

THE PENNSYLVANIA RAILROAD

CENTRAL REGION

WESTERN PENNSYLVANIA DIVISION

CONEMAUGH DIVISION

Time-Table No. 4

In effect 12.01 A.M., Sunday, September 30, 1945

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

J C WHITE,
General Manager.

A M SEIVARD,
Sup't Passenger Transportation.

D K CHASE,
General Superintendent.

H L CLAPPER,
Sup't Freight Transportation.

G M SIXSMITH,
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—WEST PENN

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bolivar	Sidings Assigned direction Car Capacity 50 ft. Cars		
						West	East	Both
X	X	X		JD (Pgh. Div.)				
				DIVISION POST (Pittsburgh Div.)				
				BOLIVAR				
				BENNETT	6.4			
X	X	X		BI	10.0			
				LIVERMORE	12.9			
				TUNNELTON	17.3			
				WHITE	20.5			
				SALTSBURG	22.7			
				EDRI	25.5			83
		X		VN	26.5			
				AVONMORE	27.1			
				SALINA	28.9			
X	X	X		TRUXALL	32.5			
				AP	34.3			
				WEST APOLLO	34.9			
				EAST VANDERGRIFT	36.5			
				VANDERGRIFT	37.5			
X	X	X		GI	38.4			
				PINE RUN	38.5		86	
				HYDE PARK	41.6			
				LEECHBURG	42.9			
X	X	X		BAGDAD	45.3			
				AJ	47.8			
				KISKIMINETAS JCT.	47.8			
				FREEMPORT	49.1			
				HARRIS	50.0			137
				KARNS	52.2			
				NATRONA	53.9			
				BRACKENRIDGE	54.8			
				TARENTUM	55.8			
				WEST TARENTUM	56.5			
		X		RA	57.1			
				CREIGHTON	57.4			
				GLASSMERE	58.1			
				W. NEW KENSINGTON	59.1			
				SPRINGDALE	60.7			
				COLFAX	61.5			
				CHESWICK	62.8			
				DENNY	63.8			135
				HARMARVILLE	64.8			
				HULTON FERRY	65.3			
				GLENOVER	67.3			
				BLAWNOX	68.2			
				PARKVIEW	68.5			
X	X	X		ASPINWALL	70.2			
				UY	70.4			
X				SHARPSBURG	71.9			
				ETNA	72.4			
				MILLVALE	74.4			
X	X	X		STOCK YARDS	75.5			
				CO	75.9			
				DIVISION POST (Eastern Div.)	76.8			
X	X	X		FEDERAL STREET (Eastern Div.)	77.2			

NOTE—X indicates in service.

NOTE—The distance from JD to BI is 13.2 miles.

The distance from Livermore to Tunnelton is 3.0 miles

The distance from JD to Federal Street is 79.0 miles.

Interlockings—Remote Controlled, Operated From:

Interlocking	Operated From
Etna	UY

Employees in Charge of Sidings of Assigned Direction as Follows:

Siding	Employee in Charge	Note
Pine Run—Eastward	Signalman GI	1

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

INDIANA BRANCH CONNECTION

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from D	Sidings Assigned direction Car Capacity 50 ft. cars		
						West	East	Both
X	X	X	X	D. BLAIRSVILLE. BI	1.5			

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
D	BI

INDIANA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Torrance	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
			X	INDIANA	18.9			
				NM	18.9			
			X	HOMER CITY	13.2			
				MR	12.9			
				GRACETON	10.4			
				CORAL	9.9			
				BLACK LICK	7.6			
			X	ZD	7.6			
				BLAIRSVILLE	2.9			
			X	D	2.9			
			X	TR				
				TORRANCE				

NOTE—X indicates in service.

NOTE—The direction from Torrance to Indiana is Northward.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
NM MR ZD D TR	BI

APOLLO BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from AP	Sidings Assigned direction Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		AP				
			X	NS	0.8			
				APOLLO	0.8			
				APOLLO WYE	1.0			

NOTE—X indicates in service.

NOTE—The direction from AP to Apollo Wye is Westward.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
NS	AP

BUTLER BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from JB	Sidings Assigned direction Car Capacity 50 ft. cars		
						West	East	Both
		X		BUTLER.....	21.5			
				VO.....	21.3			
				WEST END BUTLER WYE.....	20.0			
				BRINKER.....	17.6			
				HERMAN.....	16.3			
				GREAT BELT.....	14.8			
			X	KD.....	13.9			
				DILKS.....	13.9		65	
				MARWOOD.....	12.0			
				CABOT.....	11.0			
				SUMMIT.....	10.7		36	
				SARVER.....	8.1			
				SANDY LICK.....	6.0			
				MONROE.....	5.0			
			X	WA.....	4.3			
				WINFIELD JUNCTION.....	4.3			
				LANE.....	1.0			
			X	JB.....				
				FREEMPORT (Main Line).....				

NOTE—X indicates in service.

NOTE—The direction from JB to Butler is Eastward.

Block-Limit stations controlled by open block station:

Block-Limit Station	Controlled by
KD WA JB	RA

Employees in Charge of Sidings of
Assigned Direction as Follows:

Siding	Employee in Charge	Note
Dilks—	Eastward	Signalman RA
Summit—	Eastward	Signalman RA

MAIN LINE—VALLEY

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from 11th St. Pittsburgh	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X				PITTSBURGH (Pgh. Div.).....				
				VI.....				
				DIVISION POST (Pittsburgh Div.).....				
				NADINE.....	7.6			
				SANDY CREEK.....	8.8			
		X		DN.....	10.1			
				VERONA.....	10.3			
				EDGEWATER.....	10.8			
				OAKMONT.....	11.1			
				HULTON.....	11.7			
				BLACKS RUN.....	12.9			
				HILLMAN.....	14.8	36		
				BARKING.....	15.2			
				LOGANS FERRY.....	16.4			
				PARNASSUS.....	17.4			
				NEW KENSINGTON.....	18.1			
		X		FN.....	18.6			
				ARNOLD.....	18.9			
				EDGECLIFF.....	22.1			
				BRAEBURN.....	22.8		71	
				McKEAN.....	25.6			
				GLENCAIRN.....	26.4			
				GARVERS FERRY.....	27.3			
X	X	X		AJ.....	28.7			
				KISKIMINETAS JCT.....	28.7			
				SCHENLEY.....	29.1			
				ALADDIN.....	29.8			
				GODFREY.....	31.9			
				JOHNETTA.....	33.0			
				KELLY.....	34.8			
				LOGANSPT.....	36.7			
				ROSSTON.....	39.1			
X	X	X		FD.....	40.0	66	64	
				FORD CITY.....	40.9			
				MANORVILLE.....	42.2			
				KITTANNING.....	44.5			
				NEAL.....	46.4			
				MOSGROVE.....	49.5			
		X		MH.....	53.6			
				TEMPLETON.....	53.6			
				MAHONING.....	54.6			
				HOOKS.....	56.8			
				RIMERTON.....	59.4			
				RED BANK.....	63.5			
X	X	X		BRADY.....	64.6			
				TUNNEL.....	64.7	261		
				SARAH FURNACE.....	72.0			
X				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			
				SANDY.....	104.9			
				KENNERDELL.....	109.9			
X				INDIAN BEND.....	116.2			
				DRAKE.....	117.4			
				EAST SANDY.....	118.5			
				DIVISION POST (Buffalo Div.).....	120.0			
X				ROCK..... (Buffalo Division)	122.8			
				FRANKLIN.....	123.7			
X	X	X		RH.....	129.5			
X	X	X		BRIDGE.....	132.3			
				OIL CITY.....				

NOTE—X indicates in service.

NOTE—The distance between Brady and Sarah Furnace is 2.0 miles; Birch and Rockland is 3.2 miles and Sandy and Kennerdell is 1.0 Miles.

NOTE—The distance from Penna. Sta. to VI is 6.8 Miles; VI to Nadine is 1.8 miles; Nadine to Mile Post 120, 99.6 miles; Mile Post 120 to Bridge 12.3 and from Bridge to Oil City, .9 miles; total mileage Penna. Sta. Pgh. to Oil City 121.4.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Drake	Brady
Sandy	Brady
Woods	Brady
Birch	Brady
Parker	Brady
Madison	Brady

Employees in Charge of Sidings of
Assigned Direction as Follows:

Siding	Employee in Charge	Note
Tunnel— Northward	Signalman Brady	1-2-3
FD— Northward	Signalman FD	
FD— Southward	Signalman FD	
Braeburn— Southward	Signalman FN	
Hillman— Northward	Signalman DN	

NOTE—1. Interlocking signal to enter Tunnel siding at Madison will be authority to use siding to Sarah Furnace crossover.

NOTE—2. Interlocking signal at Brady will be authority to use siding.

NOTE—3. Trains must not be permitted to follow other trains through East Brady tunnel on Tunnel siding.

BRILLIANT BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from UY	Sidings Assigned direction Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		UY DIVISION POST (Pittsburgh Div.)	0.2			
X				VI	0.5			
X	X	X		CM (Pgh. Div.)	2.2			

NOTE—X indicates in service.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
VI	UY

EAST BRADY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Brady	Sidings Assigned direction Car Capacity 50 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.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
BY	Brady

STATIONS	FIRST CLASS			
	●6861 DAILY EX. SUN.	●6783 #DAILY EX. SUN.		
	A. M.	A. M.		
Leave				
TORRANCE (Indiana Br.)				
BLAIRSVILLE				
BI				
LIVERMORE		Will Not Run Nov. 22, Dec. 25, Jan. 1,		
TUNNELTON				
WHITE				
SALTSBURG				
EDRI		May 30, July 4, Sept. 2,		
VN				
AVONMORE				
SALINA				
TRUXALL				
APOLLO WYE (Apollo Br.)	6.05			
APOLLO	S 6.12			
AP	6.17			
WEST APOLLO	F 6.19			
EAST VANDERGRIFT	F 6.21			
VANDERGRIFT	S 6.25			
GI	6.26			
HYDE PARK	S 6.31			
LEECHBURG	S 6.35			
BAGDAD	F 6.40			
KISKIMINETAS JCT.	S 6.45	S 7.24		
FREEPORT	S 6.48	S 7.26		
KARNS		F 7.31		
NATRONA	S 6.56	S 7.34		
BRACKENRIDGE	S 6.59	S 7.37		
TARENTUM	S 7.02	S 7.40		
WEST TARENTUM	F 7.04	S 7.42		
RA	7.05	7.43		
CREIGHTON	F 7.06	S 7.45		
GLASSMERE	F 7.08	F 7.47		
W. NEW KENSINGTON	F 7.11	S 7.50		
SPRINGDALE	S 7.15	S 7.53		
COLFAX	S 7.18	S 7.56		
CHESWICK	S 7.21	S 7.59		
DENNY				
HARMARVILLE	F 7.25	S 8.03		
HULTON FERRY				
GLENOVER	7.29	F 8.07		
BLAWNOX	S 7.32	S 8.10		
PARKVIEW		F 8.13		
ASPINWALL	S 7.38	S 8.17		
UY	7.40	8.18		
CM (Pgh. Div.)	7.48	8.24		
PITTSBURGH	S 8.02	S 8.38		
Arrive	A. M.	A. M.		
	6861	6783		

FIRST CLASS

	6803 DAILY EX. SUN.	6739 SAT. ONLY	6789 DAILY EX. SAT.&SUN.		
	A. M.	P. M.	P. M.		
	\$ 10.35				
	\$ 10.47				
	10.50				
	\$ 10.54				
	\$ 11.00				
	\$ 11.06				
	\$ 11.14				
	\$ 11.19				
	11.21				
	\$ 11.23				
	\$ 11.28				
	F 11.36				
		3.50			
		\$ 3.53			
	11.39	3.58			
	\$ 11.43	F 4.00			
		F 4.03			
	\$ 11.57	S 4.06			
	11.58	4.07			
	\$ 12.05	\$ 4.12			
	\$ 12.12	\$ 4.18			
	F 12.19	F 4.23			
	\$ 12.27	\$ } 4.29	\$ 4.45		
		4.45			
	\$ 12.33	\$ 4.50	\$ 4.50		
	\$ 12.42	\$ 4.59	\$ 4.59		
	\$ 12.48	\$ 5.09	\$ 5.09		
	\$ 12.54	\$ 5.19	\$ 5.19		
		F 5.21	F 5.21		
	12.57	5.22	5.22		
	\$ 12.58	F 5.24	F 5.24		
		F 5.27	F 5.27		
	\$ 1.01	\$ 5.32	\$ 5.32		
	\$ 1.05	\$ 5.38	\$ 5.38		
		F 5.40	F 5.40		
	\$ 1.10	\$ 5.44	\$ 5.44		
	\$ 1.14	\$ 5.50	\$ 5.50		
		F 5.52	F 5.52		
	\$ 1.21	\$ 5.58	\$ 5.58		
	\$ 1.27	\$ 6.06	\$ 6.06		
	1.29	6.07	6.07		
	1.36	6.15	6.15		
	\$ 1.50	\$ 6.30	\$ 6.30		
	P. M.	P. M.	P. M.		
	6803	6739	6789		

STATIONS	FIRST CLASS			
	6800	6738	6740	
	A. M.	P. M.	P. M.	
Arrive				
TORRANCE..(Indiana Br.)				
BLAIRSVILLE				
BI				
LIVERMORE				
TUNNELTON				
WHITE				
SALTSBURG				
EDRI				
VN				
AVONMORE				
SALINA				
TRUXALL				
APOLLO WYE(Apollo Br.)		2.12		
APOLLO		S 2.10		
AP		2.04		
WEST APOLLO		F 2.02		
EAST VANDERGRIFT		S 1.59		
VANDERGRIFT		S 1.56		
GI		1.53		
HYDE PARK		S 1.49		
LEECHBURG		S 1.45		
BAGDAD		F 1.39		
KISKIMINETAS JCT.	S 7.40	S 1.33	S 2.37	
FREEPORT	S 7.26	S 1.30	S 2.34	
KARNS		F 1.25	F 2.28	
NATRONA	S 7.13	S 1.22	S 2.26	
BRACKENRIDGE	S 7.06	S 1.19	S 2.23	
TARENTUM	S 6.58	S 1.16	S 2.20	
WEST TARENTUM	F 6.48	F 1.13	F 2.17	
RA	6.47	1.11	2.16	
CREIGHTON	S 6.46	S 1.10	S 2.15	
GLASSMERE	S 6.41	F 1.08	F 2.13	
W. NEW KENSINGTON	S 6.38	S 1.05	S 2.11	
SPRINGDALE	S 6.34	S 1.01	S 2.08	
COLFAX	F 6.29	F 12.58	S 2.05	
CHESWICK	S 6.26	S 12.56	S 2.03	
DENNY			F 2.00	
HARMARVILLE	F 6.20	S 12.52	F 1.58	
HULTON FERRY		F 12.50	F 1.56	
GLENOVER		12.47	S 1.53	
BLAWNOX	S 6.14	S 12.45	S 1.51	
PARKVIEW				
ASPINWALL	S 6.08	S 12.41	S 1.47	
UY	6.05	12.39	1.45	
CM (Pgh. Di.v.)	6.00	12.34	1.39	
PITTSBURGH	S 5.45	S 12.20	S 1.25	
Leave	A. M.	P. M.	P. M.	
	DAILY EX. SUN	SAT. ONLY	SAT. ONLY	
	6800	6738	●6740	

FIRST CLASS

	6804	6786	6788		6864
	P. M.	P. M.	P. M.		P. M.
	S 7.00				
	S 6.50				
	6.40				
	S 6.34	Will Not	Will Not		
	S 6.28	Run	Run		
	S 6.20	Nov. 22,	Nov. 22,		
	S 6.15	Dec. 25,	Dec. 25,		
		Jan. 1,	Jan. 1,		
	S 6.08	May 30,	May 30,		
	6.03	July 4,	July 4,		
	S 6.02	Sept. 2,	Sept. 2,		
	S 5.56				
					7.52
				S	7.49
	5.46				7.45
	S 5.44				F 7.42
	S 5.38				F 7.38
	S 5.36				S 7.35
	5.27				7.31
	S 5.23				F 7.27
	S 5.20				S 7.23
	F 5.12				F 7.17
	S 5.05	S 5.58	S 6.42		S 7.12
	S 5.02	S 5.55	S 6.39		S 7.08
		F 5.48			
	S 4.51	S 5.46	S 6.31		S 7.01
	S 4.46	S 5.43	S 6.28		S 6.58
	S 4.43	S 5.40	S 6.25		S 6.55
	F 4.38	F 5.37	S 6.23		
	4.36	5.36	6.22		6.52
	S 4.35	F 5.35	S 6.21		S 6.51
	S 4.33	F 5.33	F 6.19		6.49
	S 4.29	S 5.31	F 6.17		S 6.47
	S 4.26	S 5.28	S 6.14		S 6.44
		F 5.25	S 6.11		
	S 4.21	S 5.23	S 6.09		S 6.39
	S 4.15	S 5.18	F 6.04		F 6.35
	F 4.14	F 5.16			F 6.33
	F 4.10	S 5.13	S 6.00		S 6.30
	S 4.08	S 5.10	S 5.58		S 6.28
	S 4.03	S 5.06	S 5.54		S 6.24
	4.00	5.04	5.52		6.22
	3.55	4.59	5.46		6.17
	S 3.40	S 4.45	S 5.32		S 6.03
	P. M.	P. M.	P. M.		P. M.
	DAILY EX. SUN.	‡ DAILY EX. SAT. & SUN.	‡ DAILY EX. SAT. & SUN.		DAILY EX. SUN.
	6804	●6786	●6788		●6864

STATIONS	Leave	FIRST CLASS			
		*911	●6921	●927	
		DAILY	‡DAILY EX. SUN.	‡DAILY EX. SUN.	
		A. M.	A. M.	A. M.	
OIL CITY..... (Buffalo Div.)	S	3.40			
RH		3.49			
DRAKE.....		4.11		Will Not	
KENNERDELL.....	S	4.24		Run	
SANDY.....		4.26		Nov. 22,	
WOODS.....		4.32		Dec. 25,	
ROCKLAND.....				Jan. 1,	
				May 30,	
BIRCH.....		4.39		July 4,	
EMLENTON.....	S	4.46		Sept. 2,	
FOXBURG.....					
PARKER.....		4.54			
PARKERS LANDING.....	S	4.57			
WEST MONTEREY.....					
MADISON.....		5.12			
SARAH FURNACE.....					
EAST BRADY (E. Brady Br)					
PHILLIPSTON				S 6.06	
BRADY.....		5.16		6.08	
RED BANK.....				S 6.11	
RIMERTON.....				F 6.17	
HOOKS.....				F 6.22	
MAHONING.....			Will Not	F 6.25	
TEMPLETON.....	R	5.37	Run	S 6.28	
MOSGROVE.....			Nov. 22,	F 6.35	
KITTANNING.....	S	5.53	Dec. 25,	S 6.45	
MANORVILLE.....			Jan. 1,	F 6.49	
			May 30,		
FORD CITY.....	S	6.03	July 4,	S 6.53	
FD.....		6.05	Sept. 2,	6.55	
ROSSTON.....				F 6.57	
LOGANSPORT.....	R	6.09		F 7.01	
KELLY.....				F 7.04	
JOHNETTA.....					
GODFREY.....				F 7.09	
ALADDIN.....				F 7.15	
SCHENLEY.....	S	6.23		F 7.18	
KISKIMINETAS JCT.....	S	6.26		S 7.23	
GARVERS FERRY.....	F	6.30		S 7.27	
GLENCAIRN.....				F 7.30	
McKEAN.....				F 7.32	
BRAEBURN.....	R	6.36		S 7.37	
EDGECLIFF.....				F 7.39	
ARNOLD.....				S 7.44	
FN.....		6.44		7.45	
NEW KENSINGTON.....	S	6.49	S 7.22	S 7.48	
PARNASSUS.....			S 7.24	S 7.50	
LOGANS FERRY.....			S 7.26	S 7.52	
BARKING.....	R	6.53	S 7.28	F 7.55	
BLACKS RUN.....			F 7.32		
HULTON.....			S 7.36	S 8.01	
OAKMONT.....	S	7.01	S 7.38	S 8.03	
EDGEWATER.....			S 7.40	S 8.05	
VERONA.....	S	7.04	S 7.42	S 8.07	
DN.....		7.05	7.43	8.08	
SANDY CREEK.....					
NADINE.....	F	7.10	F 7.48	F 8.12	
CM (Pgh. Div.).....		7.20	7.58	8.21	
PITTSBURGH.....	S	7.37	S 8.12	S 8.35	
Arrive		A. M.	A. M.	A.M.	
		911	6921	927	

FIRST CLASS

929 DAILY EX. SUN.	925 DAILY EX. SUN.	6789 DAILY EX. SAT.&SUN.	6739 SAT. ONLY	●6925 ±DAILY EX. SUN.	901 DAILY
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
					S 4.05
					4.15
					4.39
					F 4.52
					4.54
					5.01
					F 5.04
					5.08
					S 5.16
					S 5.24
					5.27
					S 5.30
					S 5.38
					5.45
					F 5.48
S 10.15	S 2.52				
S 10.23	S 3.00				
10.26	3.03				5.52
S 10.31	S 3.07				S 6.07
F 10.37	F 3.13				F 6.14
F 10.43	F 3.18				F 6.18
S 10.46	F 3.21			Will Not Run Nov. 22, Dec. 25, Jan. 1, May 30,	F 6.22
S 10.49	S 3.24				S 6.25
F 10.56	F 3.30				F 6.31
S 11.05	S 3.40				S 6.42
	F 3.44				
S 11.13	S 3.49			July 4, Sept. 2,	S 6.51
11.15	3.51				6.53
	F 3.53				F 6.55
F 11.21	S 3.58				F 6.59
F 11.24	F 4.01				F 7.03
	F 4.04				
F 11.34	S 4.10	S 4.40	S 4.40		F 7.12
S 11.36	S 4.12	S 4.42	S 4.42		S 7.14
S 11.39	S 4.16	S 4.45	S 4.45	S 5.05	S 7.21
F 11.42	F 4.19			S 5.08	S 7.25
S 11.50	S 4.27			S 5.16	F 7.32
				F 5.18	
S 11.55				S 5.22	F 7.35
11.57	4.34			5.23	7.39
S 12.02	S 4.39			S 5.31	S 7.49
S 12.05				S 5.33	S 7.51
				F 5.35	F 7.55
				F 5.37	F 7.59
S 12.20	S 4.50			S 5.43	F 8.05
				S 5.45	S 8.09
F 12.23	F 4.52			F 5.47	
S 12.26	S 4.54			S 5.49	S 8.13
12.27	4.55			5.50	8.14
				F 5.54	
12.41	5.05			6.01	8.26
S 12.55	S 5.20			S 6.15	S 8.40
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
929	925	6789	6739	6925	901

STATIONS Arrive	FIRST CLASS			
	6800	932	904	
	A. M.	A. M.	P. M.	
OIL CITY....(Buffalo Div.)			S 1 20	
RH.....			1 10	
DRAKE.....			12 39	
KENNERDELL.....			S 12 27	
SANDY.....			12 23	
WOODS.....			12 16	
ROCKLAND.....			F 12 14	
BIRCH.....			12 09	
EMLENTON.....			S 12 03	
FOXBURG.....			S 11 54	
PARKER.....			11 47	
PARKERS LANDING.....			S 11 47	
WEST MONTEREY.....			S 11 34	
MADISON.....			11 25	
SARAH FURNACE.....			F 11 23	
EAST BRADY(E.Brady Br)	S 9 34			
PHILLIPSTON.....	S 9 26			
BRADY.....		9 23	11 20	
RED BANK.....	S 9 15	S 11 13		
RIMERTON.....	S 9 05	L 11 05		
HOOKS.....	F 8 59			
MAHONING.....	S 8 55			
TEMPLETON.....	S 8 52	S 10 57		
MOSGROVE.....	F 8 45			
KITTANNING.....	S 8 37	S 10 44		
MANORVILLE.....	S 8 25	F 10 37		
FORD CITY.....	S 8 22	S 10 34		
FD.....		8 16	10 31	
ROSSTON.....	F 8 14			
LOGANSFORD.....	F 8 10	F 10 26		
KELLY.....	F 8 06	F 10 22		
JOHNETTA.....		F 8 03		
GODFREY.....				
ALADDIN.....	S 7 45	F 7 55	F 10 16	
SCHENLEY.....	S 7 44	S 7 52	S 10 14	
KISKIMINETAS JCT.....	S 7 40	S 7 49	S 10 11	
GARVERS FERRY.....		F 7 43	S 10 07	
GLENCAIRN.....				
McKEAN.....				
BRAEBURN.....		S 7 35	S 9 59	
EDGECLIFF.....		F 7 31		
ARNOLD.....		S 7 27		
FN.....		7 25	9 52	
NEW KENSINGTON.....		S 7 17	S 9 51	
PARNASSUS.....		S 7 10		
LOGANS FERRY.....		F 7 07		
BARKING.....		F 7 04	K 9 41	
BLACKS RUN.....				
HULTON.....		S 6 58		
OAKMONT.....		S 6 56	S 9 34	
EDGEWATER.....		F 6 50		
VERONA.....		S 6 48	S 9 32	
DN.....		6 41	9 31	
SANDY CREEK.....				
NADINE.....		S 6 37		
CM (Pgh. Div.).....		6 30	9 24	
PITTSBURGH.....		S 6 15	S 9 10	
Leave	A. M.	A. M.	A. M.	
	DAILY EY. SUN	DAILY EX. SUN.	DAILY	
	6800	*932	904	

[illegible]

STATIONS	FIRST CLASS			
	934	6910	6788	
	P. M.	P. M.	P. M.	
Arrive				
OIL CITY.....(Buffalo Div.)				
RH				
DRAKE				
KENNERDELL				
SANDY				
WOODS				
ROCKLAND				
BIRCH				
EMLENTON				
FOXBURG				
PARKER				
PARKERS LANDING				
WEST MONTEREY				
MADISON				
SARAH FURNACE				
EAST BRADY (E. Brady Br.)	R 7.54			
PHILLIPSTON	S 7.45			
BRADY	7.41			
RED BANK	S 7.35			
RIMERTON	S 7.28			
HOOKS	F 7.24			
MAHONING	F 7.20	Will Not Run Nov. 22, Dec. 25, Jan. 1, May 30,	Will Not Run Nov. 22, Dec. 25, Jan. 1, May 30,	
TEMPLETON	S 7.17			
MOSGROVE	F 7.10			
KITTANNING	S 7.02			
MANORVILLE	F 6.57	July 4, Sept. 2,	July 4, Sept. 2,	
FORD CITY	S 6.54			
FD	6.51			
ROSSTON	F 6.49			
LOGANSPOUT	F 6.45			
KELLY	F 6.42			
JOHNETTA				
GODFREY	F 6.37			
ALADDIN	F 6.34			
SCHENLEY	S 6.32		S 6.44	
KISKINIMETAS JCT.	S 6.29		S 6.42	
GARVERS FERRY	F 6.26			
GLENCAIRN	F 6.24			
McKEAN	F 6.22			
BRAEBURN	S 6.18			
EDGECLIFF				
ARNOLD	S 6.11			
FN	6.09			
NEW KENSINGTON	S 6.08	S 6.38		
PARNAUSSUS	S 6.05	S 6.36		
LOGANS FERRY	F 6.02	S 6.34		
BARKING	F 5.59	F 6.32		
BLACKS RUN				
HULTON	S 5.53	S 6.25		
OAKMONT	S 5.51	S 6.23		
EDGEWATER	S 5.49	S 6.21		
VERONA	S 5.47	S 6.19		
DN	5.45	6.18		
SANDY CREEK		F 6.16		
NADINE	F 5.41	S 6.13		
CM (Pgh. Div.)	5.35	6.06		
PITTSBURGH	S 5.20	S 5.52		
Leave	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	±DAILY EX. SAT. & SUN.	±DAILY EX. SAT. & SUN.	
	●934	●6910	●6788	

FIRST CLASS

	914				
	A.M.				
	S 2.55				
	2.45				
	F 1.54				
	1.40				
	1.36				
	1.30				
	S 1.24				
	1.18				
	S 1.09				
	1.03				
	S 1.03				
	12.47				
	12.44				
	F 12.22				
	J 12.14				
	S 12.06				
	S 11.54				
	11.50				
	F 11.45				
	S 11.34				
	S 11.31				
	S 11.28				
	G 11.21				
	11.15				
	S 11.14				
	S 10.58				
	S 10.54				
	10.51				
	10.44				
	S 10.30				
	P.M.				
	DAILY				
	*914				

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

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
6803	6804	Torrance.....	....	....
6803	6804	Blairsville.....	....	....
6803	6804	Saltsburg.....	....	....
6803	6804	Salina.....	....	....
....	....	Apollo (Note) .....	....	....
6803	6804	Vandergrift.....	....	....
6803	6804	Leechburg.....	....	....
911	901	Kiskiminetas Jct...	....	....
6861	6864	Freeport.....	....	....
6861	6789	Natrona.....	....	....
6861	6789	Brackenridge.....	....	....
6800	6789	Tarentum.....	....	....
6800	6789	Creighton.....	....	....
6800	6789	Springdale.....	....	....
6800	6789	Cheswick.....	....	....
6800	6789	Blawnox.....	....	....
6800	6804	Aspinwall.....	....	....
932	925	Verona.....	....	....
932	936	Oakmont.....	....	....
911	914	New Kensington ..	911	914
929	6925	Braeburn.....	....	....
911	901	Ford City.....	....	....
911	901	Kittanning.....	904	901
932	925	Templeton.....	....	....
932	936	East Brady.....	....	....
904	901	Parkers Landing...	....	....
904	904	Foxburg.....	....	....
904	901	Emlenton.....	....	....

NOTE—Apollo—Open for Train No. 6739 Saturday Only.

EXTRA STOPS BY PASSENGER TRAINS

Train No.	Stop at	For
6861	Anderson Jct. West of Pine Run.....	Passengers
6861	Kiskiminetas Jct. Water Station.....	Employees
6803	Kiskiminetas Jct. Water Station.....	Employees
6783	Kiskiminetas Jct. Water Station.....	Employees
6739	Kiskiminetas Jct. Water Station.....	Employees
6804	Kiskiminetas Jct. Water Station.....	Employees
6864	Kiskiminetas Jct. Water Station.....	Employees
6800	Duquesne Light Co. Plant Colfax.....	Passengers
6739	Duquesne Light Co. Plant Colfax.....	Passengers
6789	Duquesne Light Co. Plant Colfax.....	Passengers
6739	J. F. Casey Co. Office Bldg. Aspinwall...	Passengers
6789	J. F. Casey Co. Office Bldg. Aspinwall...	Passengers

TRAINS WAIT FOR CONNECTION

Junction	Train No.	Due At	Wait Until	For Train	From	Due At
Kiski Jct.	6783	7.24 A.M.	7.35 A.M.	927	Cgh. Div.	7.23 A.M.

When a passenger train is sufficiently late that it may miss connections, conductor will notify Superintendent as soon as practicable if train has pay passengers for such connection.

U. S. MAIL WORK

STATIONS	Westward					Eastward				
	6803									
Glassmere	4 CD									
STATIONS	Southward					Northward				
	911	929	925	901		932	904	936		
Foxburg	E-1 D									
West Monterey	E-1 D									
Sarah Furnace				E-3 D			E-3 D			
Rimerton							CD			
Mahoning			4 CD							
Mosgrove							L D			
Manorville			4 CD			4 CD				
McGrann			4 CD							
Rosston			4 CD			J-4 CD		4 CD		
Kelly		4 CD	4 CD			4 CD	CD			

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

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

K—Stop on request of R.P.O. Clerk to exchange U.S. Mail.

L—Reduce speed to discharge mail.

1—Mondays.

2—Daily, except Mondays.

3—Sundays.

4—Daily, except Sundays.

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 Instructions ★1201 or 1202.

NOTE—No. 914 will take U.S. Mail for Parkers Landing to Oil City to be returned on No. 911.

NOTE—No. 936 will not operate on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas days, and on Mondays when any of these holidays fall on Sunday and No. 934 will handle the U.S. Mail on days No. 936 does not operate.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	ED-3 (1)	WP-21 (2)	PF-1 (1)	CK-1 (1)	JC-5 (7)	WP-15 (3)	VC-1 (1)	NL-1 (1)	PC-3 (1)	XD-1 (1)	JC-3 (1)	NY-1 (1)	PG-5 (1)	HC-3 (1)			
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
JD	12.01		1.30	10.00	10.30	12.01	3.45	5.30	7.30	7.30	8.00	8.15	9.00	11.00			
BI	12.30	1.20	2.00	11.00	11.00	1.10	4.15	6.00	8.00	8.00	8.30	8.45	9.30	11.30			
AJ	2.00	5.20	3.30	1.30	1.05	4.00	5.45	8.15	9.00	9.30	10.30	9.50	10.50	12.30			
Sharpsburg		8.30															
CQ	3.10		4.55	4.55	2.40		6.40	9.40	10.25	11.25	11.55	11.10	11.55	1.55			
Federal St.	3.15		5.00	5.00	2.45		6.45	9.45	10.30	11.30	11.59	11.15	12.01	2.00			
Arrive	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.			

(1) Daily. 2) Daily except Sunday. (3) Daily except Monday. (7) As required.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	CMB (1)	WP-16 (3)	CE-2 (1)	FW-8 (1)	WP-20 (2)	ED-4 (1)	CS-8 (1)	CE-8 (1)	CK-2 (1)	AK-8 (1)	WS-8 (8)	WS-4 (2)	LCL-2 (1)	ED-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.			
Federal St.	2.15		6.00			10.10	10.15	11.45	1.00	1.00	5.00	6.25	7.25	10.30			
CQ	2.20		6.05	6.00		10.15	10.20	11.50	1.05	1.05	5.05	6.30	7.30	10.35			
Sharpsburg					7.15					2.15							
AJ	3.30	5.30	6.45	6.50	10.00	11.10	11.45	12.45	3.30	3.30	6.30	7.40	11.30	11.45			
BI	4.30	9.00	8.00	8.00	2.15	12.15	1.15	2.15	6.00	5.00	8.00	9.30	1.30	12.45			
JD	5.30	11.00	9.00	9.00		1.15	2.15	3.15	7.00	6.00	9.00	10.30	2.30	1.45			
Arrive	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.			

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (8) Daily except Sunday and Monday.

TERMINAL ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	ED-43 (1)	PT-20 (1)	PT-61 (2)	PT-2 (1)	EP-1 (1)	ED-47 (1)	LM-3 (1)	PH-11 (1)	PH-17 (1)	PH-25 (1)	PF-3 (1)	ED-49 (1)	CE-5 (1)	ED-51 (1)	ED-45 (1)	WP-1 (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.	P.M.		
CM	12.01		2.00		4.15	10.30	10.45	11 30	2.00	5.30	7.00		7.45	8.00	9.00			
43rd Street			3.30	2.30										9.00				
16th Street			4.00									7.30				10.00		
Sharpsburg		1.15			6.00	1.15	12.30		4.00		7.30				12.30	1.00		
CQ		1.40			6.10	1.25	12.40		4.10		8.55				12.40	2.30		
Federal St.	3.00	1.45		4.00	6.15	1.30	12.45	2.00	4.15	7.30	9.00	7.45	8.30	11.00	12.45			
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.		

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

TERMINAL ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	ED-50 (1)	WP-2 (1)	PT-21 (1)	ED-46 (1)	CE-4 (1)	ED-48 (1)	PH-16 (1)	NP-2 (1)	EP-2 (1)	CS-10 (1)	ED-44 (1)	PH-24 (1)	FW-8 (3)	VL-6 (1)	PT-60 (2)	ED-56 (1)	PH-10 (7)	PD-2 (1)	PT-19 (1)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Federal St.	1.40		6.00	6.15	7.00	8.30	9.00	9.45	11.10	12.30	3.00	7.30	8.00	8.25		10.15	11.25	11.30	11.45
CQ		3.00			7.05				11.15				8.15	8.40			11.40		11.50
Sharpsburg		3.50							12.50										12.45
16th Street	2.00	5.00	7.00	8.45			9.45				4.30				9.00	10.30			
43rd Street			7.30																
CM				10.15	8.20	10.45	12.01	11.30	1.10	1.10	6.00	9.30		9.35	10.25		12.25	12.10	
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.

1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (7) As required

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	SO-2 (1)	KJ-2 (1)	OC-2 (1)	KC-2 (2)	PC-2 (1)	RB-2 (2)	BF-2 (1)	Stations	PB-1 (1)	KJ-1 (1)	SO-1 (1)	KC-1 (2)	BF-1 (1)	RB-1 (3)	OC-1 (1)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
RH	1.30	4.00	4.15		10.30	11.00	4.00	CM	1.00			6.45			
Brady	3.45	6.45	8.15		1.00	6.00	6.15	Federal Street			5.00		10.25		1.15
AJ	7.05	10.00	10.15	5.00	3.00		9.30	AJ	4.00	4.00	6.30	12.30	11.50		3.40
Federal Street	9.30		11.45				11.00	Brady	7.45		9.00		2.45	11.30	6.00
CM				10.15	5.00			RH	10.45	12.01	12.50		6.10	6.30	8.45
Arrive	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	Arrive	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

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

SPECIAL INSTRUCTIONS

Note—Five point star symbol (★) indicates Special Instructions of System application.

★ 1001. A rule referred to by number, unless otherwise specified is a rule in the "Operating, Signal And Interlocking Rules".

STANDARD TIME

★ 1101. Eastern Standard Time applies on this Division.

1102. Referring to Rule 2 drivers of track cars must use reliable watches.

LETTERS AND CHARACTERS

★ 1201. 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—schedule assigned to gas-electric, gasoline or oil-electric rail motor cars.
- * —Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇ —Passenger train—No train baggageman.
- # —Indicates train that will not be operated on specified dates or holidays shown on schedule pages.

1202.

R—Regular stop New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, and on Mondays when any of these holidays fall on Sunday.

COLOR SIGNALS

★ 1301. At the end of two main tracks where switch is not interlocked nor spring switch is in service, when the switch is set for trains to move in normal direction, switch lamp will display white disc, (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

★ 1302. A yellow flag or light placed to the right of track indicates the approach to a portion of track covered by a slow order and is located a sufficient distance ahead of the obstruction to permit the speed of train to be reduced from maximum authorized speed to the speed required.

The end of the restricted territory will be indicated by a green flag or light.

HAND, FLAG AND LAMP SIGNALS

★ 1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals —to be used by flagman.

ENGINE WHISTLE SIGNALS

1501. 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	Mile Post 120

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

1502. Rule 14 (r) will apply:

When stops are to be made by freight trains for coal or water.

Direction	Sound engine whistle signal passing	Indication Stop will be made at
Eastward	CQ	Etna
"	RA	Harris, East End
"	AJ	Kiski Jet.
"	GI	Vandergrift
"	AP	Avonmore
"	BI	Blairsville or Lockport
Westward	JD	Lockport or Blairsville
"	BI	Avonmore
"	AP	Vandergrift
"	GI	Kiski Jet.
"	AJ	Harris, East End
"	RA	Etna
"	CQ	Jacks Run
Northward	DN	Verona
"	AJ	Donley
"	MH	Red Bank
Southward	Brady	Red Bank
"	FD	Donley
"	FN	Verona

Operator will notify train dispatcher promptly.

1503. Referring to Rule 14(1):

Except in emergency, the engine whistle will not be prolonged or repeated by trains making station stops at the following stations:

Aspinwall	All Crossings	Hulton	All crossings
Blawnox	"	Oakmont	"
Cheswick	"	Parnassus	"
Springdale	"	New Kensington	"
Tarentum	"	Arnold	"
Brackenridge	"	Kittanning	"
Natrona	"	Foxburg	"
Hyde Park	"	Emlenton	"
Verona	"		

Enginemen will also sound this signal when approaching Tunnels to warn employees who may be working in Tunnels.

COMMUNICATING SIGNALS

★1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

TRAIN SIGNALS

1701. Night Signals will be displayed on rear of trains and engines while passing through tunnels.

USE OF SIGNALS**Fusees And Torpedoes**

★1801. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

1802. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1803. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	6	6
Freight Service	12	12
Engines in Road Service	3	4
Engines in Shifting Service	3	4
Track Cars	2	3

Slide Protection Fence

★1851. 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.

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

1852. Slide protection fences in service:

Track	Signal Location
No. 1	1 Mile East of Bagdad
No. 2	3 Miles West of Vandergrift
No. 1	1 Mile North of Arnold
No. 1	1 Mile South of Edgecliff
No. 1	¼ Mile North of Glencairn
No. 2	¾ Mile South of AJ
No. 2	½ Mile North of Braeburn

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

1853. SP Signals also protect facing switches as follows:

Track	Switch	Signal Location
No. 1	Braeburn Siding	1 Mile South of Edgecliff
No. 1	Hill Track and Middle Storage Track	¼ Mile North of Glencairn

SUPERIORITY OF TRAINS

★ **1901.** Eastward and Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

1902. On the Apollo Branch, westward trains are superior by direction to trains of the same class in the opposite direction.

GENERAL ORDERS, BULLETIN BOARDS, EMPLOYEES' REGISTERS, STANDARD CLOCKS

★ **2001.** Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, location of Employees' 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	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Blairsville__Yard Office	Pittsburgh Eastern Middle
X	X	X	Kiskiminetas Jct.__Yard Master's Office	Pittsburgh Eastern Buffalo Middle
X	.....	.....	W. R. R.__West Winfield	
X	X	X	Sharpsburg__Yard Master's Office	Pittsburgh Eastern Pan Handle Monongahela
X	X	X	Stock Yards__Yard Master's Office	Pittsburgh Eastern Pan Handle Monongahela
X	X	X	Pittsburgh__Yard Master's Office, 16th St.	Pittsburgh Eastern Pan Handle Buffalo
X	X	.....	Pittsburgh__Yard Office, 36th Street	Pittsburgh Eastern
X	X	X	Pittsburgh__Yard Master's Office, 43rd St.	Pittsburgh Eastern Pan Handle Monongahela Buffalo
X	X	.....	Pittsburgh__Yard Office, 54th Street	Pittsburgh Eastern
X	X	.....	Coleman__Yard Master's Office	Pittsburgh Eastern Buffalo
X	X	X	Verona__Yard Office	Pittsburgh Eastern Buffalo
X	X	X	New Kensington__Passenger Station	Pittsburgh Eastern Buffalo
X	X	X	Phillipston__Engine House	Pittsburgh Buffalo Renovo

NOTE—X indicates in service.

2002. Standard Clocks At Other Points:

Train dispatcher's office.
Open Block Stations.

★2003. At points where there is no designated employe on duty to witness signatures as required by **Rule 75b**, conductor or engineman must witness signatures of all members of his crew.

GENERAL ORDER ZONES

★2101. General Order Zones of this Division are as follows:

Zone A—Federal Street to Bagdad, Pittsburgh 11th St to Kiski River Bridge 28.91 Kiski Jct., including Butler and Brilliant Branches.

Zone B—Bagdad to JD including Apollo and Indiana Branches.

Zone C—Kiski River Bridge 28.91, Kiski Jct. to Mile Post 120 including East Brady Branch.

Qualification Of Conductor Or Engineman

2102. A Conductor or an Engineman, who has not made a trip, either in service or a special trip in order to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

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

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

TRACK ASSIGNMENTS**2201. Single Track**

Track	Between	And
Main Line	Brady	Mile Post 120
Indiana Branch Connection	BI	D
Indiana Branch	Torrance	Indiana
Apollo Branch	AP	NS
Butler Branch	JB	Butler
East Brady Branch	Brady	BY

2202. Two or More Tracks

Current of traffic is as follows:

Main Line	No. 2 Track	No. 1 Track
West Penn JD to Federal Street	Westward	Eastward
Valley VI to Brady	Southward	Northward
Brilliant Branch IY to VI	Westward	Eastward

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

2203

Secondary Tracks Of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse movement on permission from	Note
No. 101	South End Coleman Yard	North End Coleman Yard	Northward	Yard Master Coleman	Yard Master Coleman	1
No. 102	Nadine	South End Coleman Yard	Southward	Yard Master Coleman	Yard Master Coleman	1
No. 101	29th Street	South End Coleman Yard	Northward	Yard Master 43rd St.	Yard Master 43rd St.	1
No. 102	South End Coleman Yard	29th Street	Southward	Yard Master 43rd St.	Yard Master 43rd St.	1
No. 4 Brilliant	19th Street	UY	Eastward	Yard Master Sharpsburg	Yard Master Sharpsburg	1
O	UY	West End Sharpsburg Yard	Westward	Yard Master Sharpsburg	Yard Master Sharpsburg	1-2
No. 101	CQ	Etna	Eastward	CQ	CQ	3
No. 102	Etna	CQ	Westward	UY	UY	3

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

NOTE 2. Signal indication at UY will be authority for Westward movements to use this track to 19th Street Yard Office, Sharpsburg.

NOTE 3. 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 intermediate point.

2204. Secondary Tracks of No Assigned Direction.

Track	Between	And	Controlled by	Note
No. 101 (W)	UY	Etna	UY	1
No. 11 (E)	West End Sharpsburg Yard	19th Street	Yard Master Sharpsburg	
No. 3 River (E)	19th Street	UY	Yard Master Sharpsburg	
No. 101 (W)	Natrona	Glassmere	RA	
Apollo Ext. (E)	Jct. Apollo Branch	End of Ext.	AP	
Avonmore (E)	Junction Main Line	Avonmore	VN	
Yellow Creek (N)	Homer City	Terminus	BI	
O (S)	29th St.	BU	BU	
No. 103 (S)	South End Coleman Yd.	VI	UY	2
Plum Creek (N)	Verona	Terminus	DN	
Pucketa (N)	Parnassus	Terminus	FN	
Schenley (E)	Schenley	Terminus	AJ	
Red Bank	Mort	Junction Main Line —Valley Red Bank	Brady	7
No. 101 (S)	Phillipston	Brady	Brady	3
No. 101 (N)	Parker	Birch	Brady	4
No. 102 (N)	Woods	Sandy	Brady	5
No. 301 (N)	Drake	Mile Post 120	Brady	6

NOTE 1. 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 intermediate point.

NOTE 2. Northward movements made on signal indication at VI.

NOTE 3. Northward movements made on signal indication at Brady.

NOTE 4. 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 intermediate point.

NOTE 5. 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 intermediate point.

NOTE 6. Northward movements made on signal indication at Drake. Permission must be obtained from Brady to use this track at any intermediate point.

NOTE 7. Westward movements made on signal indication at Mort.

Permission must be obtained from Brady to use this track at any intermediate point.

NOTE—(E) (W) (N) or (S) indicates railroad direction.

Referring to **Rule 105b**, Rule 99 will apply on Secondary Tracks as follows:

Track	Between	And
No. 101	UY	CQ
No. 102	Etna	CQ
No. 101	Parker	Birch
No. 102	Woods	Sandy
No. 301	Drake	Mile Post 120

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by **Rule 80** on portions of the division as follows:

Entire Division

★**2302.** Track cars will not operate spring switches.

2303. Track cars will display night signals while passing through tunnels.

★**2304.** Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

Movement Of Sperry Cars, Burro Cranes, Etc.

★**2305.** Sperry cars, burro cranes, or cars of similar type or construction will be operated the same as track cars. They will not operate the signals of an Automatic Block System, highway crossing warning signals, nor will they shunt track circuits at interlockings.

Sperry cars will be designated as Sperry Car extra and burro cranes as Burro Crane extra.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—

Pittsburgh

Train Dispatchers in charge of Main Line Federal Street to JD Conpitt Junction and CM to RH and following Branches:

Indiana	Butler
Indiana Branch Conn.	East Brady
Apollo	Brilliant

★**2402. 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.

★**2403. Rule D-83:** Except on portions of the railroad where Rules 251 and 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

Engineman Pilot

★**2404.** Enginemen, when acting as pilots, will operate the engine of train to which assigned, unless otherwise instructed.

2405. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	With	Normal Position is for Movements
Torrance	Indiana Branch	West Leg of Wye	On West Leg of Wye
Blairsville	Indiana Branch	Indiana Branch Connection	Indiana Branch Connection
1620 Feet South of Homer City	Indiana Branch	Yellow Creek Secondary Track Connection	Yellow Creek Secondary Track
South End of Coleman Yard	No. 101 Track	No. 103 Track	No. 101 Track to No. 103 Track

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

2409. Signalmen in charge of main track hand operated switches when block station is open:

Location	Switches
VN	All main track switches
RA	All main track switches

NOTE—Crews of yard engines using crossover between No. 1 Eastward and No. 2 Westward Main Tracks at RA, will be responsible for and handle their own switches. Permission for each movement over this crossover must be secured from the Operator at RA and each movement must be reported clear to him as soon as completed.

Hand Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled by
Heinz	Switch to Stock Running track from No. 1 track	CQ
Sharpsburg	Switch to Sharpsburg Warehouse track from No. 2 track	UY
Sharpsburg	Switch to Roessing Engineering track from No. 2 track	UY
Sharpsburg	Switch to Edgar Brossius track from No. 2 track	UY
Sharpsburg	Switch to Diamond Hardware track from No. 2 track	UY
Ross	Switch to "Pull in" Track from No. 1 track	UY
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 track	Brady
Foxburg	Switch to Keystone Supply Co. Siding from Main track	Brady
Emlenton	Switch to James Siding from Main track	Brady
Emlenton	Crossover between Main track and No. 101 track	Brady
Rockland	Switch to Station Track from Main track	Brady
St. George	Crossover between Main track and No. 102 track	Brady

To enter 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.

★2425. Movement Of Trains In The Same Direction By Block Signals. Rules 251, 253 and 254 in effect:

Track	Between	And
Nos. 1 and 2	JD	Federal Street
Nos. 1 and 2	VI	Brady
Nos. 1 and 2	VI	UY

On two or more tracks signal indication or permission of the Signalman will be authority for a train to proceed as an extra.

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

At Pittsburgh the Station Master is authorized to verbally notify Conductor to run as a passenger extra. Conductor will notify engineman.

★2426. Opposing And Following Movements Of Trains By Block Signals. Rules 261, 262, 263 and 264 in effect:

Track	Between	And
Single	Brady	Mile Post 120

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.

2427. 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.	Semaphore Signal	More favorable 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		
Pgh. Yard, 31st. Street Pgh. and Allegheny R.R.	None	When Preceded by Flagman	Cross, without stopping	

NOTE 1. The normal position of switches and derails at the grade crossing with B. & O. R. R. on wye track at Indiana is for movement on B. & O. R. R.

P. R. R. movements governed by Fixed Signals Rules 292 Fig. E and 285 Fig. C.

Interlocking machine controlling Signals and derails located in cabin, on east side of B. & O. R. R. track just north of crossing, the door of which is equipped with B. & O. and P. R. R. switch locks and must be locked after movement has been completed.

Trainmen of P. R. R. after determining that no B. & O. R. R. trains are approaching the crossing will change the position of Signals and derails by the following procedure:

Lever	Operate as indicated
No. 4	Push in and wait for time release to operate which will require about two minutes.
No. 3	Pull out
No. 2	Pull out
No. 1	Pull out

Derails and signals are now in position for P. R. R. movement over crossing.

After movement is completed restore signals and derails to normal position by the following procedure:

Lever	Operate as indicated
No. 1	Push in
No. 2	Push in
No. 3	Push in
No. 4	Pull out

Derails and signals are now in position for B. & O. R. R. movement over crossing.

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.

Automatic Highway Crossing Signals

★2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemmen from complying with Rules 14(1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by Rule 14(1) and 30.

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

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

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

At the following locations a device is provided to cut out the operation of automatic crossing signals by trainmen:

Third, Fourth and Fifth Sts.....	Parnassus
St. Petersburg Road, for No. 101 Track.....	Foxburg
Main Street Crossing, for Main Track and No. 101	
Track.....	Emlenton
School and Church Streets.....	Indiana

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

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

★2451. (For Automatic Highway Crossing Signals)

Electric light indicators are in service on or adjacent to instrument cases of flashing light signals and crossing bells protecting highway crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates normal source of power has failed and that signals or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

Protection For Public Highway Crossings At Grade

2455. Trains or engines must stop before passing over the following public 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 on Duty Between the Hours of	Note
Indiana Branch	Market Street	Blairsville	7.00 A.M. Sunday to 7.00 A.M. Monday	(1)

NOTE 1. 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.

2456. 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 Private Track	State Route No. 28	Cheswick
Main Line Red Raven Track	State Route No. 28	Harmarville
Main Line Sun Oil Co. Track	Boyd Avenue	Glenover
Indiana Branch Private Track	State Route No. 119	Coral
Indiana Branch Private Track	State Route No. 119	Graceton
Indiana Branch Private Track	Oakland Street	Indiana
Indiana Branch All Tracks	Philadelphia St.	Indiana
Yellow Creek Secondary Track	State Route No. 119	Homer City
Yellow Creek Secondary Track	Mecco Public Highway	Mecco
Apollo Branch All Tracks	Apollo Station	Apollo
Butler Branch Interchange Track	State Route No. 422	Butler
Butler Branch All Tracks	Monroe Street	Butler
Baileys Run Branch Crucible Fuel Track	State Route No. 28	Creighton
Pittsburgh District All Tracks	In Pike and Smallman Sts. between 11th and 29th Sts. 16th and Pike Sts. 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., Penn Ave. and Liberty Ave. (Note)	Pittsburgh
Main Line Scaife's Industrial Track	Allegheny Avenue	Oakmont
Main Line Pollock Feed Co. Heilman Lumber Co.	Third Avenue Third Avenue	Ford City Ford City
Indian Run Branch	All Crossings	New Kensington
Schenley Secondary Track Park Coal Co. Track	State Route No. 66	3 Mile East of Leechburg
Duck Run Branch	All Crossings	Kittanning
Cowan Shanoc Branch	State Highway	North of Kittanning
East Brady Branch	State Route No. 68	East Brady

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

Gas-Electric, Gasoline and Oil-Electric Rail Motor Cars

★2475. Gas-electric rail motor cars, gasoline rail motor cars and oil-electric rail motor cars must not use sand in automatic block system territory, except to avoid accidents, when these cars are used as trailers or are being towed, they must be placed only at end of train. If handled by passenger train it should not consist of more than 15 cars. If handled by freight train it should not consist of more than 35 cars.

Four-Wheel Cabin Cars

★2477. Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlockings and such cabin cars must not be permitted to stand along between the signals of a block or interlocking station without permission of signalman.

Dragging Equipment Detector

★2478. After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

2479. To prevent breakage of dragging equipment detectors, flanger signs indicating location of these detectors, in service at following locations:

Location	Track No.	Distance from
Bolivar	1	520 Feet East of Bridge 0.10. Bolivar
Salina	2	4400 Feet West of Salina
Vandergrift	1	1100 Feet East of Vandergrift
Leechburg	2	860 Feet West of Mile Post 43, West of Leechburg
Glenover	2	2980 Feet East of Glenover

2480. While a freight train is passing an open block or interlocking station, a member of the crew must be stationed on the rear of the train to receive or deliver messages.

The front brakeman of a freight train, in order to observe signals from the rear of his train, will be in a conspicuous position, outside the Brakeman's cabin located on the tender of locomotives so equipped, promptly after the rear end of his train has passed an open block or interlocking station, or a highway crossing where crossing watchmen are on duty, to receive from trainmen on the rear of the train any signal affecting the movement of the train and in addition, will where practicable, observe the train as it moves around curves in order to receive signals from the rear end of the train to avoid necessity of applying air from rear end.

Train service employes in or 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.

2481. In the application of Rule 107:

(a) Signalmen BI and AP will notify Westward inferior trains if Eastward superior trains due have not arrived.

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

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

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

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

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

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

2482. When Fig. (B), **Rule 290**) is displayed by Cab-signals, approaching Salina Tunnel. trains moving with current of traffic will stop before entering tunnel and communicate with signalman at VN. Non-equipped trains moving with current of traffic will stop and communicate with signalman at VN before entering tunnel, unless otherwise directed.

2483. 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 Nos. 1 and 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 Nos. 7 and 8 tracks, will govern movements to be made same as outlined above for Nos. 1 and 2 tracks.

2484. At VN, RA, DN, FN, AJ (first crossover south of AJ) and Brady, after obtaining permission from Signalman and when no reverse movements are being made, trains may make crossover movement within the Home or Block Signal limit, without regard to the superiority of trains.

Trainmen and Enginemen are relieved from observing Rule D-152.

Signalman must not give permission if the Home and Distant Signals have been cleared or reverse movements are being made.

2485. 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 with caution 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.

MOVEMENT BY TRAIN ORDERS

2501. Train orders will be issued covering the meeting of First-Class trains on single track at schedule meeting points, except where Rules 261, 262 and 263 are in effect.

★2505. While train order signal (**Rule 294**, Fig. A) is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in Rule 221a.

2506. Referring to **Rule 204**, the engineman of each engine taken on as a hauler at a point where no orders are delivered to the train, must be advised by the train engineman of all orders affecting the train in the territory covered by the additional hauling engine.

2507. Trains must not leave their initial station without train orders or notice from Operator or Signalman that there are no orders.

YARDS AND YARD INSTRUCTIONS

2601. Yards indicated by yard limit boards located at:

Indiana Branch:

Torrance
Blairsville
Indiana

Butler Branch:

Lane
Butler

Apollo Branch:

Entire Branch

East Brady Branch:

Entire Branch

★ 2602. In the application of **Rule S-93**—Yard engines will display a red light to the rear at night.

SPEEDS

★2701.

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

**2702. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED,
PASSENGER TRAINS AND FREIGHT TRAINS**

MAIN LINE—WEST PENN	Single Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour					
JD to AJ			50	50	50	50
AJ to UY			50	45	50	45
UY to Federal Street			45	45	45	45
Main Line—Valley						
VI to Kiskiminetas Jct.			60	50	60	50
Kiskiminetas Jct. to Brady			50	50	50	50
Brady to Mile Post 120	50	50				
Indiana Branch						
Torrance to Black Lick	30	30				
Black Lick to Indiana	25	25				
Apollo Branch						
AP to NS	15	15				
Butler Branch						
JB to Butler	20	20				
Brilliant Branch						
VI to East End of UY			40	18	40	18
East Brady Branch						
Brady to East Brady	25	25				
Other Branches						
Branches not listed above	15	15				

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

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line—West Penn:		
JD to Federal Street	40	30
Main Line—Valley:		
VI to Mile Post 120	40	30
Indiana Branch:		
Torrance to Indiana	25	15
Apollo Branch:		
AP to NS	15	15
Butler Branch:		
JB to Butler	20	15
Brilliant Branch:		
VI to East End UY	18	15
East Brady Branch:		
Brady to East Brady	25	15

WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line—West Penn:			
JD to Federal Street	40	30	25
Main Line—Valley:			
VI to Mile Post 120	40	30	25
Indiana Branch:			
Torrance to Indiana	25	15	15
Apollo Branch:			
AP to NS	15	15	15
Butler Branch:			
JB to Butler	20	15	15
Brilliant Branch:			
VI to East End UY	18	15	15
East Brady Branch:			
Brady to East Brady	25	15	15

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

VARIOUS

MAIN LINE		Miles per Hour
Circus Trains.....		45
Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Special Instructions ★3601.		
—on straight track.....		30
—on curves.....		20
Solid trains of tank cars loaded with petroleum products		40
Note—When handling such trains Conductors must know that enginemen have been so advised.		
Snow Plows in service.....		25
Snow Flangers in service.....		20
Passing station platforms and trains on adjacent tracks..		5
Note—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.		
Operating against current of traffic, except where Rule 261 is in effect—		
Main Line		
—Passenger Trains.....		50
—Freight Trains.....		40
(Entire Division)		
Track Cars—unless otherwise restricted.....		20
—when hauling track cars or trailers.....		10
—hand cars operated under Rule 80.....		8
—through crossovers and turnouts, and over highway and railroad crossings.....		5

**2703. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
TURNOUTS**

ENTIRE DIVISION		
Non-Interlocked turnouts—diverging movements, except Class J, M, Q and T engines over No. 8 crossovers or turnouts.		Miles per Hour
		10
Class J, M, Q and T engines through No. 8 crossovers or turnouts must not exceed speed indicated:	Miles per Hour	
	Forward	Backward
	10	5

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

BI
AP
AJ
CQ

**2704. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED,
CURVES, BRIDGES, ETC.**

MAIN LINE—WEST PENN	Miles per Hour
JD to Bridge 1.40 (Lockport).....	35
Curve East End Bridge 0.10 (Bolivar).....	10
Bridge 0.10 (Bolivar) to M.P. 1.....	35
M.P. 3 to 2500 Feet West of M.P. 4.....	35
Curve West of M.P. 7.....	40
East End Blairsville Yard to BI.....	35
Between Bow Tunnel and Tunnelton.....	45
Between Bowman Coal Co. switch west of Tunnelton Station and M.P. 20 east of White Station.....	40
At Mile Post 21, west of White.....	30
Curve at Saltsburg.....	30
Between Saltsburg Station and Edri Station.....	45
Between Edri Station and east end Truxall storage track.....	30
East of middle cross-over Truxall storage track.....	45
First and second curve west of Truxall middle cross-over.....	45
First curve east of AP.....	45
First curve east of West Apollo Station.....	45
Second curve west of West Apollo Station.....	35
At M.P. 36, east of East Vandergrift Station.....	45
Jones' Cut east of Vandergrift to M. P. 39 west end Vandergrift yard.....	30
Just east of Hyde Park Station.....	30
M. P. 42 west of Hyde Park Station to M. P. 44.....	45
Bagdad Station curve.....	45
At M. P. 46, west of Bagdad.....	45
At M. P. 47, Kiski. Yard Office—No. 2 track.....	45
First curve east of AJ.....	45
Curves, East and West Leg of Wye AJ.....	10
West end Allegheny River Bridge.....	45
Between west end Freeport storage and M.P. 51, east of west end of Harris.....	45
First curve west of Natrona Station.....	45
First curve east and first curve west of West Tarentum.....	45
First curve east of Glassmere.....	35
Curve at Springdale Station and first curve east of Springdale Station.....	45
Curve at M. P. 62, west of Colfax.....	45
First curve east of Cheswick Station.....	40
Cheswick Station curve.....	45
Between first curve east of Harmarville and second curve west of Hulton Ferry Station.....	45
First and second curves east of Sharpsburg Station.....	40
Sharpsburg Main St. crossing (Front of train only).....	15
First curve east of Etna Water Plug.....	30
MAIN LINE—VALLEY	
Curve at VI.....	20
South end Coleman Yard to third curve north of Sandy Creek.....	50
First curve north of Hulton.....	50
Logans Ferry Station and first curve north.....	50
Curve at M.P. 22, south of Edgecliff.....	50
3100 feet south of M.P. 25 to 2000 feet south of M.P. 25..	30
First curve south and first curve north of Garvers Ferry.....	50
First curve south of Bridge 28.91, Kiski. Jct.....	30
Bridge 28.91 spanning Kiski River, Kiski. Jct.....	20
Between Schenley and Donley Water Station.....	40
Second curve north of Logansport.....	45
First curve south of Rosston.....	45
North end reverse curve north of West Penn Power Co. switch, north of Manorville.....	45
M.P. 44 to M.P. 45, Kittanning.....	30
Second curve south of Templeton Limestone Co. switch, Templeton.....	45
Between Mahoning and 1 mile north of Hooks.....	45
Curve south of Red Bank Station.....	40
South end East Brady Tunnel and first curve north of Tunnel (including Tunnel).....	40
First curve north of Sarah Furnace.....	35

	Miles per Hour
Second and third curves north of North End Tunnel Siding.....	45
Curve, at Refinery, north of Emlenton, passenger trains	45
First curve north of Birch.....	35
Between M.P. 94, one mile south of Woodhill Tunnel and first curve north of Rockland (including Tunnel) ..	45
First curve north of Woods.....	30
First curve north of M.P. 101.....	30
Between M.P. 104, one mile south of Kennerdell Tunnel and M.P. 110, north of Kennerdell Tunnel (including Tunnel).....	45
Third and fourth curves north of Kennerdell Tunnel....	30
Curve M.P. 113.....	45
Point curve, second curve north of M.P. 115.....	45
First curve south and first curve north East Sandy Water Station.....	45
Third curve south of M.P. 120.....	45
First curve south of M.P. 120.....	35

Indiana Branch:

Curves, North and South Leg of Wye, Torrance.....	10
Conemaugh River Bridge, Cokeville.....	25
Between water station south of D and BI on Indiana Branch connection.....	15
Between D and north end wye Blairsville.....	10
Curves, North and South Leg of Wye, Blairsville.....	10
Reverse curves just south of M.P. 7 south of Black Lick	20
Curves, North and South Leg of Wye, Indiana.....	10
Indiana, School and Church Streets, Grade Crossings ...	10

Butler Branch:

Between JB and Lane.....	15
Curves, East and West Leg of Wye, Butler.....	10

Brilliant Branch:

Curves, East and West Leg of Wye, UY.....	10
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2705. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED ENGINES

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with Train
B.....	20.....	20.....	20.....
C.....	20.....	20.....	20.....
E.....	25.....	50.....	60.....
G.....	40.....	50.....	60.....
H.....	35.....	40.....	50.....
I.....	25.....	40.....	50.....
J.....	25.....	40.....	45.....
K.....	25.....	50.....	60.....
L.....	25.....	40.....	50.....
M.....	25.....	50.....	60.....
N.....	20.....	35.....	45.....
Q.....	25.....	40.....	50.....
S.....	25.....	50.....	60.....
T.....	25.....	50.....	60.....
Rail motor cars..	60.....	60.....	60.....

2706. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
SECONDARY TRACKS AND SIDINGS

Track	Between	And	Miles per Hour
Apollo Ext.	Jct. Apollo Branch.....	End of Ext.....	15
Avonmore.....	Junction Main Line-West Penn.	Avonmore.....	15
Yellow Creek ...	Homer City.....	Terminus.....	15
Plum Creek.....	Verona.....	Terminus.....	15
Pucketa.....	Parnassus.....	Terminus.....	15
Schenley.....	Schenley.....	Terminus.....	15
101.....	1135 feet west of Glassmere	Natrona.....	15
O.....	UY.....	West end Sharps- burg Yard.....	15
No. 4 Brilliant ..	19th St.....	UY.....	15
No. 11.....	W.E.Shbg. Yard ..	19th St.....	15
No. 3 River.....	19th St.....	UY.....	15
101.....	CQ.....	UY.....	15
102.....	Etna.....	CQ.....	15
O.....	29th St.....	BU.....	15
101.....	29th St.....	N. E. Coleman Yard.....	15
103.....	South end Cole- man Yard	VI.....	15
102.....	Nadine.....	29th St.....	15
Red Bank.....	Mort.....	Junction Main Line-Valley Red Bank	15
101.....	Brady.....	Phillipston.....	25
101.....	Parker.....	Birch.....	25
102.....	Woods.....	Sandy.....	15
301.....	Drake.....	Mile Post 120....	25
All Sidings.....	.....	.....	15

★2707. Movements on tracks, other than main, secondary and sidings must be made at restricted speed.

ENGINE RESTRICTIONS

2708. ENGINES ARE RESTRICTED AT LOCATIONS SHOWN BELOW:

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

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

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons
	B	C	E H 8	G	H 8 10	I	J	K	L	M	N	Q S	T	
ENTIRE DIVISION.....	X	..	..	..	..	X	..	..
Main Line														
JD to BI: All other Industrial Tracks	R	X	R	..	R	R	X	R	..
BOLIVAR: Garfield Fire Brick Co. siding	X	..	..	..	X	X	X	X	X	X	X	X	X
BRIDGE 0.10: No. 1 Track	50	..	50	50	40	..	50	50	45	50	50	..
BRIDGE 0.10: No. 2 Track	50	..	50	40	30	..	50	50	40	30	50	..
Bolivar
BRIDGE 8.75: Blairsville	50	..	50	30	20	..	50	40	30	20	35	..
BRIDGE 11.01: No. 1 Trk Mile Post 11...	50	..	50	40	35	..	50	50	40	35	45	..
TUNNELTON: Atlas Powder Co. siding...	X	..	..	..	X	X	X	..	X	X	X	X	X
No. 2 Team Track	X	..	..	X	X	X	X	X	X	X	X	X	X
WHITE: Keystone Coal Co.....	X	..	..	X	X	X	X	X
BRIDGE 27.79: E. E. Salina Tunnel	50	..	50	25	15	..	50	30	20	15	20	..
BRIDGE 28.66: Salina	50	..	50	35	35	..	50	35	35	35	50	..
SALINA: General Refg. Co. (Clay Pocket)	X	X	..	..	X	X	X	X	X
Cochran Coal Co.: Slide Track—West of Tipple	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
BRIDGE 34.74: W. Apollo No. 2 Track	50	..	50	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
VANDERGRIFT YARD TO BAGDAD: 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
BRIDGE 47.83: Kiskiminetas Jct.	50	..	50	50	45	..	50	50	50	45	50	..
FREEPORT: P. & S. R.R. Inter. trks	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons
	B	C	E H8	G	H 8 9 10	I	J	K	L	M	N	O S	T	
NATRONA to FEDERAL ST.: All other Industrial Tracks	X	X	X	..	X	X	X	X	X
TARENTUM: Paper Mill Track	X	X	X	X	X	X	X	X	X
Penn Iron & Steel Co.	X	X	X	X	X	X	X	X	X
SPRINGDALE: West Penn Power Co.	X	X	X	X	X	X	X	X	X
SPRINGDALE: American Glue Co.	X	X	X	X	X	X	X	X	X
C. & H. Interchange.	X	X	X	X	X	X	X	X	X
CHESWICK: River Sand & Supply Co.	X	X	X	X	X	X	X	X	X
DENNY: Mordoff Siding	X	X	X	X	X	X	X	X	X
Cemline Tank Corp.	X	X	X	X	X	X	X	X	X
HARMARVILLE: Red Raven Co.	X	X	X	X	X	X	X	X	X
BLAW KNOX: River Side Plant.	X	X	X	X	X	X	X	X	X
Blaw Knox Const. Co.	X	X	X	X	X	X	X	X	X
ASPINWALL: Boro. Elec. Light trestle	X	X	X	X	X	X	X	X	X
Ross Pump Sta. Track	X	X	X	X	X	X	X	X	X
Pgh. Machinery & Equip- ment Co.	X	X	X	X	X	X	X	X	X
SHARPSBURG: Fort Pitt Brewery Co.	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.	X	X	X	X	X	X	X	X	X
Frank Fair Coal Co.	X	X	X	X	X	X	X	X	X
ETNA: Crossover to Spang Chalfont	X	X	X	X	X	X	X	X	X
CQ to HERRS ISLAND: Pittsburgh Paint Co.	X	..	..	..	X	X	X	X	X	X	X	X	X
Standard Ice Co.	X	..	..	..	X	X	X	X	X	X	X	X	X
HERRS ISLAND: Union Stock Yd. 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
NORTH SIDE: Madison St. Yard	X	X	X	X	X	X	X	X	X
May Stern Warehouse.	X	X	X	X	X	X	X	X	X
Jokel Coal Co.	X	X	X	X	X	X	X	X	X
No. 4 & No. 5 trks, Federal St. Frt.	X	X	X	X	X	X	X	X	X
PITTSBURGH: Between: 10th St. and 11th St.	X	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	X
12th St.-Chas. Koch & Co. trk	X	X	X	X	X	X	X	X	X	X	X	X
12th St.-Gimbel Bros. trk	X	X	X	X	X	X	X	X	X	X	X	X
12th St.-White Terminal track	X	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	X
24th St.-Monroe & Sons track	X	X	X	X	X	X	X	X	X	X	X	X	X
29th St.-Yard tracks	X	X	X	X	X	X	X	X	X	X	X	X	X
Between 29th & Liberty Ave.	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	X
Pgh. 29th St. to Cole- man Yard.	X	..	..	..	X	X	X	..	..
30th St.-Crucible Steel Co. track	X	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	X

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of over 15,000 Gallons
	B	C	E H 6	G	H 8 9 10	I	J	K	L	M	N	O	S	T	
32nd St.-Lectrone Steel Co. track		X	X	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	X	X
33rd St.-Standard Oil Co. of Pa. track		X	X	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	X	X
36th St.-Harrison Shields track		X	X	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	X	X
41st St.-Pgh. Piping & Equip. Co. track			X	X	X	X	X	X	X	X	X	X	X	X	X
43rd St.-Cabin track, southbound							X					X	X		..
48th St.-Ladder track leading off No. 22 trk						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	X	X
48th St. - Heppenstall Forge & Knife Co. trks		X	X	X	X	X	X	X	X	X	X	X	X	X	X
West Penn Sand & Gravel		X	X	X	X	X	X	X	X	X	X	X	X	X	X
49th St.-H. K. Porter & Co. House track		X	X	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	X	X
McCandless Ave.-Pgh. Spg. & Steel Co. track		X	X	X	X	X	X	X	X	X	X	X	X	X	X
54th St.-Waverly Oil Wks. tracks		X	X	X	X	X	X	X	X	X	X	X	X	X	X
55th St.-United Engrg. & Fdry. Co. Frank Kneeland Plant track		X	X	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	X	X
57th St.-Atl. Rfg. Co. tracks		X	X	X	X	X	X	X	X	X	X	X	X	X	X
58th St.-United Engrg.-Fdy. Co. Lincoln Plant track		X	X	X	X	X	X	X	X	X	X	X	X	X	X
62nd St.-Hubard & Co. track		X	X	X	X	X	X	X	X	X	X	X	X	X	X
62nd St. - Union Steel Castg. Co. Spur track		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Pgh. Gravel Works tracks						X	X	X		X	X	X	X	X	X
BRILLIANT YARD: J. K. Davidson & Bro. tracks						X	X	X		X	X	X	X	X	X
BRIDGE 10.75: Nos. 1 and 2 track Verona			50		50	30	30		50	45	30	30	60		..
VERONA: Bridge 10.75: 0 track						X	X			X	X	X	X		..
River Yard North Ladder tracks						X	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		X
EDGEWATER: Edgewater Steel Co. trks		X	X	X	X	X	X	X	X	X	X	X	X	X	X
OAKMONT: Scalfe & Sons Co. track		X	X	X	X	X	X	X	X	X	X	X	X	X	X
HULTON: U. S. Gypsum Co.		X	X	X	X	X	X	X	X	X	X	X	X	X	X
NEW KENSINGTON: Gen. Elec. Co. tracks		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Standard Railway Equip. Mfg. Co.		X	X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 28.91: Kiski River							20						X	20	..
KISKI JCT: East and West leg of Wye							A						A		..
SCHENLEY: Finch & Co. Back track						X	X	X	X	X	X	X	X	X	X
BRIDGE 39.05: Rosston			50		50	30	30		50	50	30	30	40		..

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons
	B	C	E H6	G	H 8 9 10	I	J	K	L	M	N	O S	T	
KITTANNING:														
Atlantic Rfg. Co. No. 67 track	X	X	X	X	X	X	X	X	X	X	X	X	X	X
McNeese-Reese Brick Co. track	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 49.71:														
South of Mosgrove			50		60	45	30		50	50	45	45	50	
TEMPLETON:														
Pgn. Limestone Co. trk.		X				X	X	X	X	X	X	X	X	X
BRIDGE 53.99:														
Templeton No. 2 track			50		50	15	15		50	30	15	15	30	
BRIDGE 60.81:														
North of Rimerton			50		50	30	30		50	50	30	40	50	
FOXBURG:														
Foxburg Supply Co. trk.		R				R	R	R		R	R	R	R	
EMLENTON:														
Freight House track						X	X	X	X	X	X	X	X	X
James Coal Corp. trestle track		X				X	X	X	X	X	X	X	X	X
MP 120 to Kiski Jct.							X					X		
INDIANA BRANCH:														
Torrance:							X			A 5	X	X	A 5	
West Leg of Wye						X	X			X	X	X	X	
East Leg of Wye						X	X			X	X	X	X	
BRIDGE 2.00:														
Cokerville		20	25		25	20	X	25	25	25	20	X	25	
BLAIRSVILLE:														
Wye tracks							X				X	X		
BLACKLICK TO HOMER CITY:														
Potter Coal Co. Track						X	X	X		X	X	X	X	
HOMER CITY TO INDIANA:														
						X	X			X	X	X	X	X
INDIANA:														
All trks North of Phila. St.		X				X	X		X	X	X	X	X	X
Frt. Sta. Coal trestle		X				X	X	X	X	X	X	X	X	X
YELLOW CREEK:														
Secondary track							X	X		X	X	X	X	
AVONMORE:														
Secondary track		X				X	X	X	X	X	X	X	X	X
APOLLO BRANCH:														
AP to Water Station							X			X	X	X	X	X
All Industrial Tracks and Wye						X	X			X	X	X	X	X
APOLLO:														
EXTENSION:							X			X	X	X	X	X
BUTLER BRANCH:														
JB to Lane Yard Limits							X				X	X	X	
Lane Yard Limits to Butler							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				X	X	X	X	X	X	X	X	X
WINFIELD BRANCH:														
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
BAILEYS RUN BRANCH:														
						X	X	X	X	X	X	X	X	X
BRILLIANT BRANCH:														
Bridge 0.68							15			25		15	25	
PLUM CREEK:														
Secondary track						X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines With Tender Capacity of Over 15,000 Gallons
	B	C	E H 8	G	10	I	J	K	L	M	N	O S	T	
PUCKETA: Secondary track	X	..	..	..	X	X	X	..
INDIAN RUN BRANCH AND WYE: Tru Grain Products—2nd Ave.	X	X	X	X	X	X	X	X	X	X	X	X	X
A. Dietch Scrap track Alum Co. Track—Arnold Plant	X	X	X	X	X	X	X	X	X	X	X	X	X
Alum Co. Track—9th St. Spg. Wks. Track—River Tracks	X	X	X	X	X	X	X	X	X	X	X	X	X
J. K. Davison & Bro.	X	X	X	X	X	X	X	X	X	X	X	X	X
SCHENLEY: Secondary Track	X	X	X	X	X	X	X	X	X
COWANSHANNOC SPUR:	X	X	X	X	X	X	X	X	X
LOWGRADE BRANCH: On Red Bank secondary trk Mort to Junction Main Line-Valley Red Bank	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	X	X	..

2709. CC2 engines are prohibited on this Division.

2710. N2 engines and streamlined K-4-S Engine 3768 will not be operated on this Division without authority from the Superintendent.

2711. Engine limit boards will indicate portions of track on which engines are prohibited.

2712. Wreck trains with 250 ton derrick prohibited on tracks and territory as follows:

Butler, Indiana and East Brady Branches.

2715. OTHER EQUIPMENT RESTRICTIONS

PITTSBURGH DISTRICT

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

LOGANS FERRY:

Box cars exceeding a width of 10 feet and height of 13 feet 6 inches cannot be placed on Allegheny-Pittsburgh Coal Co. track.

TEMPLETON:

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

Steam Suburban Cars

★**2716.** The following classes of passenger cars must not be hauled between heavier steel cars or between heavier steel cars and the engine:

Coaches	Combined Passenger and Baggage	Passenger—Baggage and Mail
P-54 MP-54 MP-54c	PB-54 MPB-54 MPB-54b MPB-54c	MPBM-54 MBM-62

NOTE—For purpose 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.

Cabin Cars in Passenger Trains

★2717. Cabin cars, other than all-steel construction equipped with four-wheel trucks, must not be moved in passenger, mail, express or Main trains.

Cars Utilizing Compressed Inflammable Gas

★2718. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gases have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gases have been removed.

Cars Seventy Feet Or More In Length

★2719. Cars seventy feet or more in length, not equipped with pivoted head couplers, must not be coupled to cabin car when moved in trains.

Folding Steps

★2722. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

Dead or Disabled Engines

★2723. Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding twenty miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding twenty-five miles per hour.

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

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

Class of Engines	Miles per Hour
NIS CI IIS J Q T S	8
All others.....	15

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

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

**2725. MINIMUM RUNNING TIME FOR PASSENGER TRAINS
EITHER DIRECTION**

BETWEEN	Dis- tance	Min.
Main Line-West Penn		
JD to BI.....	13.2	22
BI to VN.....	15.1	22
VN to AP.....	7.8	13
AP to AJ.....	13.5	20
AJ to RA.....	9.3	12
RA to UY.....	13.3	17
UY to Federal Street.....	6.8	10
Main Line-Valley		Min.
CM to VI.....	1.7	4
VI to DN.....	4.5	6
DN to FN.....	8.5	9
FN to AJ.....	10.1	11
AJ to FD.....	11.3	15
FD to MH.....	13.6	18
MH to Brady.....	11.0	14
Brady to Madison.....	3.1	5
Madison to Parker.....	9.9	12
Parker to Birch.....	9.6	12
Birch to Woods.....	4.1	6
Woods to Sandy.....	4.8	7
Sandy to Drake.....	9.1	12
Drake to RH.....	12.1	18

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

FIXED SIGNALS

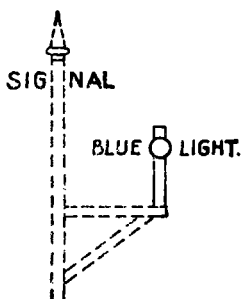
2801. Signal aspects not in conformity with the typical aspects, in service:

Main Line

On Northward Home Signal at DN.

East Brady Branch

On Northward Block Signal at Brady.



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

NAME —Signal mast bracket marker.

Take Siding Indicator



INDICATION—Take Siding.

NAME —Take siding indicator.

Take Siding Indicators located as follows:

No. 2 Track, Block Signal 489, just East of Freeport—Take Siding at Harris.

No. 2 Track, Block Signal 553, just West of Brackenridge—Crossover at East End West Tarentum Yard.

No. 2 Track, Block Signal 619, just West of Colfax—Take Siding at Denny.

No. 1 Track, Block Signal 650, just West of Harmarville—Take Siding at Denny.

No. 1 Track, Block Signal 586, just West of Glassmere—Use No. 101 Secondary Track at Glassmere.

No. 1 Track, Block Signal 534, just East of Natrona—Take Siding at Harris.

Trains receiving a take-siding-indication will call for instructions from Signalman before entering siding.

Slide Protection Fence Indicator



Fig. 1



Fig. 2

Indication—When slides are against the fence.

Indication—When fence is clear.

Name—Caution Indicator.

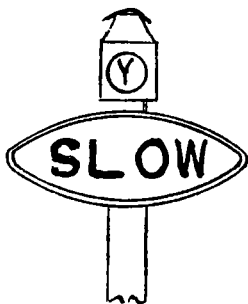
Name—Clear Indicator.

Location: No. 2 Track, 3 Miles West of Vandergrift.

No. 1 Track, 1 Mile East of Bagdad.

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

Approach Indicator



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

NAME —Slow Board.

LOCATION —Apollo Branch, AP Eastward.
Butler Branch, VO Eastward.

2802. Trains enroute from Brilliant Branch to Sharpsburg Yard, will use Tracks between UY and 19th Street Yard Office, as indicated by Number on illuminated sign located in South Window UY.

CAB SIGNALS

2851. Cab Signal Rules 295 to 298, inclusive, are in effect as follows:

— with current of traffic —

Main Line

Track	Between	And
Nos. 1 and 2	JD	AJ

2852. Cutting-in Sections located:

On Tracks	From	To
	Westward Trains	
Indiana Branch Connection	Walnut St. Blairsville Yard	Westward Home Signal for BI
	Eastward Trains	
No. 1	Automatic Block Signal No. 500 East End Harris Siding	Eastward Home Signal for AJ Interlocking
Apollo Branch	West End Kiski River Bridge	Eastward Home Signal for AP Interlocking

★**2853.** Required departure tests of engines and trains must be made before entering territory, in which the use of cab signals is prescribed.

★**2854.** Engine crews assigned to electric engines (or to steam engines equipped for backward or forward running) will make departure test of cab signals from both ends of a single unit. When two or more electric engines are coupled, departure test will be made from front end of leading unit and trailing end of rear unit, noting that cab signals and warning whistles are operative on all units.

When two or more electric engines are coupled and it becomes necessary enroute to operate one of the engines from an end from which departure test of cab signals has not been made, the train must operate as a non-equipped train.

2856. Following exceptions authorized:

Empty Passenger equipment, shifting movements, and Local 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 Bagdad, 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 acknowledger, 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 preparing for cab-signal to change to restricting.

MANUAL BLOCK SYSTEM

2901. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

	Track	Between	And
Main Line-Valley	Nos. 1 and 2	DN	Brady
Indiana Branch	Single	TR	NM
Indiana Branch Connection	Single	D	BI
Apollo Branch	Single	AP	NS
Butler Branch	Single	JB	VO
East Brady Branch	Single	Brady	BY

2902. Rule 316 will apply:

For Movements Against Current of Traffic

Main Line-West Penn—Between VN and AP.

2903. Rule 317 will apply:

On single track and for movements with current of traffic between points listed under Special Instructions 2901.

For Movements Against Current of Traffic

Main Line-West Penn—Between JD and VN.
Between AP and Federal Street.

Main Line-Valley—Between VI and Brady.

★2904. The use of Clearance Card (Form K) to permit a train being governed by a clear-block signal to pass a block-limit station as though permissive-block signal were displayed, is prohibited.

2905. 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.

AUTOMATIC BLOCK SYSTEM

3001. Rules 501 to 512, inclusive, except Rule D508, between Brady and Mile Post 120, are in effect as follows:

Main Line

Track	Between	And
Nos. 1 and 2	AJ	Federal Street
Nos. 1 and 2	VI	DN
Single	Brady	Mile Post 120

Brilliant Branch

Track	Between	And
Nos. 1 and 2	UY	VI

3015. Rules 501 to 518, inclusive, except Rules 515 and 516, are in effect as follows:

Main Line

Track	Between	And
Nos. 1 and 2	JD	AJ

INTERLOCKING

3102. Emergency Signals—Whistle or Horn, in service as follows:

AJ
UY
CQ

3103. At AJ Interlocking Station:

(a) Trains or engines before entering and after clearing No. 2 main track between AJ Interlocking signal and the home signal at Aladdin crossover will report to Signalman at AJ.

(b) Trains or engines not being governed by Automatic Block System Rules and receiving signal indication Rule 291 on No. 2 main track Aladdin will, Stop—then proceed at once, under restricted speed.

(c) Normal movement on Horn track is from No. 1 eastward main track, movements in reverse direction on this track must not be made without permission from Signalman AJ.

USE OF TELEPHONES

★3501. Employees using telephones in connection with train movements must satisfy themselves that they are in communication with the proper persons and must not consider conversation finished until the persons taking part are assured that they have heard all of the conversation and that it is understood.

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

If telephones fail, trainmen will use any means of communication to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor, engineman or driver must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 106.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

3502. Telephones are located at block, interlocking and block-limit stations, clearance point of sidings, crossover switches, home signals and at other points necessary for train operation.

3503. Trains doing work on sidings or to be met or passed by another train or trains must place a man within hearing distance of the telephone bell in order that instructions may be given if desired.

Engine and train service men and others authorized to use telephones, will see that shelter boxes are properly closed after using them, and any that are found open should be reported to the Superintendent promptly by wire.

3504. Enginemen, Conductors and Track Car Drivers required to copy train orders at block-limit stations or other outlying points will preserve such copies, endorse on the face of them their name and occupation, and turn them in with their time cards at end of the trip or day. The Yard Master, Crew Dispatcher or other person, receiving these orders, will forward them daily to Division Operator, Conemaugh Division, Pennsylvania Station, Pittsburgh, Pa.

Conductors and Enginemen of other Divisions will endorse their copies of Train orders as above and send them to Division Operator, Conemaugh Division, Pennsylvania Station, Pittsburgh, Pa.

Facsimile Transmission of Communications

★**3525.** Apparatus for production of facsimile copies of typed or written train orders, Clearance Cards (Form K) and messages by means of a transmitter at a sending station connected by an electrical circuit with a recorder at a receiving station, is in service for the delivery of train orders, Clearance Cards (Form K) and messages at the following locations:

Location of Transmitter	Location of Recorder
BI Block Station	NM Block-Limit Station MR Block-Limit Station ZD Block-Limit Station

The operator at the location of the transmitter will use the facsimile machine in the manner prescribed by the Instructions to Operators in the use of Automatic Transmitter of Facsimile Machine, to effect delivery of a train order, Clearance Card (Form K) or message to persons addressed at the locations of the recorders.

Unless otherwise provided, when a train stops at a station or is required by Special Instructions or message to stop at a point at which a recorder is located, the train must not proceed until the conductor or engineman examines the recorder, removes from the receiving receptacle all communications addressed to him and other employes on his train, and communicate with the operator by telephone.

The conductor, engineman or other employe addressed, removing communications from the recorder, will compare the number of each train order received with numbers shown on message accompanying the train orders, and will check each train order, Clearance Card (Form K) or message and ascertain each copy is clear, legible and complete. The employe must then acknowledge receipt of the communications and repeat each train order to the operator by telephone before acting on same. The

operator must see that the copies of train orders received by the person addressed are correct copies of train orders transmitted by the operator. The employee receiving communications addressed to other employees on his train, must effect delivery of a copy to each person addressed.

The operator will show on his office copy of each communication delivered by him at the recorder the name of the employee acknowledging receipt.

Recorders must be kept under lock and key and care must be exercised in their use to avoid damage to the equipment by rough usage and exposure to the weather.

GENERAL INSTRUCTIONS

Machinery of Rotary Or Swinging Type

★3601. Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "Re-inspected at. and loaded as per A.A.R. Loading Rules." Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. When trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin or trailing end. All locking pins and hold-downs must be in secured position.

When pivoted machinery, equipped with swinging booms so which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

Heavy Machinery Over Tracks At Grade Crossing

★3602. To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movement over the tracks.

Agents and foremen should keep closely in touch with such matters and give the Track Supervisor advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

3606. Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the Superintendent and then, only as specified below:

- (a) Engines and cars may be run through water when its depth does not exceed seven (7) inches (measured from top of rail), at a speed not exceeding two (2) miles per hour.
- (b) MU cars, rail motor cars and Diesel-electric engines may be run through water when its depth does not exceed two (2) inches (measured from top of rail), at a speed not exceeding two (2) miles per hour.

Overhead and Side Clearance

3611. Employes are warned of close overhead and side clearance at following locations and must use caution in riding on top or on sides of box cars, engines or other equipment while movements are being made at these locations:

LOCATION	CLEARANCE	
	Overhead	Side
Main Line		
BOLIVAR:		
Garfield Fuel Co.		X
Garfield Ref. Co.		X
BLAIRSVILLE EAST OF:		
Coal Tracks		X
Dump Tracks		X
BLAIRSVILLE:		
Bridge 8.36—Subway	X	
Bridge 8.40—Subway	X	
Bridge 9.14 (Ind. Br. connection)	X	
Bridge 11.16'	X	
LIVERMORE:		
Bridge 12.93	X	
TUNNELTON:		
Bow Tunnel	X	X
Atlas Powder Co. Siding		X
Bowman Coal Co.	X	X
WHITE:		
Keystone Coal Co.	X	X
Mitchell Watson Coal Co.	X	X
SALTSBURG:		
Bridge 22.20 Turtle Crk. Branch		X
Paterson Milling Co.		X
Freight Station		X
AVONMORE:		
Sand Tipple & Coal Station	X	X
Salina Tunnel	X	X
National Roll & Fdy. Co.	X	X
Coal Tipples Avonmore Branch	X	X
SALINA:		
Bridge 28.89	X	
General Refractories Co.	X	X
Cochran Coal Co.	X	X
TRUXALL:		
Westmoreland & Mining Co.	X	X
VANDERGRIFT:		
Bridge 37.01 (Jones Cut)	X	X
Team Track	X	X
Freight Station	X	X
Pine Run Coal & Coke Co.	X	X
HYDE PARK:		
Hyde Park Fdy. & Mach. Co.	X	X
Bridge 41.96 (Foot Bridge)	X	
LEECHBURG:		
Valley Coal Co.	X	X
KISKIMINETAS JCT.		
Engine Yard—Sand Tipple	X	X
NATRONA:		
Bridge 53.80 (Penn Salt Co.)	X	
Penn Salt Co.		X
WEST TARENTUM:		
Freight Station	X	
Bridge No. 56.04 (Ferry St.)	X	
Tarentum Paper Mill		X
Penn Iron & Steel		X
Greco Scrap Co.		X
CREIGHTON:		
Bridge 57.16 Creighton Coal Co.	X	X
McFetridge Coal Tipple	X	X
WEST NEW KENSINGTON:		
Bridge 59.13	X	
CHESWICK:		
Cheswick Lumber Co.		X
Station Siding		X
Mardorfs Siding		X
Semiline Tank Co.		X
HULTON FERRY:		
Bridge No. 65.30	X	
BLAWNOX:		
Blawnox Steel Co.		X

LOCATION	CLEARANCE	
	Overhead	Side
ASPINWALL:		
McWilliams Siding		X
Bridge No. 70.25	X	
Freight Station		X
Bridge No. 70.41 West Leg Wye	X	
Passenger Shelter No. 1 and 2 Track		X
SHARPSBURG:		
Superior Rubber Co.		X
Heinz Bottle Co.		X
Brosius Siding		X
Roessing-Ernst Co.		X
Main St. Trolley Wire	X	
Moorehead Bros. & Co.		X
Pittsburgh Elec. & Galv. Co.		X
Freight Station		X
Bridge No. 72.42	X	
MILLVALE:		
Bridge No. 74.13 B. & O. Jump-Over	X	
Pittsburgh Railways Co.		X
Freight Station		X
PITTSBURGH (WEST PENN.):		
Bridge No. 75.19 W. & H. Walker	X	
Bridge No. 75.44 31st St.	X	
Bridge No. 75.46 30th St.	X	
National Lead & Oil		X
H. J. Heinz Co.		X
Federal St. Frt. Station		X
PITTSBURGH (HERRS ISLAND)		
Bridge No. 0.46 30th St.	X	
Pittsburgh Prov. & Packing Co.		X
Inside Loop Track		X
Outside Loop Track		X
Alley Tracks		X
Lard Siding		X
P. P. & P. Co., No. 1 and 2 Tracks		X
Valley		
PITTSBURGH DISTRICT:		
Penn St. Yard Tracks		X
Bridge 0.14	X	
Bridge 0.16	X	
Bridge 0.18	X	
National Carloading	X	
11th St. Freight House Tracks		X
Charles Koch		X
Wilson & Co.		X
White Terminal		X
Gimbel Bros. Warehouse	X	
McClure & Johnston	X	
South Yard Inspection Platforms		X
Bridge 0.39	X	
Creasy Company		X
O. K. Grocery Co.		X
Kellerman Bldg., H. Feigenbaum		X
No. 1 Metal Yard—Houseman Co.		X
Between 21st and 29th Sts., in Smallman St.	X	
Hendel Fruit Co.		X
J. Ossola Co.		X
Armstrong Cork Co.		X
Seaboard Glass Co.		X
Pgh. Wax Paper Co.		X
Hainesworth Siding		X
Alley Track—South of 28th St.		X
South End Glass House No. 1, 29th St.		X
Reliance Steel Casting Co.	X	
Wm. T. Leggett Co.	X	
Colonial Supply Co.	X	
Liberty Ave., Trolley Wires	X	
Penna. Ave., Trolley Wires	X	
Crucible Steel Co.		X
Crucible Steel Co., Pipe Crossing	X	
Bridge 1.59	X	
Duquesne Smelting Co.		X
Iron City Tool Works		X
Harbison Walker Refractories		X
Obermyer Co.		X
Alley Track, 33rd St., to 35th St.		X
Harrison Shields		X
Tom Brown Wholesale Distributor Co.		X
Penn Iron & Steel Co.		X
American Brake Shoe	X	
National Bearing Metals Co.	X	
Pittsburgh Industrial Engineering Co.		X
Pittsburgh Rolls Co.	X	
A. & P. Tea Co.		X
McConway & Torley Co.	X	
Heppenstall Co.		X
No. 9 Track—54th St. Yd.	X	
Holmes Siding		X
H. K. Porter Co.	X	
American Bridge Co.		X
Pittsburgh Spring & Steel Co.		X

LOCATION	CLEARANCE	
	Overhead	Side
Westinghouse-Nuttall Works	X	X
Waverly Oil		
United Engineering & Foundry Co., Kneeland Plant.		X
Hanlon Gregory		X
Atlantic Refinery Co. Pipe Line	X	
Union Steel Casting	X	X
62nd St. Overhead Bridge	X	
Pittsburgh Gravel		X
VERONA:		
American Steel Foundries	X	X
Woodings No. 1	X	X
Newfield Coal Co.	X	X
Plum Creek Branch Tunnel	X	
OAKMONT:		
W. B. Scalfs & Sons Co.		X
BARKING:		
Hillman Col. Co.	X	X
LOGANS FERRY:		
R. Beighley Coal Co.		X
Allegheny-Pittsburgh Coal Co.	X	X
PARNASSUS:		
Pucketa Br. E. & E. Coal Co.	X	X
NEW KENSINGTON:		
Standard Ry. Equip Co.		X
General Elec. Co.	X	X
J. K. Davidson Whs'e Siding	X	X
Union Spring & Mfg. Co.	X	X
Aluminum Co. of America	X	X
ARNOLD:		
American Window Glass Co.		X
Cipolla Fuel Co.		X
Bridge 20.99 Aluminum Co. Tipple	X	X
BRAEBURN:		
Braeburn Steel Co.	X	
GARVER'S FERRY:		
Bridge 27.20	X	
SCHENLEY BRANCH SECONDARY TRACK:		
Gilpin Coal Co.	X	X
Maher Coal Co.	X	X
Bridge No. 5.73	X	
Allegheny Sand Co.		X
Armstrong Coal Co.	X	X
Park Coal Co.	X	X
SCHENLEY:		
Joseph Finch Co.	X	X
FORD CITY:		
Freight Station		X
Adelson Siding	X	X
KITTANNING:		
Pollacks Siding		X
Gates Siding		X
Freight Station	X	X
Unloading Ramp		X
McNeese-Reese Brick Co.		X
Mock Lumber Co.		X
Kittanning Martin Brick Co.		X
Willard Brick Co.		X
TEMPLETON:		
Harbison, Walker		X
Freight Station		X
RED BANK:		
Coaling Station	X	X
EMLENTON:		
Freight House		X
Emlenton Ref. Co.		X
ROCKLAND:		
Wood Hill Tunnel	X	
KENNERDELL:		
Kennerdell Tunnel	X	
Bridge No. 118.27		X
Indiana Branch:		
BLAIRSVILLE:		
Porter Blairsville Co.		X
Bridge 4.48	X	
BLACK LICK:		
Station Track Tipples		X
Bridge No. 8.32	X	
YELLOW CREEK BRANCH:		
Mack Coal Co.		X
Lucerne, R. & P. Coal Co.	X	X
Waterman, R. & P. Coal Co.	X	X
Appalacha Coal Co.	X	X
HOMER CITY:		
Station Siding		X
INDIANA:		
Freight Station		X
L. M. Lewis		X

LOCATION	CLEARANCE	
	Overhead	Side
Apollo Branch:		
APOLLO:		
Apollo Steel Co.		X
North Apollo—Coal Tipples		X
Apollo Feed Mill		X
Conemaugh Kiski Coal Co.	X	X
General Ref. Co. Tipple	X	X
Foster Coll. No. 4 & 5	X	X
Butler Branch:		
BUTLER JCT:		
Butler Jct.		
Butler Jct. Coal Co.	X	X
Bridge 0.88	X	
Freeport Clay Prod. Co.		X
CABOT:		
Cabot Sand Co.		X
BUTLER:		
Bisco Coal Co.	X	X
Bridge 21.14	X	
Bridge 21.15	X	
Dillich Lumber Co.		X
Freight Station		X

NOTE—X indicates kind of close clearance.

Spectacles With Colored Glass

★3615. The use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited.

3616. Derail installed on Yellow Creek secondary track 2275 feet north of Mecco public highway crossing and trains must look out for cars on track north of derail unprotected.

3617. Yard Masters must not authorize, and conductors must not place on industrial, private or outlying station tracks, including non-agency points, cars consigned to "Order" except on instructions of Agent under whose jurisdiction station track is located.

3618. 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 before taking coal or water.

3619. All rolling stock equipped with roller bearing trucks must have hand brakes applied when left standing alone.

3620. Crews placing cars on tracks protected by concrete bumper will leave a space between car and bumper in order to avoid damage to equipment.

3621. When engines are passing over trestles or open-floor bridges, poker or scraper must not be used or grates shaken.

3622. 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.

3623. Test weight cars should be handled at rear of train just ahead of cabin car. Non-truck, 4-wheel type cars must not be placed between pusher engine and other cars in yard or road movements.

3624. Trains will approach Armstrong Mine and Rhoads stock unloading chute, Schenley Secondary Track and E. & E. Mine, Pucketa Secondary Track prepared to stop and looking out for cars standing on track unprotected.

3625. 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.

3626. In order that agents may have a proper record for the charging of car demurrage, Conductors placing cars for loading or unloading, must furnish the agent with a report giving the initial, number, kind of car, loaded or empty, tracks on which placed, time placed, and signed by the Conductor. It will not be necessary to make this report for empty cars placed for loading with coal at mines or mine sidings or for loading with coke at coke ovens.

Form C. T. 143 may be used for making these reports, but conductors not having these blanks are not relieved of furnishing the agent with this information. Card way bills will not be used to furnish this information.

Operation of Freight Trains on Descending Grades

3630. 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.

On all loaded freight trains the main reservoir pressure must be adjusted to 130 pounds; and the brake pipe pressure to 95 pounds, when destined to Pittsburgh Division: or moving between VO and Mile Post 3, Butler Branch; between VI and UY, Brilliant Branch; and on No. 103 track between VI and south end Coleman Yard.

Retaining valves will be used on loaded trains when descending grades between VO and Mile Post 3, Butler Branch; VI and UY, Brilliant Branch; and on No. 103 track between VI and south end Coleman Yard. Engineman and Conductors 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, on No. 103 track between VI and south end Coleman Yard.

INSPECTION OF PASSING TRAINS

3640. Referring to **Rule 77**, the following signals will be used when other signals are not required.

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

PERSONAL INJURIES

★3701. Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

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

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

3702. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone number
Pittsburgh, Pa.	John H. Alexander (Surgeon) Office, 911 Professional Building 429 Penn Ave. Res., 5632 Woodmount Ave.	Atlantic 4882 Hazel 8080
	William M. McNaugher (Surgeon) Office, 911 Professional Building. 429 Penn Ave. Res., 601 Hastings Street	Atlantic 4882 Montrose 0237
	Harry L. Richards (Surgeon) Office, 911 Professional Building. 429 Penn Ave. Res., Allegheny General Hospital	Atlantic 4882 Fairfax 2010
	George L. Wessels (Surgeon) Office, Allegheny General Hospital Res., Allegheny General Hospital	Fairfax 2010 or Fairfax 1315
	R. D. Saul (Med. Exam.) Office, Room 228, Penna. Station	PE 729
	F. B. Patterson (Oculist) Office, Room 225, Penna. Station	PE 729
	J. C. Burt, (Surgeon) Office, Pitt National Bank, 5th and Liberty Ave. Res., 6 Von Lent Place	Atlantic 3338 Mayflower 1882
	Murray F. McCaslin, (Oculist) Office, Union Trust Bldg.	Atlantic 4198
	W. O'N. Sherman, (Surgeon) Office, Carnegie Bldg. Fifth Ave. Res., Bellefield Dwellings	Atlantic 5100 Mayflower 9521
	F. V. Wucher, (Surgeon) Office, Arsenal Bank Bldg., 43rd & Butler Streets Res., 5928 Bryant Ct.	Schenley 0835 Montrose 1428
Indiana, Pa.	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: 10.00 A.M. to 11.30 A.M. 12.30 P.M. to 1.30 P.M., First and Third Tuesday	Blairsville 561
Vandergrift, Pa.	J. C. Stahlman (Surgeon) Office and Res., 158 Grant Ave.	74
Freeport, Pa.	C. A. Rogers (Surgeon) Office and Res., 423 Market Street	21 96
	R. D. Saul (Med. Exam.) Office, in passenger station Office Hours: 1.30 P.M., to 3.00 P.M., First and Third Wednesday	Freeport 331
Tarentum, Pa.	C. L. Leydic (Surgeon) Office and Res., 400 Second Ave.	480
Verona, Pa.	E. C. Lewis (Surgeon) Office, Cribb's Bldg., Front Street Res., 726 Brunot Street	218-J 174
Oakmont, Pa.	Charles E. Piper (Surgeon) Office, Henke Bldg., Delaware & Alle- gheny Aves. Res., 220 Eighth Street	515 600

Location	Name and Address	Telephone number
Kittanning, Pa.	T. Craig McKee (Surgeon) Office, 302 Market Street Res., R. D. 3	87 230
	Ivan N. Boyer (Surgeon) Office, Colwell Arnold Bldg., McKean Street Res., 504 North McKean Street	1051 1051
	R. D. Saul (Med. Exam.) Office, in freight station Office Hours: 1.00 P.M. to 2.00 P.M., Second Thursday	Kittanning 345
Foxburg, Pa.	J. N. Camp (Surgeon) Office, Railroad Street Res., Foxburg, Pa.	45 50
Butler, Pa.	R. B. Greer (Surgeon) Office and Res., 371 North Main Street	39380

3703. Locations of Hospitals

Location	Name and Address	Telephone Number
Pittsburgh, Pa.	Allegheny General 320 East North Avenue, N. S.	Fairfax 2010
Indiana, Pa.	Indiana Blairsville Road	12
Butler, Pa.	Butler County Memorial East Brady Street	2731
Tarentum, Pa.	Allegheny Valley Freeport Road	816
New Kensington, Pa.	Citizen's General 651 Fourth Avenue	2770
Kittanning, Pa.	Armstrong Co. Hospital South McKean Street	241
Oil City, Pa.	Oil City Hospital East Bissell Avenue	4327

3704. First-Aid Boxes and Stretchers:

First-Aid Boxes, location of:

In baggage, combined, cabin cars, and in flagmen's equipment box on trains not hauling such 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.

Home Division.....

Name.....

Occupation.....

QUALIFIED FOR SERVICE

DIVISION	ZONE	PART OF ZONE QUALIFIED FOR

THE PENNSYLVANIA RAILROAD**CONEMAUGH DIVISION**

Pittsburgh, Pa., September 15, 1945

GENERAL ORDER NO. 401

Effective 12.01 A. M., Sunday, September 30, 1945

Applies in all Zones

Time-Table No. 4 takes effect 12.01 A. M., Sunday, September 30, 1945 and contains the necessary instructions issued in General Orders up to and including No. 329 all of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 4 and see that his copy is complete with all schedule pages properly lined up, and note the changes.

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

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

Applies in Zone A**(a) Tarentum-West Tarentum:**

Trains must not exceed a speed of twenty (20) miles per hour on No. 2 main track between Tarentum Station and West Tarentum Yard Office.

(b) UY-VI:

Trains must not exceed a speed of ten (10) miles per hour on Nos. 1 and 2 main tracks on Allegheny River Bridge 0.68 between UY and VI.

G. M. SIXSMITH,

Superintendent

