. No. 5, Butler	7-4990 2-4000
Tarentum	C. L. Leydic (Surgeon) Office and Res., 400 Second Ave.	480
Oakmont	Charles E. Piper (Surgeon) Office, Henke Bldg., Delaware & Allegheny Aves. Res., 220 Eighth Street	515 600
Kittanning	T. Craig McKee (Surgeon) Office, 302 Market Street Res., R. D. 3	87 230
	Ivan N. Boyer (Surgeon) Office Colwell-Arnold Building Res. 504 North McKean Street	1051 1051
Phillipston	R. D. Saul (Med. Exam.) Office, in rest house Office Hours: 9.30 A.M. to 1.00 P.M., Thrd Thursday	
Oil City	W. J. Gerstle (Medical Examiner) Office, P.R.R. Frt. Station Seneca St. 8.00 A. M. to 11.00 A. M. 12.30 P. M. to 3.00 P. M. Friday	51-221 Extension 123
	F. M. Summerville, (Surgeon) Office, 204-205 I.O.O.F. Bldg., Res. 923 West 1st St.	67-421 45-851
	J. C. Wilkins, (Surgeon) Office and Res. 108 West 1st St.	42-291
	J. R. Sharp, (Surgeon) Office 301 Veach Building	6-3571
	C. H. Hodgkinson (Acting Surgeon) Office 405 Fair Building Residence, 204 Central Avenue	6-8191 6-8192
	H. S. Anderson, (Surgeon) Office, 121 West Spring St. Res. 225 West Elm St.	20-161 35-461
Tionesta	F. J. Bovard, (Surgeon) Office, Elm St. Res. Vine St.	23 107
Brookville	W. Craig Hendricks (Surgeon) Office, 173 Main Street Res., 68 Walnut Street	179 178
Reynoldsville	H. B. King, (Surgeon) 547 Main St.	224
	M. B. Brandon, (Surgeon) Office, 6 No. 3rd St. Res. 702 Grant St.	5921 5521
	Walter J. Gerstle (Med. Exam.) Office, in Supervisor of Track Office Office Hours: 8.00 A. M. to 11.00 A. M. Thursday following second Wednesday	
Du Bois	C. W. Beals (Oculist) 28 West Scribner St.	1018

100R-3A. Locations of Hospitals

Location	Name and Address	Telephone Number
Pittsburgh	Allegheny General 320 East North Avenue, N. S.	FAirfax 1-2010
Indiana	Indiana	12
Butler	Butler County Memorial East Brady Street	2731
Tarentum	Allegheny Valley Freeport Road	816
New Kensington	Citizen's General 651 Fourth Avenue	Edison 7-3541
Kittanning	Armstrong County South McKean Street	241

Franklin	Franklin City 1 Spruce Street	328
Oil City	Oil City East Bissell Avenue	4-1211
Titusville	Titusville City 406 West Oak St.	22-243
Brookville	Brookville South Main Street	425
Du Bois	Maple Avenue Maple Avenue	700
	Du Bois South Main Street	788

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

First-Aid Boxes:

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

Stretchers:

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

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

OPERATING RULES

STANDARD TIME

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

TIME-TABLES

Letters and Characters

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

- S**—Regular Stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- ✦—Passenger train—rail motor car.
- *—Passenger train—with passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ‡—Will not run on specified dates or Holidays shown on schedule pages.

ENGINE WHISTLE SIGNALS

1014(d) and (e)-A1. Rule 14(d) and 14(e) will apply:

Indiana Secondary Track

Track	Between	And
Secondary	Mile Post 4	Mile Post 17

Butler Secondary Track

Track	Between	And
Secondary	JB	VO

Low Grade Secondary Track

Track	Between	And
Secondary	Junction Allegheny Branch	DF (Northern Div.)

Sligo Secondary Track

Track	Between	And
Secondary	AW	SI

1014(I)-A1. Referring to Rule 14(1):

Enginemen will sound engine whistle signal, Rule 14(1) approaching tunnels and prolong or repeat it until tunnel is reached.

At the following public grade crossings, except in emergency, it will not be necessary to prolong this whistle warning until crossing is reached:

Hyde Park	All Crossings	Hulton (0.6 mile north of Oakmont)	All crossings
Natrona	"	Oakmont	"
Brackenridge	"	Parnassus	"
Tarentum	"	New Kensington	"
Springdale	"	Arnold	"
Cheswick	"	Kittanning	"
Blawnox	"	Foxburg	"
Verona	"	Emlenton	"

Enginemen of diesel engines will sound engine whistle signal, Rule 14(1) approaching track gangs and other points where men may be working on or about tracks.

1014 (r)-A1. Rule 14 (r) will apply:
When stops are to be made for coal or water.

Direction	Sound engine whistle signal passing	Indication Stop will be made at
Westward	JD	Lockport or Blairsville
"	BI	Truxall
"	GI	Kiskiminetas Jct.
"	AJ	Harris, East End
"	Higgins	Etna
"	CQ	Jacks Run (Eastern Div.)
Eastward	CQ	Etna
"	Higgins	Harris, East End
"	AJ	Kiskiminetas Jct.
"	GI	Vandergrift or Truxall
"	BI	Blairsville or Lockport
Northward	DN	Verona
"	FN	Kiskiminetas Jct.
"	MH	Red Bank
Southward	Brady	Red Bank
"	FN	Verona

Operator will notify train dispatcher promptly.

Except: Operator CQ notify operator Federal Street, stop will be made at Jacks Run.

Operator CQ will notify operator UY, stop will be made at Etna.

1014-A2. Referring to Rule 14:

Sound	Indication
— — — — o —	Flagman may return from West or South.
— — — — — o —	Flagman may return from East or North.

Will apply on tracks and between points shown below:

Track	Between	And
No. 101	CQ	UY
No. 101	Parker	Birch
No. 102	Woods	Sandy
No. 301	Drake	RH

Sound	Indication
— — — — o o —	Flagman may return from West
— — — — — o o —	Flagman may return from East

Will apply on track and between points shown below:

Track	Between	And
No. 102	Etna	CQ

TRAIN SIGNALS

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

USE OF SIGNALS

Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors

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

Location	Main, secondary track or siding	Switch
Indiana	Secondary	All Switches
Yellow Creek	Industrial	All Switches
Avonmore	Industrial	All Switches
Apollo	Industrial	All Switches
Butler	Secondary	All Switches except Butler Jct. Yard
No. 3 River UY to 19th St. 0.7 mile west of UY	Running Track	All Switches
No. O 29th St. to Pitt (Pgh. Div.)	Secondary	All Switches
No. 103 South End Coleman Yard to UY	Secondary	All switches except switch at South end of Coleman yard and new crossover South of Yard Office
Plum Creek	Industrial	All Switches
Pucketa	Industrial	All Switches
Schenley	Industrial	All Switches
No. 101 Parker to Birch	Secondary	All Switches
No. 102 Woods to Sandy	Secondary	All Switches
No. 301 Drake to RH	Secondary	All Switches

Fuses And Torpedoes

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

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

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

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

1035-D1. Placing fuseses between short rail head signal bonds and fish plates is prohibited account of damage which has resulted to rail head bonds from this practice.

Facing Hand-operated Switches

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

Facing Hand-operated Switches connected with Manual Block Signal

1037-C1. Locations:

Block Station	Block Signal Governing Movement		Facing Point Switches Connected to Signal between
	Direction	Track	
DN	Northward	1	DN-Block Station and Mile Post 11.
FN	Northward	1	FN-Block Station and Arnold.
	Southward	2	FN-Arnold and Block Station.
Brady	Southward	2	Brady Block Station and Red Bank.
Bridge	North	Single	Bridge Block Station and 1112 feet north thereof

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

Slide Protection Fence

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

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

1043-A1. Slide protection fences in service:

Track	Signal Location
No. 2	2½ Miles West of BI
No. 1	Atlas
No. 2	4500 Feet West of Mile Post 40
No. 1	0.7 Mile East of Mile Post 45
No. 1	1.0 Mile North of Arnold
No. 2	1640 Feet South of Mile Post 21
No. 1	1.7 Miles South of Braeburn
No. 2	½ Mile North of Braeburn
Main	Miller Farm—Southward— Distant Signal No. 1239 located 2715 feet north of north end of slide fence
Main	Miller Farm—Northward— Distant signal No. 1248 located 2800 feet south of south end of slide fence

NOTE—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, in so far as protection against slides is concerned, approaching point where track may be obstructed prepared to stop when the signal displays its most restrictive indication.

1043-A2. SP Signals also protect facing switches as follows:

Track	Switch	Signal Location
No. 1	Braeburn Siding	1.7 Miles South of Braeburn

SUPERIORITY OF TRAINS

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

1072-A2. On Chautauqua Branch Southward trains are superior by direction to trains of the same class in the opposite direction.

GENERAL ORDERS

Bulletin Boards, Employes' Registers, Standard Clocks

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

Bulletin Board	Employes' Register	Standard Clock	Location	Other Divisions
X	X	X	Blairsville—Yard Master's Office	Pittsburgh Eastern Middle Pan Handle
X	X	X	Kiskiminetas Jct.—Yard Master's Office	Pittsburgh Eastern Middle
X			W. R. R.—West Winfield	
X	X	X	Sharpsburg—Freight Station	Pittsburgh Eastern
X	X	X	Stock Yards—Yard Master's Office	Pittsburgh Eastern
X	X	X	Pittsburgh—Yard Master's Office, 16th St.	Pittsburgh Eastern Pan Handle
X	X	X	Pittsburgh—Yard Master's Office, 43rd St.	Pittsburgh Eastern Pan Handle
X	X	X	Verona—Yard Office	
X	X	X	New Kensington—Yard Office	Unity Railways Co.
X	X	X	Phillipston—Engine House	Pittsburgh Northern Susquehanna
X	X	X	Oil City—Crew Dispatcher's Office	Pittsburgh Eastern Panhandle Northern N.K.P.R.R.
X	X	X	Oil City—Baggage Room	Northern
X	X		Oil City—Cabin 7 Yard Office	Northern
X	X		Titusville—Passenger Station	Northern
X	X		Reynoldsville—Ass't Train Master's Office	Northern
X			N. Y. C. R. R.—Stoneboro	
X			N. Y. C. R. R.—Clearfield	
X			B. & O. R. R.—DuBois	
X			L. E. F. & C.—Clarion	

NOTE—X indicates in service.

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

Point	Location of Bulletin Boards

Standard Clocks.

1075-A3. Standard Clocks At Other Points:

Train Dispatcher's office.
Open Block Stations.

GENERAL ORDER ZONES

1075-A4. General Order Zones of this Division are as follows:

Zone A—Division Post (Eastern Div.) to Mile Post 45, Pittsburgh 11th Street to Kiskiminetas River Bridge 28.91 Kiskiminetas Jct., including Brilliant Branch and Butler Secondary Track.

Zone B—Mile Post 45 to Division Post (Pgh. Div.) including Indiana Secondary Track.

Zone C—Kiskiminetas River Bridge 28.91 Kiskiminetas Jct. to Bridge, including East Brady Branch.

Zone D—Chautauqua and Salamanca Branches.

Zone E—Low Grade and Sligo Secondary Tracks.

Qualification of Conductor Or Engineman

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

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

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

1076-A1. While a freight train is passing an open block or inter-locking station, a member of the crew must be stationed on the rear of the train to receive or deliver messages.

Train service employes on cabin cars must take position on platform of cabin car while train is entering, passing through, or leaving yards and be prepared to acknowledge signal from any person in the vicinity, affecting the movement of their train.

MOVEMENT OF TRAINS

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

Yard Limits.

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

Track	Between	And
Butler Secondary Track	JB	Mile Post 1
	Mile Post 20	Butler
East Brady Branch	Brady	BY
Chautauqua Branch	Titusville 785 feet south of Mile Post 119	29 ft. south of Mile Post-121
Salamanca Branch	Bridge	Mile Post 5
Low Grade Secondary Track	Mort	2025 ft. east of Mile Post 2
	AW 205 ft. east of Mile Post 5	2644 ft. east of Mile Post 6
	NA 2640 ft. east of Mile Post 18	3376 ft. east of Mile Post 21
	SU 4889 ft. east of Mile Post 32	3018 ft. east of Mile Post 34
	Brookville 1853 ft. east of Mile Post 40	Mile Post 43
	Reynoldsville 2574 ft. east of Mile Post 54	3843 ft. east of Mile Post 56
	Falls Creek 1340 ft. east of Mile Post 61	1436 ft east of Mile Post 63
	DB 2017 ft. east of Mile Post 64	721 ft. east of Mile Post 67
	DR 100 ft. east of Mile Post 108	Driftwood (Northern Div.)
	Sligo Secondary Track	AW	3174 ft. east of AW
SI 891 ft west of Mile Post 10		End of track Sligo Secondary Track

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

Track	Between	And
No. 1 and No. 2	Bridge	RD

Authority to Proceed as an Extra.

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

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

Non-Interlocked Railroad Crossings At Grade.

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

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Indiana Wye B. & O. R. R.	Position Light Signal	More favor- able than stop	Cross, without stopping	1
VO B. & O. R. R.	Semaphore	More favorable than stop	Cross. without stopping	2
	Hand Signal	More favorable than stop		

NOTE 1. The normal position of signals is for B. & O. R. R. movement over crossing.

When crossing is to be used by P.R.R. trains, conductor or engineman after determining that no B. & O. R.R. trains are on or approaching the crossing, will push the button marked P.R.R., located in box on side of instrument case at crossing, and wait until P.R.R. Home Signal displays restricting indication which will require approximately two (2) minutes.

After movement is completed beyond the opposing Home Signal, crossing signals will return to normal position.

If set up is made for P.R.R. movement over crossing and the movement is not made, push the button marked B. & O. to restore signals to normal position.

After pushing button marked P. R. R. and waiting approximately two (2) minutes, if P. R. R. Signal does not indicate restricting indication for movement over crossing and no B. & O. trains approaching, conductor or engineman will send out flagman on B. & O. R. R. track a sufficient distance to afford proper protection in both directions after which train or engine may pass over the crossing.

Push button box must be closed and locked after being used.

NOTE 2. Trains approaching B. & O. R. R. grade crossing at VO will not foul the crossing without first receiving a proper hand signal from the signalman, given with a yellow flag by day and a yellow light by night, in addition to the proper proceed fixed signal.

Movable Bridge—Not Part of an Interlocking.

1098-B1. Signal located on north end of Island Platform on west side of No. 2 inbound house track, 11th Street Freight Station, Pittsburgh, shows two positions for bridges spanning No. 1 and No. 2 tracks between inbound house track and Island platform. When showing red it will indicate that the bridges are up and when showing green it will indicate that bridges are down.

Signal located on north end of outbound house showing two positions for bridges spanning No. 7 and No. 8 tracks, will govern movements to be made same as outlined above for No. 1 and No. 2 tracks.

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks.

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

Track	Crossing	Location	Protection Actuated by Trains Operating on Tracks
Main Line	Corbet Street 1230 ft. E. of MP56	Tarentum	Yard Track
Main Line	Bridge Street 2300 ft. W. of MP55	Tarentum	Yard Track
Main Line	Lock Street 650 ft. E. of MP56	Tarentum	Yard Track
Main Line	Butler Street 1780 ft. E. of MP61	Springdale	Two industrial tracks, first and second tracks south of No. 1 track
Allegheny Branch	3rd Street 1900 ft. N. of MP17	Parnassus	Industrial track, first track east of No. 1 track
Allegheny Branch	4th Street 2600 ft. N. of MP17	Parnassus	Industrial track, first track east of No. 1 track
Allegheny Branch	7th Street 510 ft. S. of MP18	New Kensington	Industrial track, first track east of No. 1 track
Allegheny Branch	8th Street 80 ft. S. of MP18	New Kensington	Industrial track, first track east of No. 1 track
Allegheny Branch	St. Petersburg Road 2100 ft. S. of MP86	Foxburg	No. 101 Secondary Track
Allegheny Branch	Main Street 1800 ft. N. of MP89	Emlenton	No. 101 Secondary Track
Chautauqua Branch (Note 1)	Main Street	Spartansburg	Siding and Mill Track

NOTE 1. The automatic highway crossing signal and gates operate for movements on the siding and Mill Track within limits of track circuits extending 70 feet on each side of Main Street crossing. The limits of the track circuits on the siding and Mill track are designated by yellow stripes, 10 inches wide, on outside of both rails. Cars must not be left standing on these circuits.

Trains on the siding or Mill track, before proceeding in either direction over the crossing, must come to a stop and occupy the track circuits for 30 seconds to allow the gates to descend.

Southward trains stopping on the main track between the north end of siding and AN Block-Limit Station, must not exceed a speed of 20 miles per hour between these points and must approach the crossing carefully, not exceeding a speed of 10 miles per hour between AN Block-Limit Station and the crossing.

Northward trains must not leave cars standing on the main track between the south end of the siding and the crossing.

Southward trains operating under Rule 289 must not exceed a speed of 10 miles per hour between AN Block-Limit Station and Main Street crossing.

Interrupting Operation of Automatic Highway Crossing Protection Manually

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

Track	Crossing	Location	Location of push button to cut out crossing Manually
Allegheny Branch	No. 1 track, 3rd Street No. 1 track, 4th Street	Parnassus	on relay case at crossing
Allegheny Branch	7th Street 8th Street 9th Street	New Kensington	watchman's tower 9th Street
Allegheny Branch	No. 101 track, St. Petersburg Road	Foxburg	on relay case at crossing
Allegheny Branch	Main Street	Emlenton	on relay case at crossing
Chautauqua Branch	Central Avenue	Titusville	Signal mast west of crossing
Chautauqua Branch	Perry Street	Titusville	Signal mast west side
Chautauqua Branch	Franklin Street	Titusville	Station building
Chautauqua Branch	Bank Street	Titusville	Signal west side
Chautauqua Branch	Drake Street	Titusville	Signal west side
Low Grade Secondary	Main Street	Reynoldsville	on relay case at crossing
Sligo Secondary	Route No. 68	Rimersburg	on relay case at crossing
Indiana Secondary	School Street Church Street	Indiana	on relay case at crossing

Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A6. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Track	Crossing	Location
Main Line	No. 2 track, Philadelphia Ave.	Natrona
Main Line	No. 1 track, Corbet St. No. 2 track, Wood St. No. 2 track, Lock St.	Tarentum
Main Line	No. 1 track, Butler Street	Springdale

1103-A7. Trains and engines on yard track must not foul Corbet Street, first highway crossing east of Tarentum, until automatic short arm gates protecting this crossing are down.

1103-A8. To avoid unnecessary operation of automatic highway crossing gates, eastward passenger trains on No. 1 track making station stop at Tarentum will stop west of CC Sign located on south side of yard track 170 feet west of Corbet Street and must not foul Corbet Street crossing until gates are down.

1103-A9. Enginemen on southward trains stopped at New Kensington must sound whistle signal, Rule 14(g) when ready to proceed and 9th Street crossing must not be fouled until gates have been lowered.

1103-A10. To avoid unnecessary operation of automatic highway crossing signals protecting highway grade crossing, Highway Route No. 536 located 350 feet east of MY, eastward trains required to stop at MY will stop west of MY Block-Limit signal. Westward trains required to stop at MY will stop 80 feet east of grade crossing, clear of point where rails are marked with yellow stripe.

Protection for Public Highway Crossings at Grade

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

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of	Note
Chautauqua Branch	Duncomb Street	Oil City	10.30 P.M. and 6.30 A.M.	(1)
Chautauqua Branch	Center Street	Oil City	10.30 P.M. and 6.30 A.M.	(1)
Chautauqua Branch	Sycamore Street	Oil City	10.30 P.M. and 6.30 A.M.	(1)
Blairsville Industrial	Market Street	Blairsville	6.00 A.M. Sunday and 6.00 A.M. Monday	(2)

NOTE 1. Backing trains and engines over these crossings must be avoided as far as possible. And when done, care must be exercised. All trains must run with caution over these street crossings.

NOTE 2. Two flagmen, with red flags by day and red and white lanterns by night, must precede each movement over crossing and remain at crossing on each side of train until it has cleared crossing.

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

Track	Crossing	Location
Main Line Saltsburg Industrial track	Washington Street Point Street Market Street (State Route No. 80)	Saltsburg
Main Line Bailey Run Track	State Route No 28	Creighton
Main Line Private Track	State Route No. 28	Cheswick
Main Line Red Raven Track	State Route No. 28	1720 feet west of Harmar
Main Line Sun Oil Co. Track	Boyd Avenue	3400 feet east of Blawnox
Indiana Secondary Private Track	State Route No. 119	Coral
Indiana Secondary Private Track	State Route No. 119	Graceton
Indiana Secondary Private Track	Oakland Street	Indiana
Indiana Secondary All Tracks	Philadelphia Street	Indiana
Yellow Creek Industrial Track	Mecco Public Highway State Route No. 119	3.1 miles north of Homer City Homer City
Apollo Industrial All Tracks	First Street	Apollo
Butler Yard B & LE Interchange Track All Tracks	State Route No. 422 Monroe Street	Butler
Pittsburgh District All Tracks	In Pike and Smallman Sts., between 11th and 29th Sts. 16th and Pike Sts. 16th St. (Other yard tracks) 1.00 A.M. to 1.00 P.M. 21st and Railroad Sts. 23rd and Railroad Sts. 24th and Railroad Sts. 25th and Railroad Sts. 26th and Railroad Sts. 27th and Railroad Sts. 28th and Railroad Sts. 29th and Railroad Sts. Smallman St., (Note) Mulberry Alley Spring Alley Spruce Alley 31st Street 38th Street 51st Street	Pittsburgh
Private Track Private Track Private Track Private Track Private Track Private Track		
Allegheny Branch Scaife's Industrial Track	Allegheny Avenue	Oakmont
Indian Run Track	All Crossings	New Kensington
Allegheny Branch P. H. Murphy Track Gen'l. Elec. Track	Constitution Blvd. Constitution Blvd.	New Kensington
Allegheny Branch West Penn Power Track	Constitution Blvd	Arnold
Schenley Industrial Track Park Coal Co. Track	State Route No. 66	1300 feet west of end of track

Track	Crossing	Location
Allegheny Branch Pollock Feed Co. Heilman Lumber Co.	Third Avenue Third Avenue	Ford City
Duck Run	All Crossings	Kittanning
Cowanshannoc	Public Road	North of Kittanning
East Brady Branch	State Route No. 68	East Brady
Chautauqua Branch Pennzoil Plant No. 2, No. 10 track	Township Road	Oil City
Chautauqua Branch Main Track Note — On school days only between 7.45 A.M. and 9.00 A.M. and between 3.00 P.M. and 4.45 P. M.	Central Avenue Franklin Street Drake Street	Titusville
Chautauqua Branch Titusville Siding	Central Avenue Franklin Street	Titusville
Chautauqua Branch Pioneer Track	Franklin St. U.S. Route No. 8	Titusville
Low Grade Secondary Wallwork Mine	U. S. Route No. 28	Hawthorn
Low Grade Secondary Both legs of Wye	U. S. Route No. 219	DB

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

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

1103-C2. Trains must not enter or cross Center or Sycamore Street crossings, Oil City, while the crossing is being occupied by another engine or train either standing or moving; they must not cross either street thereafter until the accumulated street traffic has passed over in safety.

1103-C3. At Oil City, all trains, in addition to having protection, must come to a stop before entering Erie R. R. track at wye, then proceed around wye with care, coming to a stop before crossing South Seneca Street.

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

Switch Located at	Connecting	With	Normal Position is for Movements
RD Block-Limit Station	Single Track	No.1 and No. 2 Track	To No. 2 Track
Torrance	Blairsville Industrial Track	West leg of Wye	To West Leg of Wye
Blairsville	Blairsville Industrial Track	No. 104 Yard Track	To No. 104 Yard Track
1620 Feet South of Homer City	Indiana Secondary Track	Yellow Creek Industrial Track	To Yellow Creek Industrial Track
South End of Coleman Yard	No. 101 Secondary Track	No. 103 Secondary Track	To No. 103 Secondary Track

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

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

Location	Switches
GH	Switches at Junction P. R. R. and N. Y. C. R. R. and Switch 1.

Hand-Operated Switches Equipped with Electric Locks

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

Location	Switch	Controlled by
Atlas	Crossover between No. 2 track and Atlas storage track	Truxall Note 5
Atlas	Switch in No. 2 track leading to Atlas Powder Co. track	Truxall
Atlas	Switches in No. 1 and No. 2 tracks leading to west end of Atlas storage track	Truxall
Atlas	Switch in No. 1 track to Saltsburg Industrial Track	Truxall
Atlas	Crossover switch in No. 1 track to Saltsburg Industrial Track	Truxall
Freeport	Switches at east and west end storage track	AJ
Freeport	Crossover between No. 2 track and station track	AJ
Harris	Switch to Butler Secondary track	AJ
Acme	Switch to Cemline Corporation track from No. 1 track	UY Note 1
Blawnox	Crossover between No. 2 track and Ross Storage Track	UY Note 2 & 3
East of UY Interlocking	Switch to Scale track from No. 2 track	UY Note 3
East of UY Interlocking	Switch to "Pull-in" Track Ross Yard from No. 1 track	UY
Aspinwall	Switch to Casey's track from No. 1 track.	UY
West of UY Interlocking	Switch to Keystone Box Co. track from No. 2 track	UY Note 4
West of UY Interlocking	Switch to Zonolite track from No. 2 track	UY
West of UY Interlocking	Switch to Edgar Brossius track from No. 2 track	UY
West of UY Interlocking	Switch to Roessing Engineering track from No. 2 track	UY
West of UY Interlocking	Switch to Sharpsburg Warehouse track from No. 2 track	UY
2623 feet east, Federal Street (Eastern Div.)	Switch to Stock Running track from No. 1 track	CQ
Sarah Furnace	Crossover between Main track and Tunnel siding	Brady
West Monterey	Switch to Station Track from Main track	Brady
Foxburg	Crossovers between Main track and No. 101 Secondary track	Brady
Foxburg	Switch to Keystone Supply Co. Track from Main track	Brady
Emlenton	Crossover between Main track and No. 101 Secondary track	Brady

Location	Switch	Controlled by
Rockland	Switch to Station Track from Main track	Brady
St. George	Crossover between Main track and No. 102 Secondary track	Brady
Venango	Crossover between Main track and No. 301 secondary track south end of yard	Brady
Rock	Crossover between Main track and No. 301 secondary track	Brady
Franklin	Crossover between Main track and No. 301 secondary track	Brady
Oil City	Inbound shop track	Bridge
Oil City	Outbound shop track	Bridge
Oil City	Retail track	Bridge
Oil City	Oil City Milling Co. track	Bridge
Oil City	Water Works track	Bridge

NOTE—To leave Main Track at locations where Switch levers are locked with electric locks, trains or engines must occupy track circuit which extends 150 feet from switch, before switch can be opened.

NOTE 1. To use crossover switch leading to Cemline Corporation track, train or engine must occupy track circuit between Eastward Home Signal and switch, then request signalman at UY to release electric lock.

NOTE 2. Crossover switch No. 2 track to Ross storage track, pipe connected for unlocking storage track end when main track end is operated.

NOTE 3. After securing permission to move from scale track or Ross storage track to No. 2 track, remove switch padlock from keeper, press down on foot pedal; if pedal depresses, switch may be operated. If foot pedal cannot be depressed at first attempt, continue attempts at intervals for a period of 6 minutes, then report to signalman, UY Block Station, for instructions.

NOTE 4. Derail cannot be operated until main track switch is reversed, and main track switch cannot be restored to normal position until derail has been placed in derailing position.

NOTE 5. Trains or engines must occupy track circuit between home signal and switch, then request signalman to release electric lock.

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

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
Mile Post 7 east of Alum Bank	No. 2 track to Bennett Dump track
600 feet west of Mile Post 9 east of BI	No. 2 track to Blairsville Yard
830 feet west of Mile Post 9 east of BI	No. 1 track to BI Dump track
695 feet east of BI	No. 1 track to BI Dump track
Atlas	Switch in No. 2 track at east end of Atlas storage track
Avonmore Industrial Track	Switch in No. 1 track to Avonmore industrial track

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

1104-E1. Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
RD—End of No. 1 and No. 2 tracks	Single track to No. 2 track	Northward movements from No. 1 track to single track	

Secondary Tracks and Sidings.

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

Secondary Tracks

Track	Between	And
No. 101	UY	CQ
No. 102	Etna	CQ
No. 101	Parker	Birch
No. 102	Woods	Sandy
No. 301	Drake	RH

1107-A1. Referring to Rule 107:

(a) Signalman AJ will notify Northward, Southward and Westward inferior trains if Eastward or Northward superior trains due have not arrived.

(b) Signalman UY will notify Eastward inferior trains if Westward superior trains due have not arrived.

(c) Signalman CM will notify Northward inferior trains if Southward superior trains due have not arrived.

(d) Signalman FD will notify Southward inferior trains if Northward superior trains due at Schenley or Aladdin have not arrived.

(e) Signalman Brady will notify Southward inferior trains if Northward superior trains due have not arrived.

(f) All trains moving on No. 2 track at Aladdin and Schenley must come to a full stop before passing a passenger train on No. 1 track receiving or discharging passengers, then proceed at Reduced speed until the front of train is past the front and rear of passenger train on No. 1 track, for safety of passengers crossing No. 2 track to reach Schenley Distillery.

Track Assignments
1151-A1. Single Track

Track	Between	And
Allegheny Branch	Brady	RH
East Brady Branch	Brady	BY
Chautauqua Branch	RD	Division Post (Northern Division)
Salamanca Branch	Bridge	Division Post (Northern Division)

1151-B1. Two or More Tracks
 Current of traffic is as follows:

Main Line Between:	No. 2 Track	No. 1 Track
Main Line Division Post (Pgh. Div.) and Division Post (Eastern Div.)	Westward	Eastward
Allegheny Branch Division Post (Pgh. Div.) and Brady.	Southward	Northward
RH and Bridge	Southward	Northward
Brilliant Branch UY and Division Post (Pgh. Div.)	Westward	Eastward
Chautauqua Branch Bridge and RD	Southward	Northward

NOTE—Tracks are numbered from south to north or east to west.

1151-C1. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 101	29th Street	South End Coleman Yard	Northward	Yard Master 43rd St.	Yard Master 43rd St.	1
No. 101	South End Coleman Yard	Nadine	Northward	Yard Master Coleman	Yard Master Coleman	1
No. 102	Nadine	South End Coleman Yard	Southward	Yard Master Coleman	Yard Master Coleman	1
No. 102	South End Coleman Yard	29th Street	Southward	Yard Master 43rd St.	Yard Master 43rd St.	1
No. 101	CQ	Etna	Eastward	CQ	CQ	2
No. 102	Etna	CQ	Westward	UY	UY	2

NOTE 1. Tracks must not be used in assigned direction without authority of employe in charge.

NOTE 2. Eastward movements made on signal indication at CQ, Westward movements made on signal indication at Etna.

Permission must be obtained from **CQ** or **UY** to use these tracks at any point between **CQ** and Etna.

1151-D1. Secondary Tracks of No Assigned Direction.

Track	Between	And	Controlled by	Note
Indiana (N)	D	NM	BI	1
Butler (E)	JB	VO	GI	1
No. 101 (W)	UY	Etna	UY	2
No. O (S)	29th St.,	Pitt (Pgh. Div.)	Pitt	3
No. 103 (S)	South End Coleman Yd.,	UY	UY	4
Low Grade (E)	Junction Allegheny Branch	Mort	Brady	1-5
Low Grade (E)	Mort	MY	NA SU GH	1-6
Low Grade (E)	MY	Falls Creek	GH	1
Low Grade (E)	Falls Creek	DB	Falls Creek	1
Low Grade (E)	DB	DF	DF	1
Sligo (E)	AW	SI	NA SU GH	1-6
No. 101 (S)	Phillipston	Brady	Brady	7
No. 101 (N)	Parker	Birch	Brady	8
No. 102 (N)	Woods	Sandy	Brady	9
No. 301 (N)	Drake	RH	Brady	10

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

NOTE 1. Third, fourth and fifth paragraphs of Rule 105 and Rules 201 to 223, inclusive, will not apply. All other rules as they apply to main tracks and sidings are in effect, except that trains and engines will not protect against following movements on sidings or on Indiana Secondary Track between Mile Post 17 and NM. Extra trains, except passenger extras, will run on verbal permission of signalman when authorized by the Superintendent; authority for movement of passenger extras must be in writing. At Mort, NA, SU, GH, Falls Creek and DF, extra trains, except passenger extras, may proceed on proper Manual Block Signal indication in lieu of verbal permission of signalman.

NOTE 2. Eastward movements made on signal indication at Etna, Westward movements made on signal indication at UY. Permission must be obtained from UY to use this track at any point between UY and Etna.

NOTE 3. Manually-controlled flasher and traffic signals operated on track circuit indication by Watchman, located in tower at Liberty Avenue.

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

Liberty Avenue, Penn Avenue, and Smallman Street.

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

NOTE 4. Northward movements made on signal indication at UY.

NOTE 5. Westward movements between Mort and Junction Allegheny Branch made on signal indication at Mort and when clear of the block at Mort, must report clear to signalman at Brady when making first stop between Mort and Junction Allegheny Branch. Permission must be obtained from signalman at Brady to use this track at any point between Mort and Junction Allegheny Branch.

NOTE 6. Controlled by SU when NA is closed and by GH when NA and SU are closed.

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

NOTE 8. Northward movements made on signal indication at Parker, Southward movements made on signal indication at Birch. Permission must be obtained from Brady to use this track at any point between Parker and Birch.

NOTE 9. Northward movements made on signal indication at Woods, Southward movements made on signal indication at Sandy. Permission must be obtained from Brady to use this track at any point between Woods and Sandy.

NOTE 10. Northward movements made on signal indication at Drake. Southward movements made on signal indication at RH. Permission must be obtained from Brady to use this track at any point between Drake and RH.

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

Siding	Employee in Charge	Note
Pine Run—Eastward	Signalman GI	1
Tunnel—Northward	Signalman Brady	2-3-4
FD—Northward	Signalman FD	
FD—Southward	Signalman FD	
Dilks—Eastward	Signalman GI	
Summit—Eastward	Signalman GI	

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

NOTE—2. Interlocking signal to enter Tunnel siding at Madison will be authority to use siding to Sarah Furnace crossover.

NOTE—3. Interlocking signal at Brady will be authority to use siding.

NOTE—4. Trains must not be permitted to follow other trains through East Brady tunnel on Tunnel siding.

PASSENGER TRAIN OPERATION

1154-A1. Unauthorized persons are prohibited from riding on the rear of passenger trains.

Trainmen are required to ride in the rear of trains while passing through tunnels and over bridges as shown below:

TUNNELS

Saltsburg
Brady
Woodhill
Kennerdell
Long Point
Climax
Brookville
Sahula
Caledonia

BRIDGES

No. 1.40,	Conemaugh River, 2.2 miles west of JD
No. 0.10,	Conemaugh River, Mile Post O
No. 11.02,	Conemaugh River, west of BI
No. 15.17,	Conemaugh River, east of Atlas
No. 25.45,	Kiskiminetas River, east of Salina
No. 47.83,	Allegheny River, Kiskiminetas Jct.
No. 0.68,	Allegheny River, UY
No. 28.91,	Kiskiminetas River, Kiskiminetas Jct
No. 105.42,	3.1 miles south of Centerville
No. 120.70,	Titusville
No. 121.59,	Titusville
No. 130.27,	Petroleum Center
No. 132.29,	Petroleum Center
No. 135.08,	Rouseville
No. 136.70,	Oil City
No. 132.33,	Allegheny River Bridge

1154-A2. A train occupied by passengers must not use Oil City wye at station.

FREIGHT TRAIN OPERATION

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

1155-A1. Trains having 40 per cent or more loaded cars in train will be considered loaded trains; less than 40 per cent loaded cars will be considered empty trains.

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

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

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

Retaining valves will be used on loaded freight trains when descending grades between VO and Mile Post 3, Butler secondary track; Division Post (Pittsburgh Division) and UY Brilliant Branch; and No. 103 secondary track between Division Post, (Pittsburgh Division) and south end of Coleman Yard. Enginemen and conductor will confer and agree on the number of retaining valves to be set up on cars between these points, except, that no less than 15 retaining valves will be set up in high pressure position on loaded trains of more than 50 cars, No. 103 secondary track between Division Post (Pittsburgh Division) and south end of Coleman Yard.

SLIGO SECONDARY TRACK

For controlling freight trains with power brakes on descending grade Rimersburg to AW, Rules 55-A to 60 inclusive, and notation at bottom of M. P. 261 Form, Page 62 of Brake and Train Air Signal Instructions 99-D-1, will be effective on the Sligo secondary track from Rimersburg, Mile Post 5, to AW, connection with Low Grade secondary track.

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 10-b of 99-D-1, Brake and Train Air Signal Instructions.

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, and 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 and a road test of the brakes has been made.

On single engine trains or with helping engine on head end, the flagman must observe the brake pipe 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 pipe 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 two sounds of the whistle when proceed is given.

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

1155-A2 On all mineral trains, the retaining valves should be turned up in slow-direct release position (45 degrees above center) on one-fourth of the cars in train; retainers to be turned on head portion of train. This should be done at the time terminal air brake test is made.

On all trains of empty open top cars, 100 or more cars, retaining valves should be turned up in slow-direct release on first 25 cars back of engine, and 15 retainers on head end of trains of 50 to 100 cars.

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 release.

These instructions do not change the 99-D-1 Brake and Train Air Signal Instructions, nor Special Instruction 1155-A1.

1155-C1. Freight trains with helping engine on rear of train, when stopped for coal or water, will detach the engine or engines on front end of train, also helping engines will detach from rear end of train before taking coal or water.

1155-C2. Crews placing cars on tracks protected by concrete bumper will leave a space between car and bumper in order to avoid damage to equipment.

1155-C3. Freight trains leaving coaling or water stations, 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-C4. Conductors of freight trains arriving at sidings, stations or 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 car.

1155-C5. Conductors will furnish agent at Cheswick, report showing number and initial of all cars, loaded or empty, delivered to, or received from Cheswick and Harmar R. R.

1155-C6. 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 of and 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-C7. Operators at UY must not permit westward trains consisting of more than 35 cars to proceed on No. 2 track from west end of UY Interlocking, unless signal indication at Etna will permit trains to proceed far enough to clear Main Street Crossing, Sharpsburg, located 150 feet west of Mile Post 72.

Westward trains to be governed accordingly.

1155-C8. 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 Higgins Block Station before proceeding.

1155-C9. The practice of making brake applications from rear of freight trains should be avoided except in case of real necessity. Trainmen must endeavor to attract the engineman's attention by signaling before applying the brakes from train. When the danger to the train is such that trainmen will have time to stop the train with a service application, the following method should be used:

Open the conductor's valve on cabin car very slowly, using between 50 and 60 seconds from the time air starts to exhaust from conductor's valve until valve is wide open. The valve must not be closed until after the train has stopped.

Enginemen should look back along their train for hand signals as often as is consistent.

When trainmen are applying the brakes from train, the engineman will be conscious of the brake application by the train slowing down due to brakes dragging on rear portion of train. When engineman notices this condition, he should immediately place the automatic brake valve on lap position, and if power is being used, the throttle must be gradually closed, making sure the power is completely shut off before the train stops.

When brakes are being applied from rear end of a long freight train the brakes on the locomotive and head portion of train will not apply due to the feed valve maintaining the brake pipe pressure. Therefore, it is important that the automatic brake valve be placed on lap as quickly as possible, thereby blocking off the supply of air pressure to the brake pipe, permitting the brakes to apply on locomotive and head portion of train. This will prevent the hard stretching out of the train which may result in breaking a knuckle or draw bar.

When an emergency application of the brakes occurs from the train, Instruction 26 of the 99-D1 Brake and Train Air Signal Instructions must be complied with.

PASSENGER AND FREIGHT TRAIN OPERATION

1156-A1. Wrenches, hammer and chisel have been placed at the following Block Stations:

CQ, UY, AJ, Truxall, BI

for emergency use of Engine and Train Service crews.

In order to avoid delays, these tools can be secured for use enroute. They must be left at some point on the Division which will permit their return to Block Station from which received.

1156-A2. When engines are passing over trestles or open-floor bridges, poker or scraper must not be used or grates shaken.

1156-A3. When authorized by the signalman, and, at Reduced speed, an engine may pass stop-block signal or enter a block occupied by a passenger train for the purpose of switching that train.

1156-A4. Trains or engines before entering and after clearing No. 2 track between AJ Interlocking signal and the home signal at Aladdin crossover will report to Signalman at AJ.

1156-A5. Trains or engines not being governed by Automatic Block Signal System Rules and receiving signal indication Rule 291 on No. 2 track Aladdin will, Stop—then proceed at once, under Restricted speed.

1156-A6. Normal movement on Horn track AJ is from No. 1 eastward track, movements in reverse direction on this track must not be made without permission from Signalman AJ.

1156-A7. 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-A8. Trains and engines on yard track must not pass a passenger train receiving or discharging traffic on No. 1 track, at Creighton.

1156-A9. No. 104 yard track between BI and Market Street, Blairsville Industrial Track, is a designated yard running track controlled by yard master or clerk at Blairsville.

Movements must be made at Restricted speed unless the track is seen or known to be clear and switches properly lined.

Eastward movements made on signal indication at BI.

Westward movements made on permission from yard master or clerk at Blairsville.

Permission must be secured from yard master or clerk at Blairsville to use this track at any point between BI and Market Street, Blairsville Industrial Track.

1156-A10. When a train is delayed at points remote from block stations, conductor or enginemen must see that some member of the crew communicates with signalman at once and at frequent intervals.

1156-A11. Referring to Instructions 26-a Book of Brake and Train Air Signal Instructions No. 99-D-1.

Brakes may remain applied over all bridges on this division.

1156-A12. At the locations indicated below, and at other locations when conditions permit, enginemen should check the speed indicated on the speedometer with their watches and report on M.P. 62-DE work report, any discrepancies noted.

Main Line

Between	Location
Mile post 8 and Mile Post 9	West of Alum Bank
Mile Post 63 and Mile Post 64	West of Cheswick

Allegheny Branch

Between	Location
Mile Post 14 and Mile Post 15	North of Hulton highway crossing, located 0.6 mile north of Oakmont
Mile Post 91 and Mile Post 92	North of Emlenton

Chautauqua Branch

Between	Location
Mile Post 127 and Mile Post 128	South of Miller Farm

Salamanca Branch

Between	Location
Mile Post 11 and Mile Post 12	South of Eagle Rock
Mile Post 16 and Mile Post 17	South of Hunter

The distance between Mile Posts at the above locations are standard miles, each measuring 5280 feet in length.

SPEED RESTRICTIONS

1157-A. Speed Table.

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

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

BETWEEN		Dis- tance	Min.
Main Line			
JD and BI		13.4	22
BI and Atlas		7.4	9
Atlas and Apollo		14.9	25
Apollo and GI		4.1	6
GI and AJ		9.5	14
AJ and UY		22.5	29
UY and Federal Street		6.8	10
JD and Federal Street		78.6	Hrs. Min. 1 55
Allegheny Branch			Min.
CM and DN		6.1	10
DN and FN		8.5	11
FN and AJ		10.1	13
AJ and FD		11.3	15
FD and MH		13.6	18
MH and Brady		11.0	14
Brady and Madison		3.1	5
Madison and Parker		9.9	12
Parker and Birch		9.6	12
Birch and Woods		4.1	6
Woods and Sandy		4.8	7
Sandy and Drake		9.1	12
Drake and RH		12.1	18
RH and Bridge		2.8	5
CM and Bridge		116.1	Hrs. Min. 2 38
Chautauqua Branch			Min.
Oil City and RD		4.0	8
RD and EY (Northern Div.)		40.9	66
Oil City and EY (Northern Div.)		44.9	Hrs. Min. 1 14

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

Minimum Running Times and Speeds on Descending Grades-Freight Trains

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

Trains having an average tonnage over 51 tons per effective brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Rimersburg. Mile Post 5 to AW	2.20	5	12	30

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

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

	Single Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
MAIN LINE						
BETWEEN:	Miles per Hour					
Division Post (Pgh. Div.) and UY			50	50	50	50
UY and Division Post (Eastern Div.)			45	45	45	45
Allegheny Branch						
Between:						
Division Post (Pgh. Div.) and Brady			50	50	50	50
Brady and Mile Post 120	50	50				
Mile Post 120 and RH	45	45				
RH and Bridge						
East Brady Branch						
Between:						
Brady and BY	25	25				
Chautauqua Branch						
Between:						
Bridge and RD			40	40	40	40
RD and Division Post (Northern Div.)	40	40				
Salamanca Branch						
Between:						
Bridge and Division Post (Northern Div.)	40	40				

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

1157-C2. Wreck trains.

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line		
Between:		
Division Post (Pgh. Div.) and Division Post (Eastern Div.)	40	30
Allegheny Branch		
Between:		
Division Post (Pgh. Div.) and Mile Post 120.	40	30
Mile Post 120 and Bridge	30	25
East Brady Branch		
Between:		
Brady and BY	25	15
Chautauqua Branch		
Between:		
Bridge and Division Post (Northern Div.)	30	25
Salamanca Branch		
Between:		
Bridge and Division Post (Northern Div.)	30	20
Low Grade Secondary Track		
Between:		
Jct. Allegheny Branch and Mort	15	15
Mort and West end Bridge 109.79	30	20
West end Bridge 109.79 and Driftwood (Northern Div.)	20	20
Sligo Secondary Track		
Between:		
AW and SI	15	15
Indiana Secondary Track		
Between:		
D and NM	25	15
Butler Secondary Track		
Between:		
JB and VO	20	20

1157-C3. Work trains.

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line Between: Division Post (Pgh. Div.) and Division Post (Eastern Div.)	40	30	25
Allegheny Branch Between: Division Post (Pgh. Div.) and Mile Post 120	40	30	25
Mile Post 120 and Bridge	30	25	20
East Brady Branch Between: Brady and BY	25	15	15
Chautauqua Branch Between: Bridge and Division Post (Northern Div.)	30	25	20
Salamanca Branch Between: Bridge and Division Post (Northern Div.)	30	20	20
Low Grade Secondary Track Between: Jct. Allegheny Branch and Mort Mort and West end Bridge 109.79 . .	15	15	15
West end Bridge 109.79 and Driftwood (Northern Div.)	30	20	20
Driftwood (Northern Div.)	20	20	20
Sligo Secondary Track Between: AW and SI	15	15	15
Indiana Secondary Track Between: D and NM	25	15	15
Butler Secondary Track Between: JB and VO	20	15	15

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

Main Line	Miles per Hour
1157-C4. Circus Trains	* 45
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels — see Rule 4155-A.	
—on straight track	* 30
—on curves	20
1157-6C Trains made up entirely with cars containing ore or any train having 15 or more such cars in their consist	* 35
NOTE—When handling such trains conductors must know that enginemen have been so advised.	
1157-C7. Snow Plows in service	* 20
Snow Flangers in service	20
Passing station platforms and trains on adjacent tracks . .	5
* When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
1157-C8. Operating against current of traffic, except where Rule 261 is in effect—	
Main Line	
—Passenger Trains	50
—Freight Trains	40

	Miles per Hour
1157-C10. Trains consisting of 50 per cent or more P.R.R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type NOTE—For purposes of identification, P.R.R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms. Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars, conductors must know that enginemen have been so advised.	50
1157-C11. Passenger train assisted by an engine on rear and airbrake controlled by leading engine.	25
1157-C12. —Pushing Cars—Passenger trains.	15
—Freight trains.	15
1157-C13. —Track Cars—unless otherwise restricted.	20
—when hauling track cars or trailers.	15
—hand cars operated under Rule 80.	8
—through crossovers and turnouts, and over highway and railroad crossings.	5
1157-C25. Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:	

	Breech End Forward	Breech End Trailing
	Miles per Hour	
Main Line Between: Division Post (Pgh. Div.) and Division Post (Eastern Div.)	30	20
Allegheny Branch Between: Division Post (Pgh. Div.) and Bridge	30	20
East Brady Branch Between: Brady and BY	20	15
Chautauqua Branch Between: Bridge and Division Post (Northern Div.)	30	20
Salamanca Branch Between: Bridge and Division Post (Northern Div.)	30	20
No. 301 Secondary Track Between: Mile Post 120 and RH	15	10
Low Grade Secondary Track Between: Jct. Allegheny Branch and Mort	15	15
Mort and West End Bridge 109.79	30	20
West End Bridge 109.79 and Driftwood (Northern Div.)	20	20
Sligo Secondary Track Between: AW and SI	15	15
Indiana Secondary Track Between D and NM	20	15

	Breech End Forward	Breech End Trailing
	Miles per Hour	
Butler Secondary Track Between: JB and VO	20	15

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

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

TURNOUTS

1157-D1. Maximum Speeds, unless otherwise Specified.

Spring Switch Location	Movement Involving Spring Switch	Miles per hour
RD—End of two main tracks	Trailing—Springing switch through turnout	15
	Facing	40
	Trailing—Not Springing switch	40

Non-Interlocking turnouts — diverging movements, except Class I, J, M, N, Q, and T engines over No. 8 crossovers or turnouts.	10
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Other Crossovers and Turnouts	Miles per Hour	
	Forward	Backward
Class I, J, M, N, Q, and T engines through No. 8 crossovers or turnouts must not exceed speed indicated.	10	5

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

Apollo—Turnout to Apollo Industrial track.

AJ—Turnouts to Horn and Wye tracks.

CQ—Turnouts from No. 101 Secondary track to Yard tracks.

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds, unless otherwise Specified.

Main Line	Miles per Hour
JD and Bridge 1.40, 2.2 miles west of JD	35
Curve East End Bridge 0.10, 530 feet west of Mile Post 0.	20
Bridge 0.10, 530 feet west of Mile Post 0 and M.P. 1, ...	35
M.P. 3 and 2500 feet west of M.P. 4	35
Crossover 2640 feet west of Mile Post 7 and B1	35
1600 feet west of Mile Post 17 and Mile Post 18	45
2200 feet west of Mile Post 18 and 500 feet west of Mile Post 19	40
2400 feet west of Mile Post 22 and 4500 feet west of Mile Post 22	40
Mile Post 24 and 2500 feet west of Mile Post 24	40
2500 feet west of Mile Post 25 and Mile Post 26	45
1000 feet west of Mile Post 26 and Truxall Coaling Station.	30
Truxall Coaling Station and Mile Post 32	45
Mile Post 32 and Mile Post 33	30
Mile Post 33 and West Apollo	45
West Apollo and 2000 feet west of West Apollo	35
4150 feet west of M.P. 36 and Dump Track Switch 1000 feet west of GI	30
500 feet east of M.P. 41 and 2500 feet east of M.P. 42 ..	30
M.P. 42 west of Hyde Park and M.P. 44	45
First Curve west of M.P. 45	45
1000 feet east of M.P. 46 and 1000 feet west of M.P. 46.	45
AJ Interlocking Limits. No. 1 and No. 2 tracks	30

	Miles per Hour
Curves, east and west legs Wye AJ.....	10
1400 feet west of AJ and east end Freeport Storage Track 2400 feet west of AJ.....	45
1500 feet west of Freeport and 3000 feet east of Beale...	45
M.P. 54 west of Natrona and 1000 feet west of M.P. 54	45
2000 feet west of Tarentum and 1800 feet east of West End of West Tarentum Yard.....	45
Curve at M.P. 58 west of Creighton	35
M.P. 60 and 600 feet west of Springdale	45
200 feet east of M.P. 62 and 1000 feet east of Cheswick.	40
Curve at Cheswick.....	45
1900 feet east of Harmar and 3200 feet west of M.P. 65	45
M.P. 71, 4000 feet west of Aspinwall and 1500 feet east of Etna.....	40
Westward trains and engines between a point 500 feet east of Main Street Crossing and Main Street Crossing Sharpsburg (Front end of train only).....	15
Eastward trains and engines between a point 500 feet west of Main Street Crossing and Main Street Cross- ing Sharpsburg (Front end of train only)	15
First Curve west of Etna	30
Allegheny Branch	
Curve at Division Post (Pgh. Div.)	20
3100 feet south M.P. 25 and 2000 feet south of M.P. 25.	30
Curve at AJ.....	30
Bridge 28.91 north of AJ—Spanning Kiskiminetas River Schenley and Donley Water Station 1.6 Miles North of Aladdin.....	20
3800 feet north of Logansport and 2000 feet south of M.P. 38.....	40
M.P. 39 south of Ford City to 1500 feet north of Mile Post 39.....	45
1500 feet north of M.P. 43 and 1500 feet south of M.P. 44, South of Kittanning	45
M.P. 44, south of Kittanning and M.P. 45, north of Kittanning.....	30
2600 feet north of M.P. 52 and 800 feet south of M.P. 53, south of Templeton.....	45
Southward freight trains on No. 2 track and northward freight trains on No. 1 track approaching distant Signals for MH Block Station.....	30
1500 feet north of M.P. 55, 1 mile north of Templeton and 1400 feet south of M.P. 58.....	45
1400 feet north of M.P. 63 and 2600 feet north of M. P. 63	40
Brady and Sarah Furnace (Including Tunnel).....	40
1600 feet north of Sarah Furnace and M.P. 73.....	35
3500 feet north of M.P. 74 and 2500 feet south of M.P. 76.	45
Emlenton and 1300 feet north of M.P. 90.....	45
Birch and 600 feet north of M.P. 93.....	35
M.P. 94 and 600 feet north of Rockland, (Including Tunnel).....	45
500 feet north of Woods and 1500 feet south of M.P. 101.	30
500 feet north of M.P. 101 and 1600 feet north of M.P. 101	30
M.P. 104, south of Sandy and 1300 feet south of M.P. 110 north of Sandy (Including Tunnel).....	45
1300 feet south of M.P. 110 and 1300 feet north of M.P. 110	30
900 feet south of M.P. 111 and 3000 feet north of M.P. 111	30
500 feet south of M.P. 113 and 2500 feet north of M.P. 113	45
1500 feet north of M.P. 115 and 2800 feet north of M.P. 115	45
1600 feet south of Drake and 1000 feet north of Drake..	45
M.P. 119 and 1300 feet north of M.P. 119.....	45
2000 feet south of Mile Post 120 and 600 feet south of Mile Post 120.....	35
Reverse curve north of Mile Post 128, south of RH	40
Curves between RH and Bridge Interlocking.....	35

	Miles per Hour
Brilliant Branch:	
Curves, east and west leg of Wye, UY	10
Chautauqua Branch:	
From North end of curve north of Mile Post 136 to and including Bridge Interlocking	25
Curve North of Bridge 132.29	20
First curve north of Mile Post 132	30
Petroleum Center, curve south of	30
First curve south of Mile Post 130	30
Second curve south of Mile Post 129	30
Miller Farm curve, from Mile Post 126 south 1800 feet	35
First curve south of Mile Post 124	30
Between North end Titusville Siding and North- ward Distant Signal, south of Mile Post 121	25
Curve at Mile Post 118 Old Gravel Pit	35
Hydetown Gravel Pit reverse curve north of Mile Post 117	35
Northward trains from Mile Post 116 to JR Block- Limit Station	25
Southward trains from Southward Distant Switch Signal, north of Mile Post 109 to switch north of Centerville	30
Salamanca Branch:	
Between Bridge and North end of first curve north of Mile Post 7	30
Between Mile Post 12 and Distant Switch Signal 1700 feet north of Mile Post 13	30
Northward trains, between Northward Distant Signal S-198 and South end of Tionesta Siding	25
Southward trains, between Southward Distant Switch Signal and North end of West Hickory Siding	30
Southward trains, between Southward Distant Switch Signal and North end of GE	30
Low Grade Secondary Track:	
Mort, Westward trains Between Westward distant signal and home signal	20
Between Mile Post 4 and Mile Post 6	25
First curve east of Mile Post 8	20
Between Mile Post 12 and a point 3000 feet east of Mile Post 16	25
Curve at Mile Post 17	20
Falls Creek, B&O R.R. Crossing	20
3050 feet east of Mile Post 70 to 450 feet east of Mile Post 71	25
First curve east of Mile Post 87	25
First curve west of Bridge 108.66	25
Indiana Secondary Track:	
Indiana, School and Church Streets, Grade Crossings	10
Curves north and south leg of Wye Indiana	10
Reverse Curves 2640 feet north of M.P. 6 and M.P. 7 ..	20
Blairsville Industrial Track:	
Curve north leg Wye, Blairsville	10
Market Street and north end Wye	10
Curves, east and west leg of Wye at Torrance ..	10
Butler Secondary Track:	
Curves, east and west leg of Wye, Butler	10
JB and Lane	15
No. 101 and No. 102 Secondary Tracks:	
32nd Street Crossing 1812 feet South of Mile Post 2 . . .	5
Note—Applies to all tracks over this crossing front end of train only	

1157-F2. Trains and engines must run at Reduced speed, during spring thaws and rainy weather, at the following locations:

Low Grade Secondary Track:

Cut east of Mile Post 2.	Cut west of Bridge 54.51.
Cut east and west of Mile Post 3.	Cut east of Bridge 55.31.
Cuts between Mile Posts 8 and 9.	Cuts between Mile Posts 70 and 71.
Cut at Mile Post 11.	First cut west of Mile Post 80.
Cut east and west of Mile Post 12.	Cut at second curve west of Mile Post 81.
Cut east of Mile Post 14.	Cut between Bridges 85.24 and 85.64.
Cut east of Mile Post 15.	Cut east and west of Mile Post 87.
Cut east and west of Mile Post 17.	Cut west of BA siding.
Cut west of Mile Post 20.	Between first curve east of Mile Post 95 and west end of curve west of Mile Post 95.
Cut at west end MY siding.	Between first curve west of Mile Post 97 and Mile Post 98.
Cut east of Bridge 30.76.	Cut west of Mile Post 99.
Cut east of Mile Post 32.	Cut at first curve east of Mile Post 103.
Cut between Bridges 35.63 and 35.92.	Cut east of Bridge 103.64
Cut east of Bridge 37.96.	Cut at first curve west of Mile Post 105.
Cut between Bridges 42.36 and 42.63.	
Cut west of west end BE siding	
Cut at east end BE siding	
Cut east of Mile Post 52.	

Indiana Secondary Track:

Mile Post 6 and a point 2500 feet south thereof.

Engines
1157-G1. Maximum Speeds, unless otherwise Restricted

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— With train
A.....	20	20	20
B.....	20	20	20
C.....	20	20	20
E.....	25	50	50
G.....	35	50	50
H.....	35	40	50
I.....	25	40	45
J.....	25	40	50
K.....	25	50	50
L.....	25	40	50
M-Psg'r Service..	25	50	50
M-Frt. Service...	25	50	50
N.....	20	35	45
Q.....	25	40	50
T.....	25	50	50
Rail Motor Cars.	50	50	50

Class Diesel Engines				Miles per Hour	
Single Unit	Two or More Units			Light	With Train
AP-20	AP-40	AP-60	.....	50	50
.....	.....	BP-60A	.....	50	50
BP-20	BP-40	BP-60	.....	50	50
EP-20	EP-40	EP-60	.....	50	50
EP-22	EP-45	.....	.....	50	50
FP-20	FP-40	FP-60	.....	50	50
EFP-15	EFP-30	EFP-45	.....	50	50
AF-15	AF-30	AF-45	AF-60	50	50
AF-16	AF-32	AF-48	AF-64	50	50
BF-15	BF-30	BF-45	BF-60	50	50
BF-16	BF-32	BF-48	BF-64	50	50
.....	.....	BH-50	.....	50	50
EF-15	EF-30	EF-45	EF-60	50	50
EF-15T	EF-30T	EF-45T	EF-60T	50	50
EH-15	EH-30	EH-45	EH-60	50	50
FF-20	FF-40	FF-60	.....	50	50
FF-16	FF-32	FF-48	.....	50	50
A-6	.....	.....	.....	20	20
A-6B	.....	.....	.....	20	20
*AS-6	.....	.....	.....	50	50
AS-10	.....	.....	.....	50	50
AS-16	.....	.....	.....	50	50
BS-6	.....	.....	.....	50	50
BS-7	.....	.....	.....	50	50
BS-10	.....	.....	.....	50	50
BS-12	.....	.....	.....	50	50
BS-16	.....	.....	.....	50	50
BS-24	.....	.....	.....	50	50
ES-6	.....	.....	.....	50	50
ES-10	.....	.....	.....	50	50
ES-12	.....	.....	.....	50	50
ES-15	.....	.....	.....	50	50
FS-10	50	50
FS-12	50	50
FS-16	50	50
FS-20	50	50
GS-4	25	25
LS-25	50	50

*Except AS-6 Engine 5911

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NOTE—

Road Diesel Engines.

First letter designates builder:

“A”—American Locomotive Works—General Electric Company.

“B”—Baldwin-Lima-Hamilton Corporation.

“E”—Electro-Motive Division of General Motors Corporation

“F”—Fairbanks, Morse and Company.

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

“F”—Freight

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

“P”—Passenger.

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

Numerals indicate engine horsepower in nearest hundreds:

“15”—1500 Horsepower.

“40”—4000 Horsepower.

“16”—1600 Horsepower.

“45”—4500 Horsepower.

“20”—2000 Horsepower.

“48”—4800 Horsepower.

“22”—2250 Horsepower.

“50”—5000 Horsepower.

“30”—3000 Horsepower.

“60”—6000 Horsepower.

“32”—3200 Horsepower.

“64”—6400 Horsepower.

Final letter indicates special features as follows:

“T”—Tonnage rating increased.

“A”—Change or some variation in original design.

Yard Diesel Engines.

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

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

“A”—American Locomotive Company.

“S”—Shifting service.

“6”—600 or 660 horsepower.

SECONDARY TRACKS AND SIDINGS**1157-H1. Maximum speeds, unless otherwise specified.**

Track	Between	And	Miles per Hour
Indiana	D	Black Lick	30
Indiana	Black Lick	Indiana	25
Butler	JB	Butler	20
101.....	CQ	UY	15
102.....	Etna.....	CQ	15
O.....	29th St.....	Pitt (Pgh. Divn.)	15
101.....	29th St.....	Nadine.....	15
102.....	Nadine.....	29th St.....	15
103.....	South end Coleman Yard	UY (Main Line)	15
Low Grade	Jct. Allegheny Branch	Mort	15
Low Grade	Mort	DF (Northern Divn.)	30
Sligo.....	AW	SI.....	15
101.....	Phillipston.....	Brady.....	25
101.....	Parker.....	Birch.....	25
102.....	Woods.....	Sandy.....	15
301.....	Drake.....	Mile Post 120.....	25
301.....	Mile Post 120.....	RH.....	15
All Sidings.....	.....	.....	15

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

FREIGHT TRAIN RESTRICTIONS**Allegheny Branch
Emlenton**

1159-A1. Account close proximity of gasoline storage tanks, train crews must not set off cars with heated journals on coach track.

ENGINE RESTRICTIONS

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

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

F—Engines with more than two pair of flanged drivers prohibited.

R—Restricted account of light rail.

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

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

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

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons 6 Wheel Trucks			
	B, A, AS, BS, ES6, GS4	A6B, BS7, AS, BS, ES, FS10, BS, ES12	C	H, AS, BS, FS16, ES15, FS20, LS25	G, AP, BP, EP, FP60	AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48	I	J	K, BH50, BP60A	L	M		N	Q	T
Main Line Between JD and BI: All other Industrial Tracks	R	X	R	..	R	R	X	R	..
MILE POST 0: Garfield Fire Brick Co. Track	X	..	..	X	X	X	X	X	X	X	X	X	X
Bridge 0.10, No. 1 Track	60	..	50	50	40	..	50	50	45	50	50	..
Bridge 0.10, No. 2 Track	50	..	50	40	30	..	50	50	40	30	50	..
BRIDGE 8.75: East of BI	50	..	50	30	20	..	50	40	30	20	35	..
ATLAS: Crossover between No. 1 Track and Salts- burg Industrial Track	A	..	..	A	..	A	A	..
SALTSBURG INDUS- TRIAL TRACK: Keystone Coal Co. Track	X	..	..	X	X	X	X	X
SALINA: Bridge 26.59	50	..	50	35	35	..	50	35	35	35	50	..
Avonmore Industrial Track	X	..	..	..	X	X	X	X	X	X	X	X	X
General Refg. Co. Clay Pocket Track	X	X	..	..	X	X	X	X	X
Cochran Coal Co.: Track—West of Tip- ple	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
TRUXALL: Westmoreland Mining Co. Tipple, Back Track	X	X	X	X	X	X	X	X	X
Loaded Track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 34.74: W. Apollo No. 2 Track	60	..	60	40	30	..	50	50	40	40	50	..
VANDERGRIFT: East and West end of tracks Nos. 3, 5, 6, 7, and 8	X	X	X	X	X	X	X	X	X	X

CLASS OF ENGINES

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons 6 Wheel Trucks	
	B, A, AS, BS, ES6, GS4	AGB, BST, AS, BS, ES, FS10, BS, ES12	C	H, AS, BS, FS16, ES15, FS20, LS25	G, AP, BP, EP, FP60	AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48	I	J	K, BH50, BP60A	L	M	N	Q		R
VANDERGRIFT YARD 10 MP 45: All Industrial Tracks	X	X	X	X	..	X	X	X	X	X
LEECHBURG: Storage Track, within 200 ft. E. E.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 47.83: Kiskiminetas Jct.	50	..	60	50	45	..	50	50	50	45	50	..
FREEPORT: P. & S. R. R. Inter- change Tracks	X	X	..	X	X	X	X	X
Br. 0.60 P & S R R Interchange Tracks	X	15	X	X	..	X	X	X	X	X
Freeport Storage Track	X	..	..	..	X	..	..	X
NATRONA: Beyond gate to Penn- sylvania Salt Co. Track	X	..	..	X	X	X	X	X	X	X	X	X	X
Between NATRONA and FEDERAL ST.: All other Industrial Tracks	X	X	X	..	X	X	X	X	X
Between Natrona and Tarentum on Yard Track	X	..	X	..	..	..	..	X	..	..
WEST TARENTUM: Pittsburgh Plate Glass Co. Tracks	X	X	X	X	X	X	X	X	X
Tarentum Paper Prod- ucts Co. Track	X	X	X	X	X	X	X	X	X	X	X	X	X
CREIGHTON: Baileys Run Track	R	..	..	X	X	X	X	X	X	X	X	X	X
ACME: Womsley Track	X	X	X	X	X	X	X	X	X	X
Cemline Tank Corp. Track	R	..	..	X	X	X	X	X	X	X	X	X	X
HARMAR: Red Raven Co. Track Bridge 64.97	R	..	..	X	X	X	X	X	X	X	X	X	X
BLAW KNOX: River Side Plant Track Blaw Knox Const. Co. Track	R	..	..	..	X	X	X	X	X	X	X	X	X
ASPINWALL: Boro. Elec. Light Trestle	X	..	..	X	X	X	X	X	X	X	X	X	X
Ross Pump Sta. Track P g h. Machinery & Equipment Co. Track	X	..	..	X	X	X	X	X	X	X	X	X	X
BRILLIANT BRANCH: Bridge 0.68	18	18	18	18	30	18	18	10	30	18	18	18	15	25	..
SHARPSBURG: Fort Pitt Brewery Co. Track	X	X	X	X	X	X	X	X	X	X
Pgh. Elec. Galvanizing Co. Track	X	X	X	X	X	X	X	X	X	X	X	X	X
Boro. Coal Trestle Frank Fair Coal Co. Track	X	..	..	X	X	X	X	X	X	X	X	X	X
ETNA: Crossover to Spang Chalfant Tracks	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons 6 Wheel Trucks		
	B, A, AS, BS, ES6, GS4	A6B, BS7, AS, BS, ES, FS10, BS, ES12	C	H, AS, BS, FS16, ES15, FS20, LS25	G, AP, BP, EP, FP60	AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48	I	J,	K, BH50, BP60A	L	M		N	Q	T
CQ to HERRS ISLAND:														
CQ to E. E. Br. 0.10			X					X	X	X	X	X	X	X
E.E. Br. 0.10 to Herra Island			X				X	X	X		X	X	X	X
National Lead & Paint Co. Track			X			X	X	X	X	X	X	X	X	X
Standard Ice Co. Track			X			X	X	X	X	X	X	X	X	X
HERRS ISLAND:														
Union Stock Yard Tracks			X			X	X	X		X	X	X	X	X
Pgh. Prov. & Pkg. Co. Ice House Track			X			X	X	X	X	X	X	X	X	X
Curved Portion of Loop Tracks			X			X	X	X	X	X	X	X	X	X
CQ to DIV. POST (E. Div.)														
Madison St. Yard Track			X			X	X	X	X	X	X	X	X	X
May Stern Warehouse Track			X			X	X	X	X	X	X	X	X	X
Jokel Coal Co. Tracks No. 4 & 5 Tracks, Federal St. Frt. Station			X			X	X	X	X	X	X	X	X	X
PITTSBURGH DISTRICT														
Between:														
10th St. and 11th St.							X	X	X	X	X	X	X	X
11th St. and 29th St.							X	X	X	X	X	X	X	X
Girder Rail Turnouts between 11th St. and 29th St.			5				X	X	X		X	X	X	X
12th St.-Chas. Koch & Co. Track				X	X	X	X	X	X	X	X	X	X	X
12th St.-Felix Half & Bro. Inc. Track				X	X	X	X	X	X	X	X	X	X	X
12th St.-H. J. Heinz Track				X	X	X	X	X	X	X	X	X	X	X
23rd St.-Armstrong Cork Co. Track				X	X	X	X	X	X	X	X	X	X	X
24th St.-Monroe & Sons Track			X	X	X	X	X	X	X	X	X	X	X	X
26th St. S. Hausman Sons Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
29th St.-Yard Tracks No. 0 Secondary Track			X	X	X	X	X	X	X	X	X	X	X	X
29th St.-Colonial Supply Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
No. 101 and No. 102 Secondary Tracks between 29th St. and South end of Coleman Yard								X			X	X	X	
30th St.-Crucible Steel Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
31st St.-South end of local Track			X	X	X	X	X	X	X	X	X	X	X	X
32nd St. - Lectrone Steel Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
33rd St.-Penn. Lub. Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
33rd St.-Standard Oil Co. of Pa. Track			X	X	X	X	X	X	X	X	X	X	X	X
36th St.-Track leading to Penn. I. & S. Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
36th St. - Harrison Shields Track			X	X	X	X	X	X	X	X	X	X	X	X
40th St.-Arsenal Track			X	X	X	X	X	X	X	X	X	X	X	X
41st St.-Pgh. Piping & Equip. Co. Track							X	X	X	X	X	X	X	X
48rd St.-Cabin Track southbound								X				X	X	X

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons 6 Wheel Trucks		
	B, A, AS, BS, ES6, GS4	A6B, BS7, AS, BS, ES, FS10, BS, ES12	C	H, AS, BS, FS16, ES15, FS20, LS25	G, AP, BP, EP, FP60	AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48	I	J	K, BH50, BP60A	L	M		N	Q	T
48th St.-Ladder Track leading off No. 22 Track						X	X	X	X	X	X	X	X	X
48th St.-McConway & Torley Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
48th St.-Heppenstall Forge & Knife Co. Tracks			X	X	X	X	X	X	X	X	X	X	X	X
49th St.-J. P. Devine House Track			X	X	X	X	X	X	X	X	X	X	X	X
51st St.-J. P. Devine Track			X	X	X	X	X	X	X	X	X	X	X	X
51st St.-Crane & Truck Service, Inc. Track			X	X	X	X	X	X	X	X	X	X	X	X
Sears, Roebuck & Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
North Star Concrete Block Co., Apt. Steel Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
McCandless Ave. - Am. Bridge Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
Pgh. Spring & Steel Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
54th St. - Pennzoll Tracks			X	X	X	X	X	X	X	X	X	X	X	X
55th St.-Kroger Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
55th St.-United Engrg. Co. Frank Kneeland Plant Track			X	X	X	X	X	X	X	X	X	X	X	X
56th St.-Hanlon & Gregory Track			X	X	X	X	X	X	X	X	X	X	X	X
57th St.-Atl. Rfg. Co. Tracks			X	X	X	X	X	X	X	X	X	X	X	X
62nd St.-Hubbard & Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
62nd St. Union Steel Cast. Co. Tracks			X	X	X	X	X	X	X	X	X	X	X	X
BRILLIANT YARD: J. K. Davidson & Bro. Tracks							X	X	X	X	X	X	X	X
VERONA: River Yard North Ladder Tracks							X	X	X	X	X	X	X	X
River Yard South Ladder Tracks Nos. 7, 8, 9, 10, 11 and 12							X	X	X	X	X	X	X	X
Plum Creek Industrial Track							X	X	X	X	X	X	X	X
OKMONT: Edgewater Steel Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
Scalfe & Sons Co. and Walters Mfg. Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
U. S. Gypsum Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
PARNASSUS: Pucketa Industrial Track							X				X	X	X	
NEW KENSINGTON: Gen. Elec. Co. Tracks			X	X	X	X	X	X	X	X	X	X	X	X
Standard Railway Equip. Mfg. Co. Track			X	X	X	X	X	X	X	X	X	X	X	X
Indian Run Track and Wye							X	X	X	X	X	X	X	X
American Shim Steel Co., 2nd Ave. Track			X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons 6 Wheel Trucks		
	B, A, AS, BS, ES6, GS4	AGB, BS7, AS, BS, ES, FS10, BS, ES12	C	H, AS, BS, FS16, ES15, FS20, LS25	G, AP, BP, EP, FP60	AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48	I	J,	K, BH50, BP60A	L	M	N	O		T	
Ken Iron & Steel Co. Track			X	X	X	X	X	X	X	X	X	X	X	X	X	X
H. C. Altman Track			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Alum. Co. Track			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Arnold Plant			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Alum. Co. Track—9th St.			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Spg. Wks. River Tracks			X	X	X	X	X	X	X	X	X	X	X	X	X	X
J. K. Davison & Bro. Track			X	X	X	X	X	X	X	X	X	X	X	X	X	X
ARNOLD: West Penn Power Co. Track, 2260 feet north of Arnold			X	X	X	X	X	X	X	X	X	X	X	X	X	X
KISKI JCT: East and West leg of Wye								A					A			
BRIDGE 28.91: Kiskiminetas River South End Bridge 28.91 to FD	20	20	20	20	20	20	20	20	20	20	20	20	X	20		
SCHENLEY: Finch & Co. Back Track No. 4 Schenley Track				X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 39.05: South of FD				60		60	30	30		60	60	30	30	40		
FORD CITY: FD to Mile Post 120								X					X			
KITTANNING: McNesse - Reese Brick Co. Track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Duck Run Track beyond tracks to Frt. Station			X		X		X	X	X	X	X	X	X	X	X	X
COWANSHANNOCK TRACK:			X				X	X	X	X	X	X	X	X	X	X
BRIDGE 49.71: North of Mosgrove				50		50	45	30		50	50	45	45	60		
TEMPLETON: Pgh. Limestone Co. Track			X				X	X	X	X	X	X	X	X	X	X
H & W Dust Mill Track, North of crossing			X				X	X	X	X	X	X	X	X	X	X
BRIDGE 60.81: North of Rimerton				50		50	30	30		50	50	30	40	50		
SARAH FURNACE: North of tipple A. & M. Coal Co. Track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
FOXBURG: Keystone Supply Co. Track			R				R	R			R	R	R	R		
EMLENTON: Freight Station Track							X	X	X	X	X	X	X	X	X	X
MILE POST 120 TO BRIDGE Engines running light				40	40			35	40	35	40	40	35	35		
VENANGO: On Track Scales	4	4	4	4	4	4	X	X	4	4	X	X	X	X	X	X
OIL CITY: Passing under Overhead Bridge 131.33 State St.								X					X	X		

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons 6 Wheel Trucks			
	B, A, AS, BS, ES6, GS4	AGB, BS7, AS, BS, ES, FS10, BS, ES12	C	H, AS, BS, FS16, ES15, FS20, LS25	G, AP, BP, EP, FP60	AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48	I	J	K, BH50, BP60A	L	M		N	Q	T
First and second curves south of Allegheny River Bridge	..	..	..	..	..	..	B5	15 B5	..	..	15 B5	15 B5	15 B5	15 B5	..
All curves on wye at Bridge	..	..	..	..	..	..	..	B5	..	..	B5	B5	B5	B5	..
BLAIRSVILLE INDUSTRIAL TRACK:															
West Leg of Torrance wye	..	..	..	..	..	..	..	A 6	..	A 6	..	..	A 6	A 10	..
Bridge 2.00 at Mile Post 2	..	..	..	..	..	..	..	10	..	..	..	..	X	..	..
Blairsville Wye Tracks	..	..	..	..	..	..	..	6	..	..	..	..	6	5	..
INDIANA SECONDARY TRACK:															
BLACK LICK TO HOMER CITY:															
Potter Coal Co. Track	..	..	..	..	..	X	X	X	..	X	X	X	X	X	X
Yellow Creek Industrial Track	..	..	..	..	..	..	..	X	..	X	..	X	X	X	..
HOMER CITY TO INDIANA:															
Bridge 16.10	..	..	..	..	..	..	15	X	..	X	X	X	X	X	X
Bridge 17.79	..	..	..	..	..	..	15	X	..	X	X	X	X	X	X
North Leg of Indiana Wye Track	..	..	..	..	..	..	X	X	..	X	X	X	X	X	X
INDIANA:															
All Tracks North of Phila. St.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Frt. Sta. Coal Trestle	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
APOLLO INDUSTRIAL TRACK:															
Apollo to Water Station including Apollo Extension	..	..	..	..	..	..	..	X	..	X	X	X	X	X	X
All other tracks and Wye	..	..	..	..	..	..	X	X	..	X	X	X	X	X	X
BUTLER SECONDARY TRACK:															
JB to a point 2276 feet East of JB	..	..	..	..	..	..	..	..	..	..	..	..	..	X	..
2276 feet East of JB to Lane Yard Limits	..	..	..	..	..	..	..	X	..	..	..	X	X	X	..
Lane Yard Limits to Butler	..	..	..	..	..	..	X	X	..	X	X	X	X	X	X
All industrial tracks Between Lane Yard Limits and Butler	..	..	..	..	..	..	X	X	X	..	X	X	X	X	X
Butler Stand. Plate Glass Co. Bridge	..	..	X	10	10	10	X	X	X	10	X	X	X	X	X
WINFIELD R. R.:															
WA Block-Limit Station to 2000 feet East thereof	..	..	X	..	..	..	X	X	X	..	X	X	X	X	X
2000 feet East of WA Block Limit Station to Winfield	..	..	X	X	X	X	X	X	X	X	X	X	X	X	X
EAST BRADY BRANCH:															
Phillipston Yard — Cross-over from Run Around Track to Ladder, North end	..	..	..	..	..	..	X	X	..	..	X	X	X	X	X
Phillipston to East Brady	..	..	..	..	..	..	..	X	..	..	..	X	X	..	..

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks	
	B, GS-4, AS, BS, ES-6	C	E, H-6	BS-7, AS, BS, ES, FS-10, BS, ES-12	G, AP, BP EP, FP-60	H-8-9-10, AF, BF, EF, FH, FF-60, AF, BF-6', EF-60T FF-48, EFP-45	I	J, Q	K, BH50, BP60A	L	M		N	T
OH, CITY:													
Emil Koos	X				X	X	X	X	X	X	X	X	X
Curve between Cabin 5 and Cabin 7, passing other equipment on adjacent tracks							X					X	
800 feet South of Mile Post 4 to 1500 feet South of Mile Post 5, passing other equipment on tracks adjacent to Main Track							X					X	
TIONESTA:													
Cropp Farm, Inc.	X				X	X	X	X	X	X	X	X	X
Public Delivery Track						X	X			X	X	X	X
BRIDGE 26.04:													
South of West Hickory ..						30	40			30	30	30	20
TIDIOUTE:													
Passing other equipment within limits of passing siding							X					X	
South Foyer Track	R					R	R	R		R	R	R	R
BRIDGE 39.29:													
North of Magee						30	30			30	20	30	

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons 6 Wheel Truck				
	B. A, AS, BS, ES6, GS4	A6B, BS7, AS, BS, ES, FS10, BS, ES12	C	H, AS, BS, FS16, ES15, FS20, LS25	G, AP, BP, EP, FPG0	AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48	I	J	K, BH50, BP60A	L	M		N	Q	T	N. Y. C. R. R. Class H7, H10, H10a, H10b, L1, L2, La2, L3b
LOW GRADE SECONDARY TRACK: Jct. Allegheny Branch and Mort								X	15		X	X	X	X		
Mort to Falls Creek								X	20		X	X	X	X		
Falls Creek to Driftwood (Northern Div.)								X			X	X	X	X		
LAWSONHAM: River storage track							X	X	X		X	X	X	X	X	X
Switch to Sligo Branch								X	X		X	X	X	X	X	X
BRIDGE 14.90: St. Charles	20	20	20	30	30	30	15	X	20	30	X	X	X	X	X	
CLIMAX: Switch to Tile Co. track							X	X	X		X	X	X	X	X	X
BOSTONIA: Bostonia track							X	X	X		X	X	X	X	X	X
NEW BETHLEHEM: Tile Co. track								X	X		X	X	X	X	X	X
BRIDGE 22.27: West of OD	20	20	20	30	30	30	15	X	20	30	X	X	X	X	X	
HAWTHORN: Sherman Mine tracks beyond tippel							X	X	X		X	X	X	X	X	X
Wallwork track							X	X	X		X	X	X	X	X	X
BRIDGE 30.76: West of Heathville	20	20	20	30	30	30	15	X	20	30	X	X	X	X	X	
BRIDGE 35.63: Second bridge east of SU	20	20	20	30	30	30	20	X	20	30	X	X	X	X	X	
BRIDGE 35.92: Third bridge east of SU	20	20	20	30	30	30	15	X	20	30	X	X	X	X	X	
BRIDGE 41.00: East of GH	20	20	20	30	30	30	20	X	20	30	X	X	X	X	30	
BRIDGE 42.36: East of Brookville	20	20	20	30	30	30	15	X	20	30	X	X	X	X	30	
BROOKVILLE: Wye track							X	X	X		X	X	X	X	X	X
Brookville track							X	X	X		X	X	X	X	X	X
Locomotive Works track							X	X	X		X	X	X	X	X	X
BRIDGE 47.68: East of BE	20	20	20	30	30	30	15	X	20	30	X	X	X	X	20	
FULLER: Carload delivery track								X	X		X	X	X	X	X	X
Coal track								X	X		X	X	X	X	X	X
BRIDGE 50.76: East of Fuller	20	20	20	30	30	30	15	X	20	30	X	X	X	X	30	
BRIDGE 51.68: West of Mile Post 52	20	20	20	30	30	30	15	X	20	30	X	X	X	X	20	X
BRIDGE 53.29: East of Mile Post 53	20	20	20	30	30	30	20	X	20	30	X	X	X	X	30	
BRIDGE 53.50: Second bridge east of Mile Post 53	20	20	20	30	30	30	20	X	20	30	X	X	X	X	30	
BRIDGE 53.66: Third bridge east of Mile Post 53	20	20	20	30	30	30	15	X	20	30	X	X	X	X	30	

LOCATION	CLASS OF ENGINES											N. Y. C. R. R. Class H7, H10, H10a, H10b, L1, L2, L2a, L3b	Engines with Tender Capacity of Over 15,000 Gallons 6 Wheel Trucks			
	B, A, AS, BS, ES6, GS4	AGB, BS7, AS, BS, ES, FS10, BS, ES12	C	H, AS, BS, FS16, ES15, FS20, LS25	G, AP, BP, EP, FP60	AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48	I	J	K, BH50, BP60A	L	M			N	Q	T
BRIDGE 54.51: Second bridge west of RS	20	20	20	30	30	30	15	X	20	30	X	X	X	X	20	..
REYNOLDSVILLE: Cabin track .....	..	..	..	..	X	..	X	X	X	..	X	X	X	X	X	X
Glass Works track .....	..	..	..	..	X	..	X	X	X	..	X	X	X	X	X	X
West End RS siding .....	..	..	..	..	A	..	X	X	A	..	X	X	X	X	A	X
FALLS CREEK: Bridge 62.64	20	20	20	30	30	30	20	X	20	30	X	X	X	X	X	..
All connections north side main track ex- cept east end ware- house track .....	..	..	..	..	X	..	..	X	X	..	X	X	X	X	X	X
B. & O. R. R. connec- tion from siding .....	..	..	..	..	X	..	..	X	X	..	X	X	X	X	X	X
BRIDGE 63.11: East of Falls Creek	20	20	20	30	30	30	20	X	20	30	X	X	X	X	X	X
BRIDGE 64.35: Second bridge west of DB	20	20	20	30	30	30	15	X	20	30	X	X	X	X	X	X
DUBOIS: Industrial track west of B. & O. R. R. con- nection .....	..	..	..	..	..	..	X	X	X	..	X	X	X	X	X	X
Old Clay track .....	..	..	..	..	X	..	X	X	X	X	X	X	X	X	X	X
Trestle-Kohlhepp's coal track .....	..	..	X	..	X	..	X	X	X	X	X	X	X	X	X	X
Shakespeare's scrap yard beyond clearance point .....	..	..	..	..	X	..	X	X	X	X	X	X	X	X	X	X
Brady Street track to freight house .....	..	..	..	..	..	..	X	X	X	..	X	X	X	X	X	X
All other tracks except Wye and DB siding .....	..	..	..	..	X	..	..	X	X	..	X	X	X	X	X	X
TYLER: Crossover between tracks of New Shaw- mut Mining Co., west of tipple	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 85.69: Fourth bridge east of VI	20	20	20	30	30	30	15	X	20	30	X	X	X	X	X	..
BRIDGE 90.21: Second bridge west of Medix Run	20	20	20	30	30	30	15	X	20	30	X	X	X	X	X	..
SLIGO SECONDARY TRACK: AW TO SI .....	..	..	..	..	..	..	X	X	X	..	X	X	X	X	X	..
C & R track beyond tipple	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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

1160-A3. All engines turning on DB Wye will enter east leg and leave from west leg.

1160-A4. All engines turning on Brookville Wye will enter east leg and leave from west leg.

1160-A5. On account of short wheel base which prevents proper shunting of track circuits where dead sections are in existence, diesel electric class ES-6 and GS-4 engines must not be operated over double track trolley car crossing at Main Street, Sharpsburg, 300 feet west of Mile Post 72, unless one or more loaded or empty cars are attached.

1160-A6. On account of short wheel base which prevents proper shunting of track circuits where dead sections are in existence, diesel electric class ES-6 and GS-4 engines on Allegheny Branch must not be operated over Main Line crossing at AJ unless one or more loaded or empty cars are attached.

1160-B1. Other Equipment Restrictions.

Cars weighing from 150,000 up to 210,000 pounds-same restrictions as to speed over certain bridges, etc., as apply to H-6 engines
Cars weighing from 210,000 up to 251,000 pounds-same restrictions as to speed over certain bridges, etc., as apply to H-8, H-9 and H-10 engines.

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

Main Line or Branch	Between	And	Bridge	Note
Indiana Secondary Track	Homer City	Indiana	—	
Avonmore Industrial Track	Junction Switch	End of Track	—	
Butler Secondary Track	Lane	Butler	—	
Plum Creek Industrial Track	Verona	End of Track	—	
Schenley Industrial Track	Schenley	End of Track	—	
Low Grade Secondary Track	Jct. Allegheny Branch	Driftwood (Northern Div.)	—	
Sligo Secondary Track	AW	SI	—	

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtain for Class J-1 or I-1 engines with heavy tenders. The derrick, however, must be separated from the engine by at least 2 cars, which may or may not be loaded.

Overhead Clearance

1163-A1. Employees are prohibited from riding on top of moving cars, excessive dimension cars, or other high equipment.

1163-A2. Employees are prohibited from riding on top of moving engines or tenders, except in place provided for that purpose on this equipment.

1163-A3. Platforms along No. 1 and No. 2 tracks at Truxall Coaling Station will not clear man on side of car or engine.

1163-A4. Storm windows must be folded against side of cab on engines moving between Pittsburgh, 11th Street Yard and Brilliant Yard.

1163-A5. Box cars exceeding a width of 10 feet and height of 13 feet 6 inches cannot be placed on Allegheny-Pittsburgh Coal Co. track, 3800 feet North of Mile Post 16, Barking.

1163-A6. No clearance for engine or box car to pass Crusher Building on Limestone track, due to screen on side of plant, Templeton.

1163-A7. No clearance on team track between side of car and station building, East Brady.

USE OF TELEPHONES**Trainphone**

1164-A1. Trainphone in service:

	Between	And
Main Line	Division Post (Pgh. Div.)	Division Post (Eastern Div.)
Allegheny Branch	Division Post (Pgh. Div.)	Bridge
Indiana Secondary Track	D	NM

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—
Pittsburgh.

Train Dispatchers in charge as follows:

Main Line—JD to Federal St.

Branches:

Brilliant

Allegheny

East Brady

Chautauqua, Bridge to EY.

Salamanca, Bridge to VA.

Secondary Tracks:

Indiana

Butler

Low Grade

Sligo

1201-B1. Trains must not leave their initial station without train orders or notice from Operator or Signalman that there are no orders.

1201-B2. Conductors of all passenger trains, before leaving Oil City, must ask Signalman, Bridge Block Station by telephone for orders.

If orders are received, conductor must personally deliver them to enginemen and see that they properly understand them.

If no orders are received, conductors must personally advise enginemen, and enginemen must not proceed without receiving, immediately before departure, such orders or advice.

1201-B3. Train orders issued for movement of snow plows must specify whether single or multiple track plow.

SIGNAL RULES

Movement of Trains in the same Direction by Block Signals

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

	Track	Between	And
Main Line	No. 1 and No. 2	UY	AJ
Allegheny Branch	No. 1 and No. 2	UY	Brady

Opposing and Following Movement of Trains by Block Signals

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

	Track	Between	And
Allegheny Branch	Single	Brady	RH

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

Allegheny Branch

On Northward Home Signal at DN.

East Brady Branch

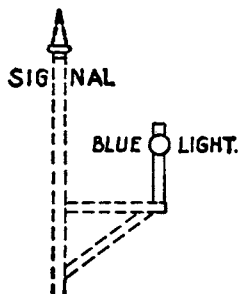
On Northward Block Signal at Brady

Salamanca Branch

On northward block signal at Bridge.

Low Grade Secondary Track

On eastward block signal at NA.



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

NAME —Signal mast bracket marker.

Slide Protection Fence Indicator

Note: Y—Yellow; G—Green.



Indication—When slides are against the fence.

Name—Caution Indicator.



Indication—When fence is clear.

Name—Clear Indicator

Main Line

Location—No. 2 Track, 2½ Miles West of BI.

No. 1 Track, Atlas.

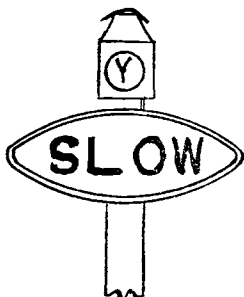
No. 2 Track, 4500 feet West of Mile Post 40.

No. 1 Track, 4000 feet East of Mile Post 45.

Trains moving with or against current of traffic will be governed by these indications.

Approach Indicator

Note: Y—Yellow



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

NAME —Slow Board.

LOCATION —Butler Secondary Track, VO Eastward.

1285A-A1. Distant Switch Indicator.

Note: Y-Yellow; G-Green

Indication—Switch open. Indication—Switch closed.
 Name—Caution Indicator. Name—Clear Indicator.

1285A-A2. Distant Switch Indicators in Service.

Station	Indication Displayed for Movements	Distance in feet from Switch Protected	Slide Protection Fence or Switch protected by this signal
Spartansburg	Southward	11,750	Station Track
Petroleum Center	Northward	3,876	Station Track
Tidioute	Northward	8,650	South End of Tidioute Siding

CAB SIGNALS

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

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	AJ	JD

1295-A2. Cutting-in-Section Located:

	Track	Between	And
		Westward Trains	
No. 104	Yard	Walnut St. Blairsville Yard	Westward Home Signal BI
No. 3 Old Main	Yard	Walnut Street Blairsville Yard	Westward Home Signal BI
		Eastward Trains	
Allegheny Branch	Horn	600 Feet South Horn Switch AJ	Eastward Home Signal AJ
Apollo	Industrial	West End Kiskim- inetas River Bridge	Eastward Home Signal Apollo

MANUAL BLOCK SIGNAL SYSTEM

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

	Track	Between	And
Allegheny Branch	No. 1 and No. 2	DN	Brady
East Brady Branch	Single	Brady	BY
Chautauqua Branch	No. 1 and No. 2	Bridge	RD
	Single	RD	Division Post (Northern Div.)
Salamanca Branch	Single	Bridge	Division Post (Northern Div.)
Low Grade	Secondary	Mort	Driftwood (Northern Div.)
Sligo	Secondary	AW	SI
Indiana	Secondary	D	NM
Butler	Secondary	JB	VO

1317-A1. Rule 317 will apply:

On Single track:

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

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

For Movements Against Current of Traffic

Main Line—Between JD (Pgh. Div.) and Federal Street (Eastern Div.)

Allegheny Branch—Between UY and Brady.
Between RH and Bridge.

AUTOMATIC BLOCK SIGNAL SYSTEM

1501-A1. Rules 501 to 512, inclusive, except Rule D508, between Brady and Division Post (Northern Div.), are in effect on portions of the Division as follows:

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	No. 1 and No. 2	AJ	Division Post (Eastern Div.)
Allegheny Branch	No. 1 and No. 2	Division Post (Pgh. Div.)	DN
	Single	Brady	RH
	No. 1 and No. 2	RH	Bridge

1501-B1. Rules 501 to 518, inclusive, except Rules 515 and 516, are in effect on portions of the Division as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post (Pgh. Div.)	AJ

1515-A1. Testing sections, in addition to those at terminals, located:

	Track	Between	And
		Eastward Trains	
Main Line	No. 1	½ Mile East of Mile Post 53	Eastward Home Signal for Beal Interlocking

1515-B1. Empty passenger equipment, shifting movements, and freight trains terminating at Kiskiminetas Jct., also trains setting off or picking up, are authorized to move as non-equipped trains between westward home signal, located 7050 feet east of AJ and AJ on No. 2 Track, and between AJ and trailing switch, 1500 feet West of Mile Post 45, on No. 1 Track.

Non-equipped trains must move at Restricted speed.

The movement of trains not equipped with cab-signal apparatus, including whistle and acknower, in operative condition for the movement, is prohibited, except as provided on the timetable or in emergency when authorized by the Superintendent.

When cab-signal apparatus fails, a train will proceed as a non-equipped train, at Restricted speed, to the next point of communication, report to, and be governed by instructions from the Superintendent.

When cab-signal aspect changes to approach, Rule 285, the train will proceed prepared to stop at next fixed signal, or where no fixed signal is located at the entrance of the block, will proceed at Restricted speed as soon as proper train handling will permit.

INTERLOCKING

1605-A1. Rule 605 in effect on No. 2 track between AJ and westward home signal located 7050 feet east of AJ.

1606-A1. Emergency Signals—Whistle or Horn, in service as follows:

AJ
UY
CQ
Bridge

COMBAT

Home Division

Name

Geo Perich Jr

Occupation

Conductor

QUALIFIED FOR SERVICE

DIVISION

COMBAT

ZONE

A

PART OF ZONE QUALIFIED FOR

11th Lt. to Ltj

F. R. Johnson

A. M.

**THE PENNSYLVANIA RAILROAD
CONEMAUGH DIVISION**

Pittsburgh, Pa., April 15, 1953

GENERAL ORDER NO. 401

Effective 12.01 A.M. Sunday, April 26, 1953.

Applies in All Zones

- (a) Time-Table No. 4 in effect. It contains the necessary instructions in general orders up to and including No. 316, all of which must be removed from bulletin boards.

Each employee must examine each page of Time-Table No. 4 to see that his copy is complete, pages properly lined up and note changes.

Employees must turn in Time-Table No. 3 to bulletin board attendant, after Time-Table No. 4 takes effect.

Applies in Zone B

- (b) MAIN LINE
TOMS RUN

Trains and engines on No. 1 track must not exceed a speed of 20 miles per hour from $\frac{1}{2}$ mile west of Mile Post 6 to $\frac{1}{2}$ mile east of Mile Post 6, account track condition.

Special Instruction 1157-F1, changed.

- (c) MAIN LINE
ATLAS

Eastward trains and engines on No. 1 and No. 2 tracks must not exceed a speed of 40 miles per hour between a point 1500 feet east of Mile Post 16 and a point 500 feet east of Mile Post 16, east of Atlas, account of track condition.

Westward trains and engines on No. 1 and No. 2 tracks must not exceed a speed of 40 miles per hour between a point 1500 feet east of Mile Post 16 and a point 500 feet east of Mile Post 16, east of Atlas, account of track condition.

Special Instruction 1157-F1, changed.

- (d) MAIN LINE
HYDE PARK—LEECHBURG

Section of automatic block on No. 2 track located between a point 500 feet east of Mile Post 41, east of Hyde Park and a point 850 feet west of Mile Post 43, west of Leechburg, has been equipped to provide Approach-medium Cab Signal Indication, Rule 282, Fig. A.

Applies in Zone A

- (e) MAIN LINE
CHESWICK

Trains and engines on No. 1 and No. 2 tracks must not exceed a speed of 20 miles per hour over undergrade Bridge 61.99 east of Cheswick, account of new construction.

Trains will sound whistle signal 14(1) between 6.01 A.M. and 6.01 P.M. to warn workmen.

Special Instruction 1157-F1, changed.

(f) **MAIN LINE**
UY—ETNA

"O" Running Track out of service.
No. 4 yard track from UY to 19th Street, 0.7 mile west of UY changed to No. 4 Running Track, in charge of Yard Master at Herrs Island.

Signal indication at UY will be the authority for westward movements to use No. 4 Running Track UY to 19th Street and No. 11 Running Track 19th Street to Etna.

For all other movements on these tracks, permission must be secured from Yard Master at Herrs Island.

Applies in Zone C

(g) **ALLEGHENY BRANCH**
TUNNEL SIDING

Tunnel siding between Brady and a point 1000 feet north of north end of Brady Tunnel, out of service, account repairs to tunnel. Tunnel siding may be used for meeting of passing trains between Sarah Furnace Crossover and Madison. Capacity 155 cars. Page 5, changed.

(h) **ALLEGHENY BRANCH**
BRIDGE

Home signal governing northward movements on No. 2 track, located 860 feet south of Bridge, changed from bridge type to low signal at same location.

(i) **ALLEGHENY BRANCH**
BRIDGE

Trains and engines must not exceed a speed of 15 miles per hour on Olean Leg of Wye at Bridge, account track condition.

Special Instruction 1157-F1, changed.

Applies in Zone D

(j) **SALAMANCA BRANCH**
TRUNKEYVILLE

Water station out of service.

(k) **CHAUTAUQUA BRANCH**
NO

Water station out of service.

(l) **SALAMANCA BRANCH**
RO—TIONESTA

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 6 and ½ mile north of Mile Post 7 and between 3500 feet north of Mile Post 12 and 2000 feet north of Mile Post 17.

Special Instruction 1157-F1, changed.

(m) **SALAMANCA BRANCH**
TRUNK

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 30 and 1300 feet north of Mile Post 30.

Special Instruction 1157-F1, changed.

This General Order is printed in Time-Table No. 4 and will not be issued in sticker form.

W. G. PFOHL,
Superintendent

LIGHTHOUSE FOR THE IRON HORSE

"I am Mr. Signal — the guardian of the track ahead. I am your protector and the guardian of your SAFETY. No one can cheat on my indications without serious consequences.

The indications displayed on me are positive instructions for the SAFE movement of trains. These instructions, when thoroughly understood and strictly complied with at all times, will guide you safely through the years.

DO NOT try to anticipate what indication will be displayed on me!

Always remember that **NO** job is of such great importance that you cannot take the time to do that job **SAFELY.**"

"Safety First"



34
**"Safe Railroaders
Don't Gamble
With Safety"**

**Goods and People
Handled Safely and
On Time Means
Satisfied Customers**