

S. G. Fullerton

THE PENNSYLVANIA RAILROAD

CENTRAL REGION

CONEMAUGH DIVISION

Time-Table No. 7

In effect 12:01 A. M., Sunday, September 26, 1954

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

M. S. SMITH,
General Manager.

J. L. HAYES,
Sup't. Passenger Transportation.

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

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

W. G. PFOHL,
Superintendent.

Original timetable from the collection of Pat McKinney

scanned by Rob Schoenberg -- r08sch@gmail.com

<http://PRR.Railfan.net>

2024

THE PENNSYLVANIA RAILROAD

CENTRAL REGION

CONEMAUGH DIVISION

Time-Table No. 7

In effect 12.01 A. M., Sunday, September 26, 1954

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

M. S. SMITH,
General Manager.

J. L. HAYES,
Sup't. Passenger Transportation.

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

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

W. G. PFOHL,
Superintendent.

INDEX

| | Pages |
|--|-------|
| List of Stations, Interlockings, Distances, Sidings, etc.. | 3-9 |
| Schedule Pages..... | 10-11 |
| Opening and Closing Hours of Ticket Offices..... | 12 |
| U. S. Mail Work..... | 12 |
| Arranged Freight Train Service..... | 13-17 |

SPECIAL INSTRUCTIONS

| | |
|--|-------|
| Authority to proceed as an Extra..... | 27 |
| Automatic Block Signal System..... | 71 |
| Automatic Highway Crossing Protection..... | 29-31 |
| Bulletin Boards..... | 25 |
| Cab Signals..... | 70 |
| Employees in Charge of Sidings..... | 39 |
| Employee Register..... | 25 |
| Engine Restrictions..... | 55-65 |
| Engine Whistle Signals..... | 20-21 |
| Facing Handed-Operated Switches Connected With Manual Block Signal..... | 23 |
| First-Aid Boxes and Stretchers..... | 19 |
| Freight Train Operation..... | 40-42 |
| Freight Train Restrictions..... | 54 |
| Fusees and Torpedoes..... | 22 |
| General Order Zones..... | 26 |
| Hand Operated Switches Equipped With Electric Locks | 34-35 |
| Hospitals | 19 |
| Interlocking..... | 72 |
| Letters and Characters..... | 20 |
| Manual Block Signal System..... | 70 |
| Medical Officers and Company Surgeons | 18-19 |
| Movement by Train Orders..... | 66 |
| Movement of Trains..... | 27 |
| Normal Position of Switches, and Crossovers..... | 33 |
| Non-Interlocked Railroad Crossings at Grade..... | 28 |
| Overhead and Side Clearance..... | 66 |
| Passenger Train Operation..... | 40 |
| Passenger and Freight Train Operation..... | 42-43 |
| Protection for Public Highway Crossings at Grade..... | 31-33 |
| Qualification of Conductor or Engineman..... | 26 |
| Qualified for Service..... | 73-74 |
| Secondary Tracks of Assigned Direction..... | 37 |
| Secondary Tracks of No Assigned Direction..... | 38-39 |
| Signalman in Charge of Main Track Hand-operated Switches..... | 34 |
| Signal Rules..... | 67 |
| Slide Protection Fence..... | 24 |
| Speeds and Speed Restrictions..... | 43-53 |
| Spring Switches..... | 36 |
| Standard Clocks..... | 25 |
| Standard Time..... | 20 |
| Superiority of Trains..... | 25 |
| Switch Stands not Equipped with Lighted Switch lamps | 22 |
| Track Assignments..... | 37 |
| Train Signals..... | 21 |
| Use of Signals..... | 22 |
| Use of Telephones..... | 66 |
| Yard Limits..... | 27 |

MAIN LINE

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance From Mile Post 0 | Sidings Assigned Direction Car Capacity 45 ft. Cars | | |
|--------------|----------------------|---------------|---------------------|-------------------------------|---------------------------|---|------|------|
| | | | | | | West | East | Both |
| X | X | X-O | | JD (Pgh. Div.) | | | | |
| | | | | DIVISION POST (Pgh. Div.) | | | | |
| | | | | LOCKPORT | | | | |
| | | | | MILE POST 0 | | | | |
| X | | | | TOMS RUN | 5.9 | | | |
| | | | | BENNETT | 6.4 | | | 165 |
| X | | | | ALUM BANK | 7.5 | | | |
| X | X | X-O | | BI | 10.0 | | | |
| | | | | ATLAS | 17.3 | | | |
| | | | | SALTSBURG INDUSTRIAL TRACK | 17.4 | | | |
| | | | | AVONMORE INDUSTRIAL TRACK | 26.1 | | | |
| | | | | SALINA | 26.7 | | | |
| X | X | X-O | | TRUXALL | 30.8 | | | 125 |
| X | | | | APOLLO | 34.3 | | | |
| | | | | WEST APOLLO | 34.9 | | | |
| | | | | VANDERGRIFT | 37.5 | | | |
| B | B | B | | GI | 38.4 | | | |
| | | | | PINE RUN | 38.5 | | 96 | |
| | | | | HYDE PARK | 41.6 | | | |
| | | | | LEECHBURG | 42.9 | | | |
| | | | | WEST LEECHBURG | 43.6 | | | |
| X | X | X-O | | AJ | 47.8 | | | |
| | | | | KISKIMINETAS JCT. | 47.8 | | | |
| | | | | FREEPORT | 49.1 | | | |
| | | | | BUTLER SECONDARY TRACK | 49.8 | | | |
| X | | | | HARRIS | 49.8 | | | 153 |
| X | | | | BEALE | 51.4 | | | |
| | | | | NATRONA | 53.9 | | | |
| | | | | BRACKENRIDGE | 54.8 | | | |
| | | | | TARENTUM | 55.8 | | | |
| | | | | WEST TARENTUM | 56.5 | | | |
| | | B | | HIGGINS | 57.1 | | | |
| | | | | CREIGHTON | 57.4 | | | |
| | | | | SPRINGDALE | 60.7 | | | |
| X | | | | CHESWICK | 62.8 | | | |
| X | | | | ACME | 63.1 | | | |
| | | | | HARMAR | 64.6 | | | 150 |
| | | | | BLAWNOX | 68.2 | | | |
| X | X | X-O | | ASPINWALL | 70.2 | | | |
| | | | | UY | 70.4 | | | |
| X | | | | SHARPSBURG | 72.3 | | | |
| X | X | X | | ETNA | 72.4 | | | |
| | | | | CQ | 75.9 | | | |
| | | | | DIVISION POST (Eastern Div.) | 76.8 | | | |
| X | X | X | | FEDERAL STREET (Eastern Div.) | 77.2 | | | |

NOTE—X Indicates in service continuously.

B Indicates in service part time.

O Indicates trainphone in service.

The distance from JD (Pgh. Div.) to Division Post (Pgh. Div.) is 0.4 miles; Division Post (Pgh. Div.) to Lockport is 1.7 miles; Lockport to Mile Post 0 is 1.5 miles.

The distance from Salina to Mile Post 29 is 0.2 miles.

The distance from JD to Federal Street is 78.6 miles.

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

| Station | Hours in service |
|---------|---|
| GI | 7.00 A. M. Monday to 7.00 A. M. following Sunday. |
| Higgins | 7.00 A. M. Monday to 7.00 A. M. following Sunday. |

Interlockings—Remote controlled as follows:

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

BRILLIANT BRANCH – WEST PENN

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

NOTE—X indicates in service continuously.

O indicates trainphone in service.

The direction from UY to CM (Pgh. Div.) is westward.

INDIANA SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Mile Post 0 | Sidings Assigned Direction. Car Capacity 45 Ft. Cars | | |
|--------------|----------------------|---------------|---------------------|---|---------------------------|--|-------|------|
| | | | | | | North | South | Both |
| | | | | END OF TRACK.. (Blairsville BLAIRSVILLE..... Industrial Track) | 2.3 2.9 | | | |
| | | | X | D ♣ | 3.6 | | | |
| | | | | BLACK LICK | 7.6 | | | |
| | | | X | ZD | 7.7 | | | |
| | | | | GRACETON | 10.4 | | | |
| | | | X | MR | 12.9 | | | |
| | | | | HOMER CITY | 13.2 | | | |
| | | | X | NM | 18.9 | | | |
| | | | | INDIANA | 18.9 | | | |

NOTE—X indicates in service continuously.

♣ indicates Block-Limit Station for Northward trains only.

O indicates trainphone in service.

Block-Limit stations controlled as follows:

| Block-Limit Stations | Controlled by |
|----------------------|----------------|
| NM MR ZD D | BI (Main line) |

BUTLER SECONDARY TRACK

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

NOTE—X indicates in service continuously.

Block-Limit stations controlled as follows:

| Block-Limit Stations | Controlled by |
|----------------------|---|
| KD WA JB | GI (Main Line) AJ (Main Line) when GI is not in service |

**NO. 101 AND NO. 102 SECONDARY TRACKS
BRILLIANT BRANCH—VALLEY
ALLEGHENY BRANCH**

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance From 11th St. Pittsburgh | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|--------------|----------------------|---------------|---------------------|-----------------------------|-----------------------------------|---|-------|------|
| | | | | | | North | South | Both |
| | | | | PITTSBURGH 11TH ST. | | | | |
| | | | | 29TH STREET..... | 1.3 | | | |
| | | | | SOUTH END..... | | | | |
| | | | | COLEMAN YARD..... | 6.1 | | | |
| | | | | NORTH END..... | | | | |
| | | | | COLEMAN YARD..... | 6.7 | | | |
| | | | | NADINE..... | 7.8 | | | |
| | | | | PITTSBURGH (Pgh. Div.)..... | | | | |
| X | X | X-O | | CM (Pgh. Div.)..... | | | | |
| | | | | DIVISION POST..... | | | | |
| | | | | (Pgh. Div.)..... | | | | |
| | | | | NADINE..... | | | | |
| | | | | Brilliant Branch—Valley | | | | |
| | | | | NADINE..... | 7.8 | | | |
| | | X | | DN..... | 10.1 | | | |
| | | | | VERONA..... | 10.3 | | | |
| | | | | OAKMONT..... | 11.1 | | | |
| | | | | HILLMAN..... | 14.8 | | | |
| | | | | BARKING..... | 15.2 | | | |
| | | | | PARNASSUS..... | 17.4 | | | |
| | | | | NEW KENSINGTON..... | 18.1 | | | |
| | | | | FN..... | 18.6 | | | |
| | | | | ARNOLD..... | 18.9 | | | |
| | | | | BRAEBURN..... | 22.8 | | | 79 |
| | | | | GARVERS FERRY..... | 27.3 | | | |
| X | X | X-O | | AJ..... | 28.7 | | | |
| | | | | KISKIMINETAS JCT..... | 28.7 | | | |
| | | | | SCHENLEY..... | 29.1 | | | |
| | | | | ALADDIN..... | 29.8 | | | |
| | | | | GODFREY..... | 31.9 | | | |
| X | X | X | | LOGANSPOUT..... | 36.7 | | | |
| | | | | FD..... | 40.0 | 74 | 72 | |
| | | | | FORD CITY..... | 40.9 | | | |
| | | | | KITTANNING..... | 44.5 | | | |
| | | | | NEAL..... | 46.4 | | | |
| | | | | MH..... | 53.6 | | | |
| | | | | TEMPLETON..... | 53.6 | | | |
| | | | | RIMERTON..... | 59.4 | | | |
| | | | | RED BANK..... | 63.5 | | | |
| | | | | LOW GRADE SEC. TK..... | 63.7 | | | |
| X | X | X-O | | BRADY..... | 64.6 | | | |
| | | | | TUNNEL..... | 64.7 | 290 | | |
| X | | | | SARAH FURNACE..... | 72.0 | | | |
| | | | | MADISON..... | 73.1 | | | |
| | | | | WEST MONTEREY..... | 78.3 | | | |
| | | | | PARKERS LANDING..... | 82.8 | | | |
| X | | | | PARKER..... | 82.9 | | | |
| | | | | FOXBURG..... | 85.5 | | | |
| | | | | EMLENTON..... | 89.2 | | | |
| X | | | | BIRCH..... | 92.5 | | | |
| | | | | ROCKLAND..... | 99.1 | | | |
| X | | | | WOODS..... | 100.1 | | | |
| | | | | ST. GEORGE..... | 102.0 | | | |
| X | | | | SANDY..... | 104.9 | | | |
| X | | | | DRAKE..... | 117.4 | | | |
| X | | | | ROCK..... | 122.8 | | | |
| | | | | FRANKLIN..... | 123.7 | | | |
| X | X | X | | RH..... | 129.5 | | | |
| X | X | X-O | | BRIDGE..... | 132.3 | | | |

NOTE—X Indicates in service continuously.

O Indicates trainphone in service.

FN and MH are emergency block stations and will be in service only when opened by train order.

The distance between Brady and Sarah Furnace is 2.0 miles; Birch and Rockland is 3.2 miles and Sandy and Drake is 9.0 miles.

The distance from Pittsburgh, Pennsylvania Station to CM is 5.0 miles; CM to Division Post (Pgh. Div.) is 1.9 miles; Division Post (Pgh. Div.) to Nadine is 1.9 miles; Nadine to Bridge is 112.2 miles; total mileage Pittsburgh to Bridge is 121.0 miles.

Interlockings—Remote controlled as follows:

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

LOW GRADE SECONDARY TRACK

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

NOTE—X Indicates in service continuously.

B Indicates in service part time.

O Indicates trainphone in service.

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

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

| Station | Hours in service |
|---------------------------------|--|
| NA | 9.00 A. M. to 5.00 P. M. Daily, except Sunday. |
| SU (Block Station) | 5.01 P. M. to 1.01 A. M. Daily, except Sunday. |
| SU (Block-Limit Station) | 1.01 A. M. to 5.01 P. M. Daily, except Sunday. 1.01 A. M. Sunday to 1.01 A. M. Monday |

Block-Limit Stations controlled as follows:

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

Block Station-Remote controlled as follows:

| Block Station | Controlled by |
|---------------|---------------|
| Mort | Brady |

SLIGO SECONDARY TRACK

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

Note—X Indicates in service continuously.

Block-Limit Stations controlled as follows:

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

CHAUTAUQUA BRANCH

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

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone in service.

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

Block-Limit Stations controlled as follows:

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

O SECONDARY TRACK

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

NOTE—X indicates in service continuously.

NO. 103 SECONDARY TRACK

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

NOTE—X indicates in service continuously.

SALAMANCA BRANCH

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

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone in service.

♣ indicates Block-Limit Station for Southward trains only.

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

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

Block Stations in service part-time as follows:

| Station | Hours in service |
|----------|---|
| Tionesta | 7.00 A. M. to 3.00 P. M. Daily, except Saturday and Sunday. |

Block-Limit Stations controlled as follows:

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

EAST BRADY BRANCH

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

NOTE—X indicates in service continuously.

Block-Limit station controlled as follows:

| Block-Limit Station | Controlled by |
|---------------------|---------------|
| BY | Brady |

| STATIONS | FIRST CLASS | | | |
|-------------------|----------------------------------|----------------------------------|--|--|
| | #941 DAILY EX. SAT. & SUN. | #923 DAILY EX. SAT. & SUN. | | |
| | A. M. | P. M. | | |
| Leave | | | | |
| | Will not Run Nov. 25 | Will not Run Nov. 25 | | |
| KISKIMINETAS JCT. | S 7.05 | F 4.45 | | |
| FREEPORT | S 7.08 | S 4.51 | | |
| HARRIS | 7.10 | 4.53 | | |
| BEALE | 7.12 | 4.55 | | |
| NATRONA | S 7.15 | S 5.01 | | |
| BRACKENRIDGE | S 7.19 | S 5.06 | | |
| TARENTUM | S 7.22 | S 5.12 | | |
| HIGGINS | 7.25 | 5.15 | | |
| CREIGHTON | F 7.26 | S 5.18 | | |
| SPRINGDALE | S 7.32 | S 5.25 | | |
| CHESWICK | S 7.36 | S 5.32 | | |
| ACME | 7.37 | 5.34 | | |
| HARMAR | 7.39 | 5.36 | | |
| BLAWNOX | S 7.44 | S 5.44 | | |
| ASPINWALL | S 7.48 | S 5.48 | | |
| UY | 7.49 | 5.49 | | |
| CM (Pgh. Div.) | 7.56 | 5.56 | | |
| PITTSBURGH | S 8.10 | S 6.08 | | |
| Arrive | A. M. | P. M. | | |
| | 941 | 923 | | |

758 359
808 x
802 ^

EAST BRADY TO PITTSBURGH—SOUTHWARD

| STATIONS | FIRST CLASS | | | |
|--------------------------|---|----------------------------------|--|--|
| | #913 DAILY EX. SUN. | #923 DAILY EX. SAT. & SUN. | | |
| | A. M. | P. M. | | |
| Leave | | | | |
| | Will not Run Nov. 25 Dec. 25 Jan. 1 | Will not Run Nov. 25 | | |
| EAST BRADY (E. Brady Br) | S 5.47 | | | |
| PHILLIPSTON | S 5.53 | | | |
| BRADY | 5.58 | | | |
| RED BANK | S 6.01 | | | |
| RIMERTON | F 6.07 | | | |
| TEMPLETON | S 6.16 | | | |
| KITTANNING | S 6.32 | | | |
| FORD CITY | S 6.40 | | | |
| FD | 6.42 | | | |
| LOGANSPOUT | S 6.49 | | | |
| ALADDIN | S 7.02 | S 4.40 | | |
| SCHENLEY | S 7.05 | S 4.42 | | |
| KISKIMINETAS JCT. | F 7.08 | F 4.45 | | |
| GARVERS FERRY | S 7.12 | | | |
| BRAEBURN | S 7.21 | | | |
| ARNOLD | S 7.28 | | | |
| FN | 7.29 | | | |
| NEW KENSINGTON | S 7.32 | | | |
| PARNASSUS | S 7.35 | | | |
| BARKING | F 7.41 | | | |
| OAKMONT | S 7.48 | | | |
| VERONA | S 7.51 | | | |
| DN | 7.52 | | | |
| CM (Pgh. Div.) | 8.06 | | | |
| PITTSBURGH | S 8.20 | | | |
| Arrive | A. M. | P. M. | | |
| | 913 | 923 | | |

| STATIONS | FIRST CLASS | | | |
|------------------------|-----------------------|-----------------------|--|--|
| | 922 | 924 | | |
| | A. M. | P. M. | | |
| Arrive | | | | |
| ..... | Will not Run Nov. 25 | Will not Run Nov. 25 | | |
| KISKIMINETAS JCT. | F 7.35 | F 6.52 | | |
| FREEPORT | S 7.30 | S 6.46 | | |
| HARRIS | 7.18 | 6.44 | | |
| BEALE | 7.16 | 6.42 | | |
| NATRONA | S 7.12 | S 6.38 | | |
| BRACKENRIDGE | S 7.07 | S 6.35 | | |
| TARENTUM | S 7.03 | S 6.32 | | |
| HIGGINS | 6.54 | 6.29 | | |
| CREIGHTON | S 6.53 | S 6.28 | | |
| SPRINGDALE | S 6.49 | S 6.23 | | |
| CHESWICK | S 6.44 | S 6.19 | | |
| ACME | 6.39 | 6.18 | | |
| HARMAR | 6.37 | 6.16 | | |
| BLAWNOX | S 6.32 | S 6.09 | | |
| ASPINWALL | F 6.26 | S 6.06 | | |
| UY | 6.25 | 6.04 | | |
| CM (Pgh. Div.) | 6.19 | 5.59 | | |
| PITTSBURGH | S 6.05 | S 5.45 | | |
| Leave | A. M. | P. M. | | |
| | DAILY EX. SAT. & SUN. | DAILY EX. SAT. & SUN. | | |
| | #922 | #924 | | |

PITTSBURGH TO EAST BRADY—NORTHWARD

| STATIONS | FIRST CLASS | | | |
|--------------------------------|-----------------------|-------------------------------------|-----------------------|--|
| | 922 | 914 | 924 | |
| | A. M. | P. M. | P. M. | |
| Arrive | | | | |
| ..... | Will not Run Nov. 25 | Will not Run Nov. 25 Dec. 25 Jan. 1 | Will not Run Nov. 25 | |
| EAST BRADY (E. Brady Br) | | S 8.15 | | |
| PHILLIPSTON | | S 8.06 | | |
| BRADY | | 8.00 | | |
| RED BANK | | S 7.56 | | |
| RIMERTON | | F 7.48 | | |
| TEMPLETON | | S 7.39 | | |
| KITTANNING | | S 7.25 | | |
| FORD CITY | | S 7.08 | | |
| FD | | 7.05 | | |
| LOGANSFORD | | F 7.00 | | |
| ALADDIN | S 7.40 | F 6.50 | | |
| SCHENLEY | S 7.38 | S 6.48 | S 6.54 | |
| KISKIMINETAS JCT. | F 7.35 | F 6.45 | F 6.52 | |
| GARVERS FERRY | | S 6.41 | | |
| BRAEBURN | | S 6.35 | | |
| ARNOLD | | S 6.29 | | |
| FN | | 6.26 | | |
| NEW KENSINGTON | | S 6.25 | | |
| PARNASSUS | | S 6.19 | | |
| BARKING | | F 6.16 | | |
| OAKMONT | | S 6.09 | | |
| VERONA | | S 6.06 | | |
| DN | | 6.05 | | |
| CM (Pgh. Div.) | | 5.55 | | |
| PITTSBURGH | | S 5.40 | | |
| Leave | A. M. | P. M. | P. M. | |
| | DAILY EX. SAT. & SUN. | DAILY EX. SAT. & SUN. | DAILY EX. SAT. & SUN. | |
| | #922 | #914 | #924 | |

TICKET OFFICES OPEN FOR SALE OF TICKETS

| Location | Monday to Friday | Saturday | Sunday |
|-----------------|---|----------|--------|
| Freeport* | 6.30 AM. to 3.30 PM. | Closed | Closed |
| Natrona* | 7.00 AM. to 11.30 AM. 1.30 PM. to 5.00 PM. | Closed | Closed |
| Brackenridge* | 6.45 AM. to 5.50 PM | Closed | Closed |
| Tarentum* | 6.40 AM. to 5.15 PM. | Closed | Closed |
| Creighton* | 8.30 AM. to 5.30 PM. | Closed | Closed |
| Springdale* | 7.30 AM. to 11.59 AM. 2.00 PM. to 5.30 PM. | Closed | Closed |
| Cheswick* | 6.30 AM. to 3.30 PM. | Closed | Closed |
| Blawnox* | 8.45 AM. to 5.45 PM. | Closed | Closed |
| Aspinwall* | 6.00 AM. to 3.00 PM. | Closed | Closed |
| Verona* | 7.30 AM. to 6.00 PM. | Closed | Closed |
| Oakmont* | 7.30 AM. to 5.00 PM. | Closed | Closed |
| New Kensington* | 7.00 AM. to 4.00 PM. | Closed | Closed |
| Ford City* | 8.00 AM. to 5.00 PM. | Closed | Closed |
| Kittanning* | 6.20 AM. to 7.45 PM. | Closed | Closed |
| Templeton* | 8.00 AM. to 5.00 PM. 11.00 AM. to 5.00 PM. | Closed | Closed |
| East Brady* | 6.30 PM. to 8.30 PM. | Closed | Closed |

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

U. S. MAIL WORK

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

- C—Mail caught from crane only.
D—Mail delivered only.
CD—Mail caught and delivered.
E—Train stops, mail received or delivered or both.
J—Stop on signal to receive or deliver bulky or fragile parcel post matter.
Trains delivering U.S. Mail at Stations where they do not stop, will reduce speed or stop for that purpose when a passing train interferes with the safe delivery of the mail.
Conductors will ascertain from the mail clerk the amount of mail to be discharged at stations where speed should be reduced, and instruct engineman accordingly.

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

ARRANGED FREIGHT TRAIN SERVICE--WESTWARD

The time shown conveys no time-table authority.

| Stations | ED-3 (1) | WC-1 (1) | PG-5 (1) | NL-5 (1) | NL-7 (1) | LCL-7 (8) | LCL-1 (9) | WP-17 (1) | WP-21 (1) | WP-15 (1) | VC-1 (1) | JC-3 (1) | CFW-5 (1) | | | | | | |
|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|--------------|--|--|--|--|--|--|
| Leave | A.M. | A.M. | P.M. | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | | | | | | |
| JD | 12.15 | 12.30 | 7.30 | 3.45 | 6.00 | 8.45 | 9.30 | 10.00 | | 2.00 | 7.15 | 8.00 | 8.40 | | | | | | |
| BI | | | | | | | | 11.30 | | 3.30 | | | | | | | | | |
| AJ | | | | | | | | 1.30 | 6.00 | 6.15 | | 10.30 | | | | | | | |
| CM | | | | | | | | | | | | | | | | | | | |
| 43rd Street | | | 11.00 | | | | | | | | | | | | | | | | |
| Etna | | | | | | | | | | 8.30 | | | | | | | | | |
| CQ | | | | | | | | | | | | | | | | | | | |
| Federal St. | 3.30 | 3.20 | | 6.45 | 9.00 | 11.15 | 12.15 | | 9.40 | 8.45 | 10.00 | 11.59 | 11.40 | | | | | | |
| Arrive | A.M. | A.M. | P.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | | | | | | |

(1) Daily. (8) Daily except Sunday, Monday and Nov. 26, Dec. 26 and Jan. 2. (9) Daily except Monday and Nov. 26, Dec. 26 and Jan. 2.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

| Stations | GRE-2 (1) | ED-2 (1) | FW-8 (1) | ED-4 (1) | LCL-2 (1) | CS-8 (1) | WP-20 (1) | CE-2 (1) | CA-10 (1) | FW-8 (1) | VL-6 (1) | PH-10 (1) | PG-2 (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. | | | | | |
| Federal St. | 12.30 | 2.30 | | 10.30 | 11.50 | 1.45 | 1.20 | 4.15 | 6.15 | 7.20 | 9.40 | 9.50 | | | | | | |
| CQ | | | 7.45 | | | | | | | 7.30 | | 10.00 | | | | | | |
| Etna | | | | | | | | | | | | | | | | | | |
| 43rd Street | | | | | | | | | | | 10.00 | | 7.00 | | | | | |
| CM | | | | | 12.20 | | | | | | 11.00 | 10.30 | | | | | | |
| AJ | | 3.30 | | | | | 6.00 | | 9.15 | | | | 10.15 | | | | | |
| BI | | | | | | | | | | | | | | | | | | |
| JD | 3.30 | 5.45 | 10.30 | 1.15 | | 4.45 | | 7.15 | 11.00 | | | | 1.30 | | | | | |
| 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. | | | | | |

(1) Daily.

TERMINAL ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

| Stations | PT-2 (2) | PT-61 (2) | ED-45 (1) | ED-43 (1) | PH-25 (1) | PH-17 (1) | ED-49 (1) | | | | | | | | | | | | | |
|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Leave | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | | | | | | | | | | | | | |
| CM | | 3.15 | | 7.30 | 7.30 | 8.30 | | | | | | | | | | | | | | |
| Coleman | | 3.45 | 9.45 | | 8.30 | | | | | | | | | | | | | | | |
| 43rd Street | 2.30 | | | | | | | | | | | | | | | | | | | |
| 16th Street | | 4.45 | | | | | 8.45 | | | | | | | | | | | | | |
| Etna | | | | 9.00 | | 9.45 | | | | | | | | | | | | | | |
| CQ | | | 11.25 | | 9.50 | | | | | | | | | | | | | | | |
| Federal St. | 5.30 | | 11.30 | 9.30 | 10.00 | 10.00 | 9.00 | | | | | | | | | | | | | |
| Arrive | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | | | | | | | | | | | | | |

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

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

The time shown conveys no time-table authority.

| Stations | OC-2 (1) | BF-2 (1) | RB-2 (3) | KC-2 (2) | SA-4 (1) | SO-2 (1) | R-63 (5) | Stations | SO-1 (1) | SA-3 (1) | KC-1 (2) | OC-1 (1) | BF-1 (1) | PB-1 (1) | R-64 (4) |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Leave | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | A.M. | Leave | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. |
| EY | | | | | | | | CM | | | | | | 10.00 | |
| VA | | | | | 7.30 | | | Federal Street | 12.01 | | | 9.30 | 8.45 | | |
| Bridge | 4.30 | 4.00 | 1.30 | | 10.30 | 4.30 | | 43rd Street | | | 7.45 | | | | |
| RH | 4.45 | 4.45 | 2.00 | | | 5.00 | | Coleman | | | | | | 11.00 | |
| Driftwood | | | | | | | 2.00 | AJ | | | 11.45 | | 11.45 | 12.15 | |
| Brady | 7.15 | 7.00 | 4.00 | | | 8.00 | 1.30 | Brady | | | | 2.00 | 1.45 | 1.45 | 7.30 |
| AJ | | 8.30 | | | | | | Driftwood | | | | | | | 6.00 |
| Coleman | | | | 12.45 | | | | RH | 7.00 | | | 4.15 | 3.45 | 3.45 | |
| 43rd Street | | | | | | | | Bridge | 7.30 | 2.00 | | 4.45 | 4.00 | 4.15 | |
| Federal Street | 11.15 | 10.15 | | | | 12.01 | | VA | | 5.30 | | | | 10.00 | |
| CM | | | | | | | | EY | | | | | | 11.30 | |
| Arrive | A.M. | A.M. | A.M. | P.M. | P.M. | A.M. | P.M. | Arrive | A.M. | A.M. | A.M. | P.M. | P.M. | A.M. | A.M. |

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

SPECIAL INSTRUCTIONS

GENERAL RULES

Personal Injuries

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

100R-2A. Medical Officers and Surgeons

| Location | Name and Address | Telephone number |
|-------------|--|--|
| Pittsburgh | William M. McNaugher (Surgeon) Office, Clark Bldg., 717 Liberty Ave. Office, Allegheny General Hospital Res., 6850 Reynolds Street | ATlantic 1-4882 FAirfax 1-2010 MOntrose 1-0237 |
| | James A. Cowan, Jr. (Surgeon) Office, Clark Building, 717 Liberty Ave. Office, Allegheny General Hospital Res., 144 Underwood Ave. Greensburg | ATlantic 1-4882 FAirfax 1-2010 Greensburg 2347 |
| | Harry L. Richards (Surgeon) Office, Allegheny General Hospital Res., Allegheny General Hospital | FAirfax 1-2010 FAirfax 1-2010 |
| | R. D. Saul (Medical Officer) Office, 228, Pennsylvania Station Daily except Saturday, Sunday and Holidays—7.30 A.M. to 4.00 P.M. NOTE—When Medical Officer's office is closed, surgical attention, if necessary may be arranged through the office of the Station Master at Pittsburgh. | 729 (Co. Phone) 835 (Co. Phone) |
| | John L. Hamilton, (Surgeon) Office, Allegheny General Hospital | FAirfax 1-2010 |
| | Murray F. McCaslin, (Oculist) Office, Carlton Bldg. | ATlantic 1-4198 |
| | F. V. Wucher, (Surgeon) Office, Arsenal Bank Bldg., 43rd & Butler Streets Res., 5928 Bryant Ct. | SChenley 1-0835 MOntrose 1-1428 |
| Indiana | H. B. Buterbaugh (Surgeon) Office and Res., 55 South Sixth Street | 5-4051 |
| | F. J. Kellam (Surgeon) Office, Indiana Theater Bldg., Res., Punxsutawney Road, Indiana | 5-4161 5-2139 |
| Blairsville | Samuel Cohen Part-Time Medical Officer Office 50 W. Market Street Res. Wm. Penn Highway | 240 21 |
| Vandergrift | W. J. Lace (Surgeon) 175 Washington Ave. | Office 600 Residence 156 |
| Freeport | Louis C. Lippert Part-Time Medical Officer Office, 407 Market St. Freeport, Pa. | 26-R1 |
| Butler | Edward C. Lutton (Surgeon) Office, 414 Butler Savings & Trust Bldg. 106 South Main Street Res., R.D. No. 5, Butler | 7-4990 2-4000 |
| Oakmont | Charles E. Piper (Surgeon) Office, Henke Bldg., Delaware & Alle- gheny Aves. Res., 220 Eighth Street | 515 600 |
| Kittanning | Ivan N. Boyer (Surgeon) Office Colwell-Arnold Building Res. 504 North McKean Street | 42-6431 42-6431 |
| Phillipston | W. J. Hoffman Part-Time Medical Officer Office, East Brady Residence, Robinson St., East Brady | 3441 2271 |

| | | |
|---------------|--|-----------------------------|
| Oil City | A. W. Goodwin, Part-Time Medical Officer Office 402 Fair Building, Residence R.D. 2, Diamond, Pa. | 5-6361 Titusville 3-8291 |
| | F. M. Summerville, (Surgeon) Office, 204-205 I.O.O.F. Bldg., Res. 923 West 1st St. | 67-421 45-851 |
| | C. H. Hodgkinson (Acting Surgeon) Office 405 Fair Building Residence, 204 Central Avenue | 6-8191 6-8192 |
| Titusville | H. S. Anderson, (Surgeon) Office, 121 West Spring St. Res. 225 West Elm St. | 20-161 35-461 |
| Tionesta | F. J. Bovard, (Surgeon) Office, Elm St. Res. Vine St. | 23 107 |
| Brookville | W. Craig Hendricks (Surgeon) Office, 173 Main Street Res., 68 Walnut Street | 179 178 |
| Reynoldsville | H. B. King, (Surgeon) 547 Main St. | 224 |
| | M. B. Brandon, (Surgeon) Office, 6 No. 3rd St. Res. 702 Grant St. | 5921 5521 |
| | Armand A. DeVittorio, Part-Time Medical Officer Office Reynoldsville Medical Center, 6 North Third Street | 5921 |
| Du Bois | C. W. Beals (Oculist) 28 West Scribner St. | 1018 |

100R-3A. Locations of Hospitals

| Location | Name and Address | Telephone Number |
|----------------|---|------------------|
| Pittsburgh | Allegheny General 320 East North Avenue, N. S. | FAirfax 1-2010 |
| Indiana | Indiana | 5-5571 |
| Butler | Butler County Memorial East Brady Street | 2731 |
| Tarentum | Allegheny Valley Freeport Road | 816 |
| New Kensington | Citizen's General 651 Fourth Avenue | Edison 7-3541 |
| Kittanning | Armstrong County South McKean Street | 43-1411 |
| Franklin | Franklin City 1 Spruce Street | 328 |
| Oil City | Oil City East Bissell Avenue | 4-1211 |
| Titusville | Titusville City 406 West Oak St. | 22-243 |
| Brookville | Brookville South Main Street | 425 |
| Du Bois | Maple Avenue Maple Avenue | 700 |
| | Du Bois South Main Street | 788 |

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

First-Aid Boxes:

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

Stretchers:

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

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

OPERATING RULES

STANDARD TIME

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

Letters and Characters

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

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

ENGINE WHISTLE SIGNALS

1014(l)-A1. Referring to Rule 14(l):

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

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

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

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

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

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

Operator will notify train dispatcher promptly.

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

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

1014-A2. Referring to Rule 14:

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

Will apply on tracks and between points shown below:

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

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

Will apply on track and between points shown below:

| Track | Between | And |
|---------|---------|-----|
| No. 102 | Etna | CQ |

TRAIN SIGNALS

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

USE OF SIGNALS

Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors

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

| Location | Main, secondary track or siding | Switch |
|---|---------------------------------|--------------------------------------|
| Indiana | Secondary | All Switches |
| Yellow Creek | Industrial | All Switches |
| Avonmore | Industrial | All Switches |
| Apollo | Industrial | All Switches |
| Butler | Secondary | All Switches except Butler Jct. Yard |
| No. 3 River UY to 19th St. 0.7 mile west of UY | Running Track | All Switches |
| No. O 29th St. to Pitt (Pgh. Div.) | Secondary | All Switches |
| Plum Creek | Industrial | All Switches |
| Pucketa | Industrial | All Switches |
| Schenley | Industrial | All Switches |
| No. 101 Parker to Birch | Secondary | All Switches |
| No. 102 Woods to Sandy | Secondary | All Switches |
| No. 301 Drake to RH | Secondary | All Switches |

Fusees And Torpedoes

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

1035-C1. 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 | 24 | 24 |
| Engines in Road Service | 3 | 4 |
| Engines in Shifting Service | 3 | 4 |
| Track Cars | 6 | 6 |

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

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

Facing Hand-operated Switches

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

Facing Hand-operated Switches connected with Manual Block Signal

1037-C1. Locations:

| Block Station | Block Signal Governing Movement | | Facing Point Switches Connected to Signal between |
|---------------|---------------------------------|--------|---|
| | Direction | Track | |
| DN | Northward | 1 | DN-Block Station and Mile Post 11. |
| FN | Northward | 1 | FN-Block Station and Mile Post 19. |
| | Southward | 2 | FN-Block Station and Mile Post 18. |
| Brady | Southward | 2 | Brady-Block Station and Red Bank. |
| Bridge | North | Single | Bridge-Block Station and 1112 feet north thereof |

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

Slide Protection Fence

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

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

1043-A1. Slide protection fences in service:**Main Line**

| Between | Connected with |
|--|--|
| 2700 feet west of Mile Post 14 and Bridge 15.17. | Westward SP Indicator Signal located 11030 feet east of east end of slide fence. Eastward SP Indicator Signal located 11700 feet west of west end of slide fence. |
| Mile Post 42 and Mile Post 43. | Westward SP Indicator Signal located 8780 feet east of east end of slide fence. Eastward SP Indicator Signal located 9020 feet west of west end of slide fence. |

Allegheny Branch

| | |
|-----------------------------------|---|
| Mile Post 20.2 and Mile Post 20.7 | Northward SP Signal No. 196 located 3010 feet south of south end of slide fence. Southward SP Signal No. 207 located 147 feet north of north end of slide fence. |
| Mile Post 20.8 and Mile Post 20.9 | Northward SP Signal No. 196 located 6280 feet south of south end of slide fence. Southward SP Signal No. 231 located 12139 feet north of north end of slide fence. |
| Mile Post 21.3 and Mile Post 21.5 | Northward SP Signal No. 214 located 18 feet south of south end of slide fence. Southward SP Signal No. 231 located 9181 feet north of north end of slide fence. |
| Mile Post 22.4 and Mile Post 22.5 | Northward SP Signal No. 214 located 5132 feet south of south end of slide fence. Southward SP Signal No. 231 located 4218 feet north of north end of slide fence. |

Chautauqua Branch

| | |
|----------------------------------|--|
| Mile Post 124 and Mile Post 125. | Southward SP Signal No. C-1239 located 2715 feet north of north end of slide fence. Northward SP Signal No. C-1248 located 2800 feet south of south end of slide fence. |
|----------------------------------|--|

NOTE—On two main tracks, except where Rule 261 is in effect, trains moving against the current of traffic must be governed by signal marked SP for normal track and the signal governing approach thereto, in so far as protection against slides is concerned, approaching point where track may be obstructed prepared to stop when the signal displays its most restrictive indication.

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

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

SUPERIORITY OF TRAINS

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

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

GENERAL ORDERS

Bulletin Boards, Employees' Registers, Standard Clocks

1075-A1. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of 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 Master's Office | Pittsburgh Eastern Middle Pan Handle |
| X | X | X | Kiskiminetas Jct.—Yard Master's Office | Pittsburgh Eastern Middle |
| X | ..... | ..... | W. R. R.—West Winfield | |
| X | X | X | Sharpsburg—Freight Station | Pittsburgh Eastern |
| X | X | X | Stock Yards—Yard Master's Office | Pittsburgh Eastern |
| X | X | X | Pittsburgh—Yard Master's Office, 16th St. | Pittsburgh Eastern Pan Handle |
| X | X | X | Pittsburgh—Yard Master's Office, 43rd St. | Pittsburgh Eastern Pan Handle |
| X | X | X | Verona—Yard Office | |
| X | X | X | New Kensington—Yard Office | Unity Railways Co. |
| X | X | X | Phillipston—Engine House | Pittsburgh Northern Susquehanna |
| X | X | X | Oil City—Crew Dispatcher's Office | Pittsburgh Eastern Panhandle Northern N.K.P.R.R. |
| X | X | X | Oil City—Baggage Room | Northern |
| X | X | ..... | Oil City—Cabin 7 Yard Office | Northern |
| X | X | ..... | Titusville—Passenger Station | Northern |
| X | X | ..... | Reynoldsville—Ass't Train Master's Office | Northern |
| X | ..... | ..... | N. Y. C. R. R.—Stoneboro | ..... |
| X | ..... | ..... | N. Y. C. R. R.—Clearfield | ..... |
| X | ..... | ..... | B. & O. R. R.—DuBois | ..... |
| X | ..... | ..... | L. E. F. & C.—Clarion | ..... |

NOTE—X indicates in service.

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

| Point | Location of Bulletin Boards |
|-------|-----------------------------|
| | |
| | |

Standard Clocks.

1075-A3. Standard Clocks At Other Points:

Train Dispatcher's office.
Open Block Stations.

General Order Zones

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

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

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

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

Zone D—Chautauqua and Salamanca Branches.

Zone E—Low Grade and Sligo Secondary Tracks.

Qualification of Conductor Or Engineman

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

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

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

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

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

1076-A2. Main Line Higgins

Indicator lights displaying illuminated letter "E", located adjacent to the eastward and westward home signals governing movements with the current of traffic on No. 1 and No. 2 tracks, indicate that the dragging equipment detector has been actuated. Trains stopped at signal displaying "E" sign must communicate with Signalman and be governed by Rule 76.

MOVEMENT OF TRAINS

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

Yard Limits.

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

| Track | Between | And |
|---------------------------|--|-------------------------------|
| Butler Secondary Track | JB | Mile Post 1 |
| | Mile Post 20 | Butler |
| East Brady Branch | Brady | BY |
| Chautauqua Branch | Titusville 785 feet south of Mile Post 119 | 29 ft. south of Mile Post-121 |
| Salamanca Branch | 1100 feet north of Bridge | Mile Post 5 |
| Low Grade Secondary Track | Mort | 2025 ft. east of Mile Post 2 |
| | Lawsonham 205 ft. east of Mile Post 5 | 2644 ft. east of Mile Post 6 |
| | New Bethlehem 2640 ft. east of Mile Post 18 | 100 ft. east of Mile Post 23 |
| | Summerville 4889 ft. east of Mile Post 32½ | 3018 ft. east of Mile Post 34 |
| | Brookville 1853 ft. east of Mile Post 40 | Mile Post 43 |
| | Reynoldsville 2574 ft. east of Mile Post 54 | 3843 ft. east of Mile Post 56 |
| | Falls Creek 1340 ft. east of Mile Post 61 | 1436 ft. east of Mile Post 63 |
| | Du Bois 2017 ft. east of Mile Post 64 | 721 ft. east of Mile Post 67 |
| | Driftwood 100 ft. east of Mile Post 108 | DF (Northern Div.) |
| Sligo Secondary Track | AW | 3174 ft. east of AW |
| | Sligo 891 ft west of Mile Post 10 | End of track |

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

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

Authority to Proceed as an Extra.

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

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

Non-Interlocked Railroad Crossings At Grade.

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

| Location | Signals, Etc. Governing Movements Over Crossings | | Requirements | Note |
|------------------------------|--|--------------------------|-------------------------|------|
| | Type | Indication or Position | | |
| Indiana Wye B. & O. R. R. | Position Light Signal | More 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 | | |

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

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

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

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

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

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

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

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

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

| Main Line or Branch | Location | Crossing | Actuated by trains on tracks | Note |
|---------------------|----------------|-----------------|--|------|
| Main Line West Penn | Blawnox | Center Avenue | Blawnox Co. Track | 1 |
| | Springdale | Butler Street | West Penn Power Co. Track Old Coach Track | 1 |
| | Tarentum | Lock Street | Yard Track | 1 |
| | Tarentum | Corbet Street | Yard Track | 1 |
| | Tarentum | Bridge Street | Yard Track | 1 |
| | Brackenridge | Mile Lock Lane | Allegheny Ludlum Steel Co. Track | 1 |
| | Natrona | Phila. Street | Yard Track-Allegheny Ludlum | 1 |
| | Natrona | Federal Street | Yard Track-Allegheny Ludlum | 1 |
| | Verona | Grant Street | Yard Tracks | 1 |
| | Parnassus | Third Street | Pucketa Creek Industrial Track | 1 |
| Allegheny Branch | Parnassus | Fourth Street | Pucketa Creek Industrial Track | 1 |
| | New Kensington | Seventh Street | New Kensington Shifting Track | 1 |
| | New Kensington | Eighth Street | New Kensington Shifting Track | 1 |
| | Oil City | Union Street | Junction NYC RR Track | 1 |
| Chautauqua Branch | Titusville | Franklin Street | Titusville Passing Siding Track | 1 |
| | Titusville | Perry Street | Titusville Passing Siding Track Team Track House Track | 1 |
| | Titusville | Central Street | Titusville Passing Siding Track Back Track | 1 |
| | Hydetown | Main Street | Station Track | 1 |
| | Spartansburg | Main Street | Siding and Mill Track | 2 |
| | Hunter | Route 62 | Storage Track | 1 |
| Salamanca Branch | | | | |

NOTE 1. Trains and engines using these tracks, must stop on track circuit which extends approximately 70 feet on each side of the crossing and crew must assure themselves that the crossing protection is operating before proceeding over crossing.

NOTE 2. The automatic highway crossing signal and gates operate for movements on the siding and Mill Track within limits of track circuits extending approximately 70 feet on each side of Main Street crossing.

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

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

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

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

Locations at which Signs Mark Operating Limits of Automatic Highway Crossing Protection

1103-A4. At the following locations, sign CC indicates point beyond which engines and cars will operate automatic highway crossing protection:

| Track | Crossing | Location | Signs Located | Movement |
|-------|----------------|----------|--------------------------|-----------------|
| No. 1 | Corbett Street | Tarentum | South Side of Yard Track | Eastward Trains |

Interrupting Operation of Automatic Highway Crossing Protection Manually

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

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

Interrupting Operation of Automatic Highway Crossing Protection Automatically

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

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

1103-A7. Enginemen on southward trains stopped at New Kensington must sound whistle signal, Rule 14(g) when ready to proceed and 9th Street crossing must not be fouled until gates have been lowered.

1103-A8. To avoid unnecessary operation of automatic highway crossing signals protecting highway grade crossing, Highway Route No. 536 located 350 feet east of MY, eastward trains required to stop at MY will stop west of MY Block-Limit signal. Westward trains required to stop at MY will stop 80 feet east of grade crossing, clear of point where rails are marked with yellow stripe.

Protection for Public Highway Crossings at Grade

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

| Track | Crossing | Location | No crossing watchman on Duty Between the Hours of | Note |
|------------------------|-----------------|-------------|---|------|
| Chautauqua Branch | Duncomb Street | Oil City | 10.30 P.M. and 6.30 A.M. | (1) |
| Chautauqua Branch | Center Street | Oil City | 10.30 P.M. and 6.30 A.M. | (1) |
| Chautauqua Branch | Sycamore Street | Oil City | 10.30 P.M. and 6.30 A.M. | (1) |
| Blairsville Industrial | Market Street | Blairsville | 7.00 A.M. Sunday and 7.00 A.M. Monday | (2) |

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

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

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

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

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

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

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

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

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

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

| Switch Located at | Connecting | With | Normal Position is for Movements |
|-------------------------------|------------------------------|-------------------------------|----------------------------------|
| RD Block-Limit Station | Single Track | Two Main Tracks | Southward |
| Blairsville | Blairsville Industrial Track | No. 104 Yard Track | To No. 104 Yard Track |
| 1620 Feet South of Homer City | Indiana Secondary Track | Yellow Creek Industrial Track | To Yellow Creek Industrial Track |
| South End of Coleman Yard | No. 101 Secondary Track | No. 103 Secondary Track | To No. 103 Secondary Track |
| Venango Yard | North end Scale Track | Run Around Track | To Run Around Track |
| Venango Yard | South end Scale Track | Run Around Track | To Run Around Track |

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

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

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

Hand-Operated Switches Equipped with Electric Locks

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

| Location | Switch | Controlled by |
|---|---|-------------------|
| Atlas | Crossover between No. 2 track and Atlas storage track | Truxall Note 1 |
| Atlas | Switch in No. 2 track leading to Atlas Powder Co. track | Truxall |
| Atlas | Switches in No. 1 and No. 2 tracks leading to west end of Atlas storage track | Truxall |
| Atlas | Switch in No. 1 track to Saltsburg Industrial Track | Truxall |
| Atlas | Crossover switch in No. 1 track to Saltsburg Industrial Track | Truxall |
| Freeport | Switches at east and west end storage track | AJ |
| Freeport | Crossover between No. 2 track and warehouse track | AJ |
| Harris | Switch to Butler Secondary track | AJ |
| Acme | Switch to Cenline Corporation track from No. 1 track | UY Note 2 |
| Aspinwall | Switch to West end Ross Yard from No. 1 track | UY |
| Aspinwall | Switch to Casey's track from No. 1 track. | UY |
| 2623 feet east, Federal Street (Eastern Div.) | Switch to Stock Running track from No. 1 track | CQ |
| Sarah Furnace | Crossover between Main track and Tunnel siding | Brady |
| West Monterey | Switch to Station Track from Main track | Brady |
| Foxburg | Crossover between Main track and No. 101 Secondary track | Brady |
| Foxburg | Switch to Keystone Supply Co. Track from Main track | Brady |
| Emlenton | Crossover between Main track and No. 101 Secondary track | Brady |
| Rockland | Switch to Station Track from Main track | Brady |
| St. George | Crossover between Main track and No. 102 Secondary track | Brady |
| 300 feet south of Mile Post 121 (Venango) | Crossover between Main track and No. 301 secondary track south end of yard | Brady |
| Rock | Crossover between Main track and No. 301 secondary track | Brady |
| Franklin | Crossover between Main track and No. 301 secondary track | Brady |

| Location | Switch | Controlled by |
|----------|----------------------------|---------------|
| Oil City | Inbound shop track | Bridge |
| Oil City | Outbound shop track | Bridge |
| Oil City | Retail track | Bridge |
| Oil City | Oil City Milling Co. track | Bridge |
| Oil City | Water Works track | Bridge |

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

NOTE 1. Trains or engines must occupy track circuit between home signal and switch, then request signalman to release electric lock.

NOTE 2. To use crossover switch leading to Cemline Corporation track, train or engine must occupy track circuit between Eastward Home Signal and switch, then request signalman at UY to release electric lock.

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

| Location | Switch |
|---|--|
| 125 feet west of Toms Run | No. 1 track to Bennett Dump track |
| 1950 feet west of Toms Run | No. 2 track to Bennett Dump track |
| 2000 feet west of Toms Run | Center locked crossover between No. 2 track and Bennett Siding |
| Mile Post 7 east of Alum Bank | No. 2 track to Bennett Dump track |
| 600 feet west of Mile Post 9 east of BI | No. 2 track to Blairsville Yard |
| 830 feet west of Mile Post 9 east of BI | No. 1 track to BI Dump track |
| 695 feet east of BI | No. 1 track to BI Dump track |
| Atlas | Switch in No. 2 track at east end of Atlas storage track |
| Avonmore Industrial Track | Switch in No. 1 track to Avonmore Industrial track |
| Blawnox | Crossover between No. 2 track and Ross Storage track. |
| Blawnox | Switch to Scale track from No. 2 track. |

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

1104-E1. Spring Switches Located:

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

Secondary Tracks and Sidings.

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

Secondary Tracks

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

1107-A1. Referring to Rule 107:

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

Track Assignments
1151-A1. Single Track

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

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

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

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

1151-C1. Secondary Tracks of Assigned Direction

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

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

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

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

1151-D1. Secondary Tracks of No Assigned Direction.

| Track | Between | And | Controlled by | Note |
|---------------------|---------------------------------|--|----------------------|-----------|
| Indiana (N) | D | NM | BI | 1-12 |
| Butler (E) | JB | VO | GI AJ | 1-13 |
| No. 101 (W) | UY | Etna | UY | 2 |
| No. O (S) | 29th St., | Pitt (Pgh. Div.) | Pitt | 3 |
| No. 103 (S) | South End Coleman Yd., | UY | UY | 4 |
| Low Grade (E) | Junction Allegheny Branch | Mort | Brady | 5 |
| Low Grade (E) | Mort | MY | NA SU GH | 1-6 14 |
| Low Grade (E) | MY | Falls Creek | GH | 1-14 |
| Low Grade (E) | Falls Creek | DB | Falls Creek | 1-14 |
| Low Grade (E) | DB | DF | DF | 1-14 |
| Sligo (E) | AW | SI | NA SU GH | 1-6 |
| No. 101 (S) | Phillipston | Brady | Brady | 7 |
| No. 101 (N) | Parker | Birch | Brady | 8 |
| No. 102 (N) | Woods | Sandy | Brady | 9 |
| No. 301 (N) | Drake | RH | Brady | 10 |
| Turtle Creek (E) | Division Post (Pgh. Div.) | Jct. Salts- burg In- dustrial Track | SZ (Pgh. Div.) | 11 |

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

NOTE 1. Third, fourth, and fifth paragraphs of Rule 105 and Rules 201 to 223, inclusive, will not apply. All other rules as they apply to main tracks and sidings are in effect, except that trains and engines will not protect against following movements on sidings. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing.

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

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

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

Liberty Avenue, Penn Avenue, and Smallman Street.

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

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

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

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

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

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

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

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

NOTE 11. Permission must be obtained from SZ (Pgh. Div.) to use this track between Jct. Saltsburg Industrial Track and Division Post (Pgh. Division).

NOTE 12. Trains and engines will not protect against following movements on Indiana Secondary Track between Mile Post 17 and NM.

NOTE 13. Controlled by AJ when GI is closed.

NOTE 14. At Mort, NA, SU, GH, Falls Creek, and DF, extra trains, except passenger extras, may proceed on proper Manual Block Signal indication in lieu of verbal permission of signalman.

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

| Siding | Employee in Charge | Note |
|-------------------|--------------------|-------|
| Pine Run—Eastward | Signalman GI | 1-5 |
| Tunnel—Northward | Signalman Brady | 2-3-4 |
| FD—Northward | Signalman FD | |
| FD—Southward | Signalman FD | |
| Dilks—Eastward | Signalman GI | 5 |
| Summit—Eastward | Signalman GI | 5 |

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

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

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

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

NOTE 5. Controlled by AJ when GI is closed.

1151-F1. No. 4 running track from UY to 19th Street, 0.7 mile west of UY, in charge of Yard Master at Herra Island.

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

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

PASSENGER TRAIN OPERATION

1154-A1. A train occupied by passengers must not use Oil City wye at station.

1154-A2. A stop must be made just prior to coupling to occupied passenger equipment.

FREIGHT TRAIN OPERATION**Instructions For Preparation And Handling
Of Freight Trains On Grades, Etc.**

1155-A1. The following instructions supplementary to Brake and Train Air Signal Instructions No. 99-D-1 will apply.

Trains having 25 percent or more cars in the train loaded with mineral freight or grain will be considered mineral freight trains and all instructions pertaining to mineral freight trains will apply.

Trains having 40 percent or more loaded cars in the train will be considered loaded freight trains, and all instructions pertaining to loaded freight trains will apply.

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

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

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

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

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

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

Butler Secondary Track**KD to VO****KD to Mile Post 3**

Retaining valves must be turned up in high pressure position on loaded cars and in low pressure position on empty cars.

Engineman will instruct conductor as to the number of retaining valves to be turned up.

Sligo Secondary Track**Rimersburg to AW**

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

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

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

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

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

If the retaining valve value of the train exceeds the gross tonnage of the train by 1000 tons or more, all retaining valves must be placed in high pressure position, except on the last 10 cars in the train, which retaining valves must be left in release position. If the difference between the gross tonnage and retaining valve value is less than 1000 tons, a number of retaining valves equal to the difference, divided by 100, must be left in the release position on the rear of the train.

For example: If the retaining valve value exceeds the gross tonnage of the train by 900 tons, 9 retaining valves will be left in the release position; 800 tons, 8 retaining valves will be left in release position until finally, if only 100 tons, 1 retaining valve will be left in release position.

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

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

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

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

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

These instructions do not change No. 99-D-1 Brake and Train Air Signal Instructions, nor Special Instruction 1155-A1.

1155-A3. Couplings to other cars, engines, or cabins must not exceed a speed of 4 miles per hour.

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

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

1155-C3. Freight trains leaving coaling or water stations, sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train.

1155-C4. Conductors of freight trains arriving at sidings, stations or yards where work is to be done must be at the front end of their train and must deliver their manifests or waybills in consecutive order as to standing

of cars in their train. A manifest or waybill or its equivalent must accompany each car.

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

1155-C6. Conductors placing cars for loading or unloading, must furnish the Agents with a report giving the initial and number, kind of car, whether loaded or empty, tracks on which placed and time placed.

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

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

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

1155-C7. In order to prevent obstruction of street crossings at Brackenridge and Tarentum, westward trains on No. 2 track, when consisting of more than 65 cars and receiving an approach indication, Rule 285, at fixed signal No. 535 east of Natrona, will stop at Mile Lock Lane crossing, just east of Brackenridge and communicate with the operator at Higgins Block Station before proceeding.

PASSENGER AND FREIGHT TRAIN OPERATION

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

CQ, UY, AJ, Truxall, BI

for emergency use of Engine and Train Service crews.

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

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

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

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

1156-A5. Normal movement on Horn track AJ is from No. 1 eastward track, movements in reverse direction on this track must not be made without permission from Signalman AJ.

1156-A6. When engines on all diesel engine units are shut down on grades, sufficient hand brakes must be applied to the train to secure it until it is ready to proceed.

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

1156-A8. No. 104 yard track between BI and Market Street, Blairsville Industrial track, is a designated yard running track controlled by yard master or clerk at Blairsville.

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

Eastward movements made on signal indication at BI.

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

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

1156-A9. When a train is delayed at points remote from block stations, conductor or enginemen must see that some member of the crew communicates with signalman at once and at frequent intervals.

1156-A10. Referring to Instructions 26-a, Brake and Train Air Signal Instructions No. 99-D-1.

Brakes may remain applied over all bridges on this division.

1156-A11. When a car is set out of a train on account of hot journal and the sponging is smoldering or on fire, the crew must make a careful inspection of the underside of wooden flooring to determine that it has not been ignited by the blaze from the hot journal and must extinguish all fire before proceeding with train.

The use of sand or dirt for extinguishing fires in journal boxes is prohibited. When water or fire extinguisher is not available the sponging must be pulled from the journal box and extinguished on the ground.

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

Main Line

Between
Mile post 8 and Mile Post 9
Mile Post 63 and Mile Post 64

Location
West of Alum Bank
West of Cheswick

Allegheny Branch

Between
Mile Post 14 and Mile Post 15

Location
North of Hulton
highway crossing,
located 0.6 mile
north of Oakmont
North of Emlenton

Mile Post 91 and Mile Post 92

Chautauqua Branch

Between
Mile Post 127 and Mile Post 128

Location
South of Miller Farm

Salamanca Branch

Between
Mile Post 11 and Mile Post 12
Mile Post 16 and Mile Post 17

Location
South of Eagle Rock
South of Hunter

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

1156-A-13. Signal located on north end of Island Platform on west side of No. 2 inbound house track, 11th Street Freight Station, Pittsburgh, shows two positions for bridges spanning No. 1 and No. 2 tracks between inbound house track and Island platform. When showing red it will indicate that the bridges are up and when showing green it will indicate that bridges are down.

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

SPEED RESTRICTIONS

1157-A. Speed Table.

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

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

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

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

Minimum Running Times and Speeds on Descending Grades-Freight Trains

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

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

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

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

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

| | Single Track | | No. 2 Track | | No. 1 Track | |
|---|-----------------------|-----|-------------|-----|-------------|-----|
| | Pgr. | Ft. | Pgr. | Ft. | Pgr. | Ft. |
| MAIN LINE | Miles per Hour | | | | | |
| BETWEEN: | | | | | | |
| Division Post (Pgh. Div.) and UY | | | 50 | 50 | 50 | 50 |
| UY and Division Post (Eastern Div.) | | | 45 | 45 | 45 | 45 |
| Allegheny Branch | | | | | | |
| Between: | | | | | | |
| Nadine and Brady | | | 50 | 50 | 50 | 50 |
| Brady and Mile Post 120 | 50 | 50 | | | | |
| Mile Post 120 and RH | 45 | 45 | | | | |
| RH and Bridge | | | | | | |
| East Brady Branch | | | | | | |
| Between: | | | | | | |
| Brady and BY | 25 | 25 | | | | |
| Chautauqua Branch | | | | | | |
| Between: | | | | | | |
| Bridge and RD | | | 40 | 40 | 40 | 40 |
| RD and Division Post (Northern Div.) | 40 | 40 | | | | |
| Salamanca Branch | | | | | | |
| Between: | | | | | | |
| Bridge and Division Post (Northern Div.) | 40 | 40 | | | | |
| Brilliant Branch—West Penn | | | | | | |
| Between: | | | | | | |
| Division Post (Pgh. Div.) and UY | | | 30 | 20 | 30 | 20 |
| Brilliant Branch—Valley | | | | | | |
| Between: | | | | | | |
| Division Post (Pgh. Div.) and Nadine | | | 50 | 50 | 50 | 50 |

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

1157-C2. Wreck trains.

| | Boom Trailing | Boom Forward |
|--|----------------|--------------|
| | Miles per Hour | |
| Main Line | | |
| Between: | | |
| Division Post (Pgh. Div.) and Division Post (Eastern Div.) | 40 | 30 |
| Allegheny Branch | | |
| Between: | | |
| Nadine and Mile Post 120 | 35 | 30 |
| Mile Post 120 and Bridge | 30 | 25 |
| East Brady Branch | | |
| Between: | | |
| Brady and BY | 25 | 15 |
| Chautauqua Branch | | |
| Between: | | |
| Bridge and Division Post (Northern Div.) | 30 | 25 |
| Salamanca Branch | | |
| Between: | | |
| Bridge and Division Post (Northern Div.) | 30 | 20 |
| Low Grade Secondary Track | | |
| Between: | | |
| Jct. Allegheny Branch and Mort | 15 | 15 |
| Mort and West end Bridge 109.79 | 30 | 20 |
| West end Bridge 109.79 and Driftwood (Northern Div.) | 20 | 20 |
| Sligo Secondary Track | | |
| Between: | | |
| AW and SI | 15 | 15 |
| Indiana Secondary Track | | |
| Between: | | |
| D and NM | 25 | 15 |
| Butler Secondary Track | | |
| Between: | | |
| JB and VO | 20 | 20 |

1157-C3. Work trains.

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

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

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

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

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

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

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

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

TURNOUTS

1157-D1. Maximum Speeds, unless otherwise Specified.

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

| | |
|---|----|
| Non-Interlocking turnouts — diverging movements, except Class I, J, M, N, Q, and T engines over No. 8 crossovers or turnouts. | 10 |
|---|----|

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

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

Apollo—Turnout to Apollo Industrial track.

AJ—Turnouts to Horn and Wye tracks.

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

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds, unless otherwise Specified.

| Main Line | Miles per Hour |
|--|-------------------|
| First and second curves west of JD | 35 |
| Curve east end bridge 0.10, Conemaugh River west of Mile Post 0 | 20 |
| Bridge 0.10 and Mile Post 1 | 35 |
| Curve at Mile Post 3 | 35 |
| Curves between Mile Post 3 and Mile Post 4 | 35 |
| First curve west of Mile Post 4 | 35 |
| Alum Bank and BI | 35 |
| First curve west of Atlas | 45 |
| First curve east of Mile Post 19, west of Atlas | 40 |
| First curve east of Mile Post 23 | 40 |
| First curve west of Mile Post 24 | 40 |
| First curve east of Mile Post 26 | 45 |
| Second and third curves west of Mile Post 26 | 30 |
| Curves between Mile Post 29 and Truxall | 30 |
| Curves between Truxall and Mile Post 32 | 45 |
| Mile Post 32 and Mile Post 33 | 30 |
| Curves between Mile Post 33 and Mile Post 35 | 45 |
| First curve west of Mile Post 35 | 35 |
| Curves between east end of second curve west of Mile Post 36 and Mile Post 39 | 30 |
| Curve at Mile Post 41 | 30 |
| Curves between Mile Post 42 and Mile Post 44 | 45 |
| First curve west of Mile Post 45 | 45 |

| | Miles per Hour |
|--|-------------------|
| Curve at Mile Post 46..... | 45 |
| AJ Interlocking, No. 1 and No. 2 tracks..... | 30 |
| Curves, east and west legs wye AJ..... | 10 |
| Curves between AJ and Mile Post 51..... | 45 |
| First curve west of Natrona..... | 45 |
| First curve east of West Tarentum..... | 45 |
| First curve west of West Tarentum..... | 45 |
| Curve at Mile Post 58, west of Creighton..... | 35 |
| First curve east of Springdale..... | 45 |
| Curve at Springdale..... | 45 |
| Curve at Mile Post 62, west of Springdale..... | 40 |
| First and second curves west of Mile Post 62..... | 40 |
| Curve at Cheswick..... | 45 |
| Curve at Harmar..... | 45 |
| Curve at Mile Post 65 west of Harmar..... | 45 |
| First and second curves west of Mile Post 65..... | 45 |
| Etna grade crossing..... | 30 |
| Curves at Etna..... | 30 |
| Allegheny Branch | |
| First curve south of Mile Post 25..... | 30 |
| Curve at AJ..... | 30 |
| Bridge 28.91 AJ..... | 20 |
| Curves between Schenley and north end of second curve south of Mile Post 32..... | 40 |
| Second curve north of Mile Post 37..... | 45 |
| First curve north of Mile Post 39..... | 45 |
| Second curve north of Mile Post 43..... | 45 |
| Mile Post 44 and Mile Post 45..... | 30 |
| Second curve north of Mile Post 52..... | 45 |
| Southward freight trains on No. 2 track and north- ward freight trains on No. 1 track approaching distant signals for MH Block Station when MH is in service..... | 30 |
| Curves between Mile Post 55 and Mile Post 58..... | 45 |
| First curve north of Mile Post 63..... | 40 |
| Curve at Brady..... | 40 |
| East Brady tunnel..... | 40 |
| Curves between East Brady tunnel and Sarah Furnace..... | 40 |
| Curve between Sarah Furnace and Madison..... | 35 |
| Curve at Mile Post 75, north of Madison..... | 45 |
| Curve at Emlenton..... | 45 |
| Curve at Mile Post 90, north of Emlenton..... | 45 |
| Curve at Mile Post 93..... | 35 |
| Curves between Mile Post 94 and Woodhill tunnel..... | 45 |
| Woodhill tunnel..... | 45 |
| Curve at Rockland..... | 45 |
| First curve north of Mile Post 100, north of Rockland..... | 30 |
| First curve north of Mile Post 101..... | 30 |
| Curves between Mile Post 104 and Kennerdell tunnel..... | 45 |
| Kennerdell tunnel..... | 45 |
| Curve between Kennerdell tunnel and Mile Post 110..... | 30 |
| First curve north of Mile Post 110..... | 30 |
| Curve at Mile Post 111..... | 30 |
| Curve at Mile Post 113..... | 45 |
| Second curve north of Mile Post 115..... | 45 |
| Curve south of Drake..... | 45 |
| Curve north of Drake..... | 45 |
| Curve at Mile Post 119, north of Drake..... | 45 |
| Second curve north of Mile Post 119..... | 35 |
| Reverse curve north of Mile Post 128..... | 40 |
| Curves between RH and Bridge..... | 35 |
| Bridge Interlocking..... | 25 |

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

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

Low Grade Secondary Track:

Cut east of Mile Post 2.
Cut east and west of Mile Post 3.
Cuts between Mile Posts 8 and 9.
Cut at Mile Post 11.
Cut east and west of Mile Post 12.
Cut east of Mile Post 14.
Cut east of Mile Post 15.
Cut east and west of Mile Post 17.
Cut west of Mile Post 20.
Cut at west end MY siding.
Cut east of Bridge 30.76.
Cut east of Mile Post 32.
Cut between Bridges 35.63 and 35.92.
Cut east of Bridge 37.96.
Cut between Bridges 42.36 and 42.63.
Cut west of west end BE siding.
Cut at east end BE siding.
Cut east of Mile Post 52.

Cut west of Bridge 54.51.
Cut east of Bridge 55.31.
Cuts between Mile Posts 70 and 71.
First cut west of Mile Post 80.
Cut at second curve west of Mile Post 81.
Cut between Bridges 85.24 and 85.64.
Cut east and west of Mile Post 87.
Cut west of BA siding.
Between first curve east of Mile Post 95 and west end of curve west of Mile Post 95.
Between first curve west of Mile Post 97 and Mile Post 98.
Cut west of Mile Post 99.
Cut at first curve east of Mile Post 103.
Cut east of Bridge 103.64.
Cut at first curve west of Mile Post 105.

Indiana Secondary Track:

Mile Post 6 and a point 2500 feet south thereof.

Butler Secondary Track:

Mile Post 1 and Mile Post 8.

Engines

1157-G1. Maximum Speeds, unless otherwise Restricted

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

ENGINES

1157-G1. Maximum Speeds, unless otherwise Restricted

| Class Diesel Engines | | | | Miles per Hour | |
|--------------------------|-------------------|--------|--------|----------------|------------|
| Single Unit | Two or More Units | | | Light | With Train |
| AP-20 | ----- | ----- | ----- | 30 | 50 |
| | AP-40 | AP-60 | ----- | 50 | 50 |
| BP-20 | ----- | ----- | ----- | 30 | 50 |
| | BP-40 | BP-60 | ----- | 50 | 50 |
| EP-20 | ----- | ----- | ----- | 30 | 50 |
| | EP-40 | EP-60 | ----- | 50 | 50 |
| EP-22 | ----- | ----- | ----- | 30 | 50 |
| | EP-45 | ----- | ----- | 50 | 50 |
| FP-20 | ----- | ----- | ----- | 30 | 50 |
| | FP-40 | FP-60 | ----- | 50 | 50 |
| EFP-15 | ----- | ----- | ----- | 30 | 50 |
| | EFP-30 | EFP-45 | ----- | 50 | 50 |
| AF-15 | ----- | ----- | ----- | 30 | 50 |
| | AF-30 | AF-45 | AF-60 | 50 | 50 |
| AF-16 | ----- | ----- | ----- | 30 | 50 |
| | AF-32 | AF-48 | AF-64 | 50 | 50 |
| BF-15 | ----- | ----- | ----- | 30 | 50 |
| | BF-30 | BF-45 | BF-60 | 50 | 50 |
| BF-16 | ----- | ----- | ----- | 30 | 50 |
| | BF-32 | BF-48 | BF- 64 | 50 | 50 |
| EF-15 | ----- | ----- | ----- | 30 | 50 |
| | EF-30 | EF-45 | EF-60 | 50 | 50 |
| EH-15 | ----- | ----- | ----- | 30 | 50 |
| | EH-30 | EH-45 | EH-60 | 50 | 50 |
| FF-16 | ----- | ----- | ----- | 30 | 50 |
| | FF-32 | FF-48 | ----- | 50 | 50 |
| FF-20 | ----- | ----- | ----- | 30 | 50 |
| | FF-40 | FF-60 | ----- | 50 | 50 |
| | BH-50 | ----- | ----- | 50 | 50 |
| *AS-6 | ----- | ----- | ----- | 20 | 20 |
| AS-10 | ----- | ----- | ----- | 30 | 50 |
| AS-16 | ----- | ----- | ----- | 30 | 50 |
| AS-16A | ----- | ----- | ----- | 30 | 50 |
| BS-6 | ----- | ----- | ----- | 30 | 50 |
| BS-7 | ----- | ----- | ----- | 30 | 50 |
| BS-10 | ----- | ----- | ----- | 30 | 50 |
| BS-12 | ----- | ----- | ----- | 30 | 50 |
| BS-16 | ----- | ----- | ----- | 30 | 50 |
| BS-16A | ----- | ----- | ----- | 30 | 50 |
| BS-24 | ----- | ----- | ----- | 30 | 50 |
| ES-6 | ----- | ----- | ----- | 30 | 50 |
| ES-10 | ----- | ----- | ----- | 30 | 50 |
| ES-12 | ----- | ----- | ----- | 30 | 50 |
| ES-15 | ----- | ----- | ----- | 30 | 50 |
| FS-10 | ----- | ----- | ----- | 30 | 50 |
| FS-12 | ----- | ----- | ----- | 30 | 50 |
| FS-16 | ----- | ----- | ----- | 30 | 50 |
| FS-20 | ----- | ----- | ----- | 30 | 50 |
| GS-4 | ----- | ----- | ----- | 30 | 30 |
| LS-25 | ----- | ----- | ----- | 30 | 50 |
| *Except AS-6 Engine 5911 | | | | 30 | 40 |

NOTE—**Road Diesel Engines.**

First letter designates builder:

"A"—American Locomotive Works—General Electric Company.

"B"—Baldwin-Lima-Hamilton Corporation.

"E"—Electro-Motive Division of General Motors Corporation

"F"—Fairbanks, Morse and Company.

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

"F"—Freight

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

"P"—Passenger.

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

Numerals indicate engine horsepower in nearest hundreds:

"15"—1500 Horsepower.

"16"—1600 Horsepower.

"20"—2000 Horsepower.

"22"—2250 Horsepower.

"30"—3000 Horsepower.

"32"—3200 Horsepower.

"40"—4000 Horsepower.

"45"—4500 Horsepower.

"48"—4800 Horsepower.

"50"—5000 Horsepower.

"60"—6000 Horsepower.

"64"—6400 Horsepower.

Final letter indicates special features as follows:

"A" Change or some variation in original design.

"M" Multiple unit equipped—switchers.

"S" Steam Generator equipped—switchers.

"T" Tonnage rating increased.

"Z" Converted from passenger to freight.

Yard Diesel Engines.

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

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting service.

"6"—600 or 660 horsepower.

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

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

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

FREIGHT TRAIN RESTRICTIONS**Allegheny Branch
Emlenton**

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

ENGINE RESTRICTIONS

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

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

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

R—Restricted account of light rail.

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

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

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

| LOCATION | CLASS OF ENGINES | | | | | | | | | | | | | | Engines with Tender Capacity of Over 15,000 Gallons 6 Wheel Trucks |
|---|------------------------|--------------------------------------|----|-----------------------------------|---------------------|---|----|----|----------------|----|----|----|----|----|---|
| | B, A, AS, BS, ES6, GS4 | A6B, BS7, AS, BS, ES, FS10, BS, ES12 | C | H, AS, BS, FS16, ES15, FS20, LS25 | G, AP, BP, EP, FP60 | AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48 | I | J | K, BH50, BP60A | L | M | N | Q | T | |
| Main Line Between JD and BI: All other Industrial Tracks | .. | .. | .. | .. | .. | .. | R | X | R | .. | R | R | X | R | .. |
| MILE POST 0: Garfield Fire Brick Co Track | .. | .. | X | .. | .. | X | X | X | X | X | X | X | X | X | X |
| Bridge 0.10, No. 1 Track | .. | .. | .. | 50 | .. | 50 | 50 | 40 | .. | 50 | 50 | 45 | 50 | 50 | .. |
| Bridge 0.10, No. 2 Track | .. | .. | .. | 50 | .. | 50 | 40 | 30 | .. | 50 | 50 | 40 | 30 | 50 | .. |
| BRIDGE 8.75: East of BI | .. | .. | .. | 50 | .. | 50 | 30 | 20 | .. | 50 | 40 | 30 | 20 | 35 | .. |
| ATLAS: Crossover between No. 1 Track and Salts- burg Industrial Track | .. | .. | .. | .. | .. | .. | .. | A | .. | .. | A | .. | A | A | .. |
| SALINA: Bridge 28.59 | .. | .. | .. | 50 | .. | 50 | 35 | 35 | .. | 50 | 35 | 35 | 35 | 50 | .. |
| Avonmore Industrial Track | .. | .. | X | .. | .. | .. | X | X | X | X | X | X | X | X | X |
| General Bfg. Co. Clay Pocket Track .. | .. | .. | .. | .. | .. | .. | X | X | .. | .. | X | X | X | X | X |
| Cochran Coal Co.: Track—West of Tip- ple | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 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. 8, 5, 6, 7, and 8 | .. | .. | .. | .. | .. | X | X | X | X | X | X | X | X | X | X |

| LOCATION | CLASS OF ENGINES | | | | | | | | | | | | | Engines with Tender Capacity of Over 15,000 Gallons 6 Wheel Trucks |
|---|------------------------|--------------------------------------|----|-----------------------------------|---------------------|---|----|----|----------------|----|----|----|----|--|
| | B, A, AS, BS, ES6, GS4 | A6B, BS7, AS, BS, ES, FS10, BS, ES12 | C | H, AS, BS, FS16, ES15, FS20, LS25 | G, AP, BP, EP, FP60 | AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48 | I | J | K, BH50, BP60A | L | M | N | Q | T |
| VANDERGRIFT YARD TO MP 45: All Industrial Tracks | .. | .. | .. | .. | .. | 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 Jet. ... | .. | .. | .. | 50 | .. | 50 | 60 | 45 | .. | 50 | 50 | 50 | 45 | 50 |
| FREEPORT: P. & S. R. R. Inter. change Tracks | .. | .. | .. | .. | .. | .. | .. | X | X | .. | X | X | X | X |
| Br. 0.60 P & S R R Interchange Tracks .. | .. | .. | .. | .. | .. | X | 16 | X | X | .. | X | X | X | X |
| Freeport Storage Track | .. | .. | .. | .. | .. | .. | .. | X | .. | .. | .. | .. | X | .. |
| NATRONA: Beyond gate to Penn- sylvania Salt Co. Track | .. | .. | X | .. | .. | X | X | X | X | X | X | X | X | X |
| Between NATRONA and FEDERAL ST.: All other Industrial Tracks | .. | .. | .. | .. | .. | .. | X | X | X | .. | X | X | X | X |
| Between Natrona and Tarentum on Yard Track | .. | .. | .. | .. | .. | X | .. | X | .. | .. | .. | .. | X | .. |
| WEST TARENTUM: Pittsburgh Plate Glass Co. Tracks | .. | .. | X | X | X | X | X | X | X | X | X | X | X | X |
| Tarentum Paper Prod- ucts Co. Track | .. | .. | X | X | X | X | X | X | X | X | X | X | X | X |
| CREIGHTON: Baileys Run Track | .. | .. | R | .. | .. | X | X | X | X | X | X | X | X | X |
| ACME: Womsley Track | .. | .. | .. | .. | .. | X | X | X | X | X | X | X | X | X |
| Cemline Tank Corp. Track | .. | .. | R | .. | .. | X | X | X | X | X | X | X | X | X |
| HARMAR: Red Raven Co. Track .. | .. | .. | R | .. | .. | X | X | X | X | X | X | X | X | X |
| Bridge 64.97 | .. | .. | .. | .. | .. | .. | 40 | .. | .. | .. | .. | 40 | .. | .. |
| BLAW KNOX: River Side Plant Track .. | .. | .. | R | .. | .. | .. | X | X | X | X | X | X | X | X |
| Blaw Knox Const. Co. Track | .. | .. | R | .. | .. | .. | X | X | X | X | X | X | X | X |
| ASPINWALL: Boro. Elec. Light Tres- tle | .. | .. | X | .. | .. | X | X | X | X | X | X | X | X | X |
| Ross Pump Sta. Track .. | .. | .. | X | .. | .. | X | X | X | X | X | X | X | X | X |
| Pgh. Machinery & Equipment Co. Track .. | .. | .. | X | .. | .. | X | X | X | X | X | X | X | X | X |
| SHARPSBURG: Fort Pitt Brewery Co. Track | .. | .. | .. | .. | .. | 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 |
| Boro. Coal Trestle .. | .. | .. | X | .. | .. | X | X | X | X | X | X | X | X | X |
| Frank Fair Coal Co. Track | .. | .. | X | .. | .. | X | X | X | X | X | X | X | X | X |
| ETNA: Crossover to Spang Chalfant Tracks | .. | .. | .. | .. | .. | X | X | X | X | X | X | X | X | X |
| CQ to HERRS ISLAND: CQ to E. E. Br. 0.10 .. | .. | .. | X | .. | .. | .. | .. | X | X | .. | X | X | X | X |
| E.E. Br. 0.10 to Herra Island | .. | .. | X | .. | .. | .. | X | X | X | .. | X | X | X | X |

| LOCATION | CLASS OF ENGINES | | | | | | | | | | | | | | | Engines with Tender Capacity of Over 15,000 Gallons 6 Wheel Trucks |
|--|------------------------|--------------------------------------|----|-----------------------------------|---------------------|---|----|----|----------------|----|----|----|----|----|---|---|
| | B, A, AS, BS, ES6, GS4 | AGB, BS7, AS, BS, ES, FS10, BS, ES12 | C | H, AS, BS, FS16, ES15, FS20, LS25 | G, AP, BP, EP, FP60 | AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48 | I | J | K, BH50, BP60A | L | M | N | O | P | | |
| National Lead & Paint Co. Track..... | | | X | | | X | X | X | X | X | X | X | X | X | X | |
| Standard Ice Co. Track | | | X | | | X | X | X | X | X | X | X | X | X | X | |
| HERRS ISLAND: | | | | | | | | | | | | | | | | |
| Union Stock Yard Tracks..... | | | X | | | X | X | X | X | X | X | X | X | X | X | |
| Pgh. Prov. & Pkg. Co. Ice House Track..... | | | X | | | 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 | X | |
| CQ to DIV. POST (E. Div.) | | | | | | | | | | | | | | | | |
| Madison St. Yard Track | | | X | | | X | X | X | X | X | X | X | X | X | X | |
| May Stern Warehouse Track..... | | | X | | | X | X | X | X | X | X | X | X | X | X | |
| Jokel Coal Co. Tracks | | | X | | | X | X | X | X | X | X | X | X | X | X | |
| No. 4 & 5 Tracks, Federal St. Frt. Sta- tion..... | | | X | | | X | X | X | X | X | X | X | X | X | X | |
| BRILLIANT BR.— WEST PENN Bridge 0.68 | 18 | 18 | 18 | 18 | 30 | 18 | 18 | 10 | 30 | 18 | 18 | 18 | 15 | 25 | | |
| NO. 101 and NO. 102 SECONDARY TRACKS 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 | X | |
| Girder Rail Turnouts: between 11th St. and 29th St. | | | 5 | | | | X | X | X | X | X | X | X | X | X | |
| 12th St.-Chas. Koch & Co. Track..... | | | | X | X | X | X | X | X | X | X | X | X | X | X | |
| 12th St.-Felix Half & Bro. Inc. Track..... | | | | X | X | X | X | X | X | X | X | X | X | X | X | |
| 12th St.-H. J. Heinz 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 | |
| 26th St. S. Hausman Sons Co. 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 | |
| No. 0 Secondary Track | | | | | | X | X | X | X | X | X | X | X | X | X | |
| 29th St.-Colonial Sup- ply Co. Track..... | | | X | X | X | X | X | X | X | X | X | X | X | X | X | |
| No. 101 and No. 102 Secondary Tracks be- tween 29th St. and South end of Cole- man Yard..... | | | | | | | X | X | X | X | X | 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 | |
| 32nd St. - Lectrone Steel Co. Track..... | | | 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 | |
| 33rd St.-Standard Oil Co. of Pa. Track..... | | | 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 | |
| 36th St. - Harrison Shields Track..... | | | 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 | |
| 41st St.-Pgh. Piping & Equip. Co. Track | | | | | | | X | X | X | X | X | X | X | X | X | |
| 42nd St.-Cabin Track, southbound..... | | | | | | | | X | | | | X | X | X | X | |

| LOCATION | CLASS OF ENGINES | | | | | | | | | | | | | | Engines with Tender Capacity of Over 15,000 Gallons 6 Wheel Trucks | |
|--|------------------------|--------------------------------------|---|-----------------------------------|---------------------|---|---|---|----------------|---|---|---|---|---|---|---|
| | B, A, AS, BS, ES6, GS4 | A6B, BS7, AS, BS, ES, FS10, BS, ES12 | C | H, AS, BS, FS16, ES15, FS20, LS25 | G, AP, BP, EP, FP60 | AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48 | I | J | K, BH50, BP60A | L | M | N | Q | T | | |
| | | | | | | | | | | | | | | | | |
| 48th St.-Ladder Track leading off No. 22 Track | | | | | | X | 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. Tracks | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 49th St.-J. P. Devine House Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 51st St.-J. P. Devine Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 51st St.-Crane & Truck Service, Inc. Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Sears, Roebuck & Co. Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| North Star Concrete Block Co., Apt. Steel Co. Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| McCandless Ave. - Am. Bridge Co. Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Pgh. Spring & Steel Co. Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 54th St. - Pennzoil Tracks | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 55th St.-Kroger Co. Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 55th St.-United Engrg. 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 |
| 62nd St.-Hubbard & Co. Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 62nd St. Union Steel Cast. Co. Tracks | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| BRILLIANT YARD: J. K. Davidson & Bro. Tracks | | | | | | | X | X | X | | X | X | X | X | | X |
| ALLEGHENY BRANCH VERONA: | | | | | | | | | | | | | | | | |
| River Yard North Lad- der Tracks | | | | | | | X | X | X | X | X | X | X | X | X | X |
| River Yard South Lad- der Tracks Nos. 7, 8, 9, 10, 11 and 12 | | | | | | | X | X | X | X | X | X | X | X | X | X |
| Plum Creek Industrial Track | | | | | | | X | X | X | X | X | X | X | X | X | X |
| OAKMONT: | | | | | | | | | | | | | | | | |
| Edgewater Steel Co. Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Scalfe & Sons Co. and Walters Mfg. Co. Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| U. S. Gypsum Co. Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| PARNASSUS: | | | | | | | | | | | | | | | | |
| Pucketa Industrial Track | | | | | | | | X | | | | X | X | X | | |
| NEW KENSINGTON: | | | | | | | | | | | | | | | | |
| Gen. Elec. Co. Tracks | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Standard Railway Equip. Mfg. Co. Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Indian Run Track and Wye | | | | | | | X | X | | X | X | X | X | X | X | X |
| American Shm Steel Co., 2nd Ave. Track | | | X | 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 6 Wheel Trucks |
|---|------------------------|--------------------------------------|----|-----------------------------------|---------------------|---|----|----|----------------|----|-----|----|----|----|--|
| | B, A, AS, BS, ES6, GS4 | AGB, BS7, AS, BS, ES, FS10, BS, ES12 | C | H, AS, BS, FS16, ES15, FS20, LS25 | G, AP, BP, EP, FP60 | AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48 | I | J, | K, BH50, BP60A | L | M | N | Q | T | |
| Ken Iron & Steel Co. Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X |
| H. C. Altman Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Alum. Co. Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Arnold Plant | | | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Alum. Co. Track—9th St. | | | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Spg. Wks. River Tracks | | | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J. K. Davison & Bro. Track | | | X | X | X | X | X | X | X | X | X | X | X | X | X |
| ARNOLD: | | | | | | | | | | | | | | | |
| West Penn Power Co. Track, 2260 feet north of Arnold... | | | X | X | X | X | X | X | X | X | X | X | X | X | X |
| KISKI JCT: | | | | | | | | | | | | | | | |
| East and West leg of Wye | | | | | | | | A | | | | | A | | |
| BRIDGE 28.91: | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | X | 20 | .. |
| Kiskiminetas River | | | | | | | | | | | | | | | |
| South End Bridge | | | | | | | | | | | | | X | | |
| 28.91 to FD..... | | | | | | | | | | | | | | | |
| SCHENLEY: | | | | | | | | | | | | | | | |
| Finch & Co. Back | | | | | | | | | | | | | | | |
| Track No. 4 | | | | X | X | X | X | X | X | X | X | X | X | X | X |
| Schenley Track | | | | | | | | | | | | | | | |
| BRIDGE 39.05: | | | | | | | | | | | | | | | |
| South of FD..... | | | | 50 | | 50 | 30 | 30 | | 50 | 50 | 30 | 30 | 40 | |
| FORD CITY: | | | | | | | | | | | | | | | |
| FD to Mile Post 120. | | | | | | | | X | | | | | X | | |
| KITTANNING: | | | | | | | | | | | | | | | |
| McNesse - Reese Brick Co. Track | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Duck Run Track beyond tracks to Frit. Station | | | X | | X | | X | X | X | X | X | X | X | X | X |
| COWANSHANNOCK TRACK: | | | X | | | | X | X | X | X | X | X | X | X | X |
| BRIDGE 49.71: | | | | | | | | | | | | | | | |
| North of Mosgrove | | | | 50 | | 50 | 45 | 30 | | 50 | 50 | 45 | 45 | 50 | .. |
| TEMPLETON: | | | | | | | | | | | | | | | |
| Pgh. Limestone Co. Track | | | X | | | | X | X | X | X | X | X | X | X | X |
| H & W Dust Mill Track, North of crossing | | | X | | | | X | X | X | X | X | X | X | X | X |
| BRIDGE 60.81: | | | | | | | | | | | | | | | |
| North of Rimerton... | | | | 50 | | 50 | 30 | 30 | | 50 | 50 | 30 | 40 | 50 | .. |
| SARAH FURNACE: | | | | | | | | | | | | | | | |
| North of tippie | | | | | | | | | | | | | | | |
| A. & M. Coal Co. Track | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| FOXBURG: | | | | | | | | | | | | | | | |
| Keystone Supply Co. Track | | | R | | | | R | R | | | R | R | R | R | .. |
| EMLENTON: | | | | | | | | | | | | | | | |
| Freight Station Track | | | | | | | X | X | X | X | X | X | X | X | X |
| MILE POST 120 TO BRIDGE | | | | | | | | | | | | | | | |
| Engines running light | | | | 40 | 40 | | | 35 | 40 | 35 | 820 | 40 | 40 | 35 | 35 |
| VENANGO: | | | | | | | | | | | | | | | |
| On Track Scales..... | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| OIL CITY: | | | | | | | | | | | | | | | |
| Passing under Overhead Bridge 131.33 State St. | | | | | | | | X | | | | | | X | .. |

| LOCATION | CLASS OF ENGINES | | | | | | | | | | | | | | Engines with Tender Capacity of Over 15,000 Gallons 6 Wheel Trucks |
|--|------------------------|--------------------------------------|----|-----------------------------------|---------------------|---|----|----------------------|----------------|----|----------------------|----------------------|----------------------|----------------------|---|
| | B. A, AS, BS, ES6, GS4 | A6B, BS7, AS, BS, ES, FS10, BS, ES12 | C | H, AS, BS, FS16, ES15, FS20, LS25 | G, AP, BP, EP, FP60 | AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48 | I | J. | K, BH50, BP60A | L | M | N | Q | T | |
| OIL CITY: First and second curves south of Allegheny River Bridge | .. | .. | .. | .. | .. | .. | B5 | 15 B5 15 B5 | .. | .. | 15 B5 15 B5 | 15 B5 15 B5 | 15 B5 15 B5 | 15 B5 15 B5 | .. |
| BLAIRSVILLE INDUS- TRIAL TRACK: Blairsville Wye Tracks | .. | .. | .. | .. | .. | .. | .. | 5 | .. | .. | .. | .. | 6 | 5 | .. |
| INDIANA SECONDARY TRACK: BLACK LICK TO HOMER CITY: Potter Coal Co. Track Yellow Creek Industrial Track | .. | .. | .. | .. | .. | X | X | X X | X | .. | X X | X X | X X | X X | .. |
| HOMER CITY TO IN- DIANA: Bridge 16.10 | .. | .. | .. | .. | .. | .. | 15 | X | .. | .. | X X | X X | X X | X X | X X |
| Bridge 17.79 | .. | .. | .. | .. | .. | .. | 15 | X | .. | .. | X X | X X | X X | X X | X X |
| North Leg of Indiana Wye Track | .. | .. | .. | .. | .. | .. | X | X | .. | .. | X | X | X | X | X |
| INDIANA: All Tracks North of Phila. St. | .. | .. | X | .. | .. | X | X | X | .. | .. | X | X | X | X | X |
| APOLLO INDUSTRIAL TRACK: Apollo to Apollo Wye including Apollo Extension | .. | .. | .. | .. | .. | .. | .. | X | .. | .. | X | X | X | X | X |
| All other tracks and Wye | .. | .. | .. | .. | .. | .. | X | X | .. | .. | X | X | X | X | X |
| BUTLER SECONDARY TRACK: JB to a point 2276 feet East of JB | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | X | .. |
| 2276 feet East of JB to Lane Yard Limits | .. | .. | .. | .. | .. | .. | .. | X | .. | .. | .. | .. | X | X | .. |
| Lane Yard Limits to Butler | .. | .. | .. | .. | .. | .. | X | X | .. | .. | X | X | X | X | X |
| All industrial tracks Between Lane Yard Limits and Butler | .. | .. | .. | .. | .. | .. | X | X | X | .. | X | X | X | X | X |
| Butler Stand. Plate Glass Co. Bridge | .. | .. | X | 10 | 10 | 10 | X | X | X | 10 | X | X | X | X | X |
| WINFIELD R. R.: WA Block-Limit Station to 2000 feet East thereof | .. | .. | X | .. | .. | .. | X | X | X | .. | X | X | X | X | X |
| 2000 feet East of WA Block Limit Station to Winfield | .. | .. | X | X | X | X | X | X | X | X | X | X | X | X | X |
| EAST BRADY BRANCH: Phillipston Yard — Cross-over from Run Around Track to Lad- der, North and | .. | .. | .. | .. | .. | .. | X | X | .. | .. | X | X | X | X | X |
| Phillipston to East Brady | .. | .. | .. | .. | .. | .. | .. | X | .. | .. | X | .. | X | X | .. |

| LOCATION | CLASS OF ENGINES | | | | | | | | | | | | | Engines with Tender Capacity of Over 15,000 Gallons & Wheel Trucks |
|---|-----------------------|----|--------|-----------|----------------------|---|-----|-------|----------------|----|-------|-------|-------|--|
| | B, GS-4, AS, BS, ES-6 | C | E, H-6 | BS, ES-12 | G, AP, BP, EP, FP160 | H-8-9-10 AF, BF, EF, EH, FF-60 AF, BF-64, EF-60T, FF-48, EFP-45 | I | J, Q | K, BH50, BPG0A | L | M | N | T | |
| Chautauqua Br: | | | | | | | | | | | | | | |
| Bridge to Division Post (Northern Div.) | | | | | | | | | | | 820 | | | |
| Engines running light over above territory | | 40 | | 40 | | | | 35 | 40 | 35 | 40 | 40 | 35 | |
| SPARTANSBURG: | | | | | | | | | | | | | | |
| BRIDGE 102.35: | | | | | | | | | | | | | | |
| On Mill Track | 5 | 5 | 5 | 5 | 5 | 5 | X | X | 5 | 5 | X | X | X | X |
| TRYONVILLE | | | | | | | | | | | | | | |
| Old X Siding | | | | | | | X | X | F | | X | X | X | X |
| TITUSVILLE | | | | | | | | | | | | | | |
| Mechanic St. Team Track | | X | | | X | X | X | X | X | X | X | X | X | X |
| Pioneer Track | | X | | | X | X | X | X | X | X | X | X | X | X |
| Water Works Track beyond Clearance Point | | X | | | X | X | X | X | X | X | X | X | X | X |
| Titusville Iron Works | | X | | | X | X | X | X | X | X | X | X | X | X |
| Dillon Siding | | X | | | X | X | X | X | X | X | X | X | X | X |
| Meyers Siding | | X | | | X | X | X | X | X | X | X | X | X | X |
| Hale Siding | | X | | | X | X | X | X | X | X | X | X | X | X |
| BRIDGE 130.27: | | | | | | | | | | | | | | |
| South of Petroleum Center | | | | | | | 30 | 30 | | | | 30 | 30 | |
| ROUSEVILLE: | | | | | | | | | | | | | | |
| Curve North of Bridge 132.29 | | | | | | | | 15 B5 | | | 15 B5 | 15 B5 | 15 B5 | |
| OIL CITY: | | | | | | | | | | | | | | |
| Curve South of Bridge 136.70: | | | | | | | | 15 B5 | | | 15 B5 | 15 B5 | 15 B5 | |
| Between Sycamore and Center Sts. passing other equipment on No. 1 and No. 2 Tracks and Erie R.R. main track | | | | | | | | X | | | | | X | |
| No. 1 Main and Station track, passing other equipment on curve at station | | | | | | | | X | | | | | X | |
| Hunter-Wilson Co. | | X | | | | X | X | X | X | X | X | X | X | X |
| Pennzoil Plant No. 1 | | X | F | | | F | X | X | X | X | X | X | X | X |
| Pennzoil Plant No. 2—Hole Track | | X | F | | | F | X | X | X | X | X | X | X | X |
| Pennzoil Plant No. 2—Fuel Oil Track | | X | | | | X | X | X | X | X | X | X | X | X |
| J. B. Berry Sons Co. | | X | F | | | F | X | X | X | X | X | X | X | X |
| Penn Eastern Wine Corp. | | X | | | | X | X | X | X | X | X | X | X | X |
| New Castle Tracks | | X | F | | | F | X | X | X | X | X | X | X | X |
| Upper Yard Tracks | | X | | | | | X | X | X | X | X | X | X | X |
| Borland Lumber Co. | | X | | | | | X | X | X | X | X | X | X | X |
| Keystone Public Service Hill Track beyond inside switch | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Wye at passenger Station | | | F | | | F | X | X | X | X | X | X | X | X |
| Erie R. R. Bridge on Wye | | X | | | X | X | X | X | X | X | X | X | X | X |
| Water Works Track | | X | | | X | X | X | X | X | X | X | X | X | X |
| Oil City Milling Co. | | X | | | X | X | X | X | X | X | X | X | X | X |
| No. 1 and No. 2 Retail Tracks | | X | F | | X | F | X | X | X | X | X | X | X | X |
| Salamanca Br: | | | | | | | | | | | | | | |
| Bridge to Division Post (Northern Div.) | | | | | | | | | | | | | | |
| Engines running forward light | | | | | | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | |
| Engines running backward | B15 | | | B25 | B25 | B25 | B20 | | | | | | | |

| LOCATION | CLASS OF ENGINES | | | | | | | | | | | | | Engines with Tender Capacity of Over 15,000 Gallons with 8 Wheel Trucks |
|---|-----------------------|---|--------|------------------------------------|----------------------|---|----|------|----------------|---|----|----|----|---|
| | B, GS-4, AS, BS, ES-8 | C | E, H-8 | BS-7, AS, BS, ES, FS-10, BS, ES-12 | G, AP, BP, EP, FP-60 | H-8-9-10, AF, BF, EF, FH, FF-80, AF, BF-6', EF-60T, FF-48, EFP-45 | I | J, Q | K, BH50, BP60A | L | M | N | T | |
| OIL CITY: | | | | | | | | | | | | | | |
| Emil Koos | | X | | | X | X | X | X | X | X | X | X | X | X |
| Curve between Cabin 5 and Cabin 7, passing other equipment on adjacent tracks | | | | | | | | X | | | | | X | |
| 800 feet South of Mile Post 4 to 1500 feet South of Mile Post 5, passing other equipment on tracks adjacent to Main Track | | | | | | | | X | | | | | X | |
| TIONESTA: | | | | | | | | | | | | | | |
| Cropp Farm, Inc..... | | X | | | X | X | X | X | X | X | X | X | X | X |
| Public Delivery Track..... | | | | | | | X | X | | | X | X | X | |
| BRIDGE 26.04: | | | | | | | | | | | | | | |
| South of West Hickory... | | | | | | | 30 | 40 | | | 30 | 30 | 30 | 20 |
| TIDIOUTE: | | | | | | | | | | | | | | |
| Passing other equipment within limits of passing siding | | | | | | | | X | | | | | X | |
| South Foyer Track | | R | | | | | R | R | R | | R | R | R | R |
| BRIDGE 39.29: | | | | | | | | | | | | | | |
| North of Magee..... | | | | | | | 30 | 30 | | | 30 | 20 | 30 | |

| LOCATION | CLASS OF ENGINES | | | | | | | | | | | | | | | |
|--|------------------------|--------------------------------------|----|-----------------------------------|---------------------|---|----|---|----------------|----|---|---|---|---|--|--|
| | B, A, AS, BS, ES6, GS4 | A6B, BS7, AS, BS, ES, FS10, BS, ES12 | C | H, AS, BS, FS16, ES15, FS20, LS25 | G, AP, BP, EP, FP60 | AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48 | I | J | K, BH50, BP60A | L | M | N | Q | T | N. Y. C. R. R. Class H7, H10, H10a, H10b, L1, L2, L3b | Engines with Tender Capacity of Over 15,000 Gallons 6 Wheel Truck |
| LOW GRADE SECONDARY TRACK: | | | | | | | | | | | | | | | | |
| Jct. Allegheny Branch and Mort | .. | .. | .. | .. | .. | .. | .. | X | 15 | .. | X | X | X | X | X | X |
| Mort to Falls Creek | .. | .. | .. | .. | .. | .. | .. | X | 20 | .. | X | X | X | X | .. | .. |
| Falls Creek to Driftwood (Northern Div.) | .. | .. | .. | .. | .. | .. | .. | X | .. | .. | X | X | X | X | .. | .. |
| LAWSONHAM: | | | | | | | | | | | | | | | | |
| River storage track | .. | .. | .. | .. | .. | .. | X | X | X | .. | X | X | X | X | X | X |
| Switch to Sligo Branch | .. | .. | .. | .. | .. | .. | .. | X | X | .. | X | X | X | X | X | X |
| BRIDGE 14.90: | | | | | | | | | | | | | | | | |
| St. Charles | 20 | 20 | 20 | 30 | 30 | 30 | 15 | X | 20 | 30 | X | X | X | X | X | .. |
| CLIMAX: | | | | | | | | | | | | | | | | |
| Switch to Tile Co. track | .. | .. | .. | .. | .. | .. | X | X | X | .. | X | X | X | X | X | X |
| BOSTONIA: | | | | | | | | | | | | | | | | |
| Bostonia track | .. | .. | .. | .. | .. | .. | X | X | X | .. | X | X | X | X | X | X |
| NEW BETHLEHEM: | | | | | | | | | | | | | | | | |
| Tile Co. track | .. | .. | .. | .. | .. | .. | .. | X | X | .. | X | X | X | X | X | X |
| BRIDGE 22.27: | | | | | | | | | | | | | | | | |
| West of OD | 20 | 20 | 20 | 30 | 30 | 30 | 15 | X | 20 | 30 | X | X | X | X | X | .. |
| HAWTHORN: | | | | | | | | | | | | | | | | |
| Sherman Mine tracks beyond tipple | .. | .. | .. | .. | .. | .. | X | X | X | .. | X | X | X | X | X | X |
| Wallwork track | .. | .. | .. | .. | .. | .. | X | X | X | .. | X | X | X | X | X | X |
| BRIDGE 30.76: | | | | | | | | | | | | | | | | |
| West of Heathville | 20 | 20 | 20 | 30 | 30 | 30 | 15 | X | 20 | 30 | X | X | X | X | X | .. |
| BRIDGE 35.63: | | | | | | | | | | | | | | | | |
| Second bridge east of SU | 20 | 20 | 20 | 30 | 30 | 30 | 20 | X | 20 | 30 | X | X | X | X | X | .. |
| BRIDGE 35.92: | | | | | | | | | | | | | | | | |
| Third bridge east of SU | 20 | 20 | 20 | 30 | 30 | 30 | 15 | X | 20 | 30 | X | X | X | X | X | .. |
| BRIDGE 41.00: | | | | | | | | | | | | | | | | |
| East of GH | 20 | 20 | 20 | 30 | 30 | 30 | 20 | X | 20 | 30 | X | X | X | X | 30 | .. |
| BRIDGE 42.36: | | | | | | | | | | | | | | | | |
| East of Brookville | 20 | 20 | 20 | 30 | 30 | 30 | 15 | X | 20 | 30 | X | X | X | X | 30 | .. |
| BROOKVILLE: | | | | | | | | | | | | | | | | |
| Wye track | .. | .. | .. | .. | .. | .. | X | X | X | .. | X | X | X | X | X | X |
| Brookville track | .. | .. | .. | .. | .. | .. | X | X | X | .. | X | X | X | X | X | X |
| Locomotive Works track | .. | .. | .. | .. | .. | .. | X | X | X | X | X | X | X | X | X | X |
| BRIDGE 47.68: | | | | | | | | | | | | | | | | |
| East of BE | 20 | 20 | 20 | 30 | 30 | 30 | 15 | X | 20 | 30 | X | X | X | X | 20 | .. |
| FULLER: | | | | | | | | | | | | | | | | |
| Carload delivery track | .. | .. | .. | .. | .. | .. | .. | X | X | .. | X | X | X | X | X | X |
| Coal track | .. | .. | .. | .. | .. | .. | .. | X | X | .. | X | X | X | X | X | X |
| BRIDGE 50.76: | | | | | | | | | | | | | | | | |
| East of Fuller | 20 | 20 | 20 | 30 | 30 | 30 | 15 | X | 20 | 30 | X | X | X | X | 30 | .. |
| BRIDGE 51.68: | | | | | | | | | | | | | | | | |
| West of Mile Post 52 | 20 | 20 | 20 | 30 | 30 | 30 | 15 | X | 20 | 30 | X | X | X | X | 20 | X |
| BRIDGE 53.29: | | | | | | | | | | | | | | | | |
| East of Mile Post 53 | 20 | 20 | 20 | 30 | 30 | 30 | 20 | X | 20 | 30 | X | X | X | X | 30 | .. |
| BRIDGE 53.50: | | | | | | | | | | | | | | | | |
| Second bridge east of Mile Post 53 | 20 | 20 | 20 | 30 | 30 | 30 | 20 | X | 20 | 30 | X | X | X | X | 30 | .. |
| BRIDGE 53.66: | | | | | | | | | | | | | | | | |
| Third bridge east of Mile Post 53 | 20 | 20 | 20 | 30 | 30 | 30 | 15 | X | 20 | 30 | X | X | X | X | 30 | .. |

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

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

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

1160-B1. Other Equipment Restrictions.

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

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

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

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

OVERHEAD AND SIDE CLEARANCE

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

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

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

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

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

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

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

1163-A8. Platforms along Low Grade Secondary Track at Red Bank Coaling Station will not clear man on side of car or engine.

Trainphone USE OF TELEPHONES

1164-A1. Trainphone in service:

| | Between | And |
|--------------------------------|------------------------------|----------------------------------|
| Main Line | Division Post (Pgh. Div.) | Division Post (Eastern Div.) |
| Allegheny Branch | Nadine | Bridge |
| Indiana Secondary Track | D | NM |
| Chautauqua Branch | Bridge | Division Post (Northern Div.) |
| Brilliant Branch— West Penn | UY | Division Post (Pgh. Div.) |
| Brilliant Branch— Valley | Nadine | Division Post (Pgh. Div.) |

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—
Pittsburgh.

Train Dispatchers in charge as follows:

Main Line—JD to Federal St.

Branches:

Brilliant

Allegheny

East Brady

Chautauqua, Bridge to EY.

Salamanca, Bridge to VA.

Secondary Tracks:

Indiana

Butler

Low Grade

Sligo

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

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

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

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

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

SIGNAL RULES

Movement of Trains in the same Direction by Block Signals

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

| | Track | Between | And |
|----------------------------|-----------------|---------------------------|--------|
| Main Line | No. 1 and No. 2 | UY | AJ |
| Allegheny Branch | No. 1 and No. 2 | Nadine | Brady |
| Brilliant Branch—Valley | No. 1 and No. 2 | Division Post (Pgh. Div.) | Nadine |
| Brilliant Branch—West Penn | No. 1 and No. 2 | Division Post (Pgh. Div.) | UY |

Opposing and Following Movement of Trains by Block Signals

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

| | Track | Between | And |
|------------------|--------|---------|-----|
| Allegheny Branch | Single | Brady | RH |

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

Allegheny Branch

On Northward Home Signal at DN.

East Brady Branch

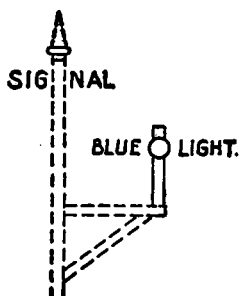
On Northward Block Signal at Brady

Salamanca Branch

On northward block signal at Bridge.

Low Grade Secondary Track

On eastward block signal at NA.

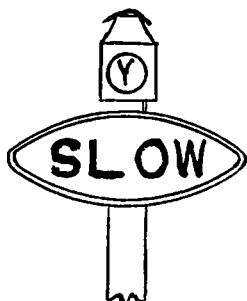


INDICATION—One track intervenes between signal and track it governs.

NAME —Signal mast bracket marker.

Approach Indicator

Note: Y—Yellow



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

NAME —Slow Board.

LOCATION —Butler Secondary Track, VO Eastward.

1285A-A1. Distant Switch Indicator.

Note: Y-Yellow; G-Green



Indication—Switch open.
Name—Caution Indicator.

Indication—Switch closed.
Name—Clear Indicator.

Slide Protection Fence Indicator

Note: Y—Yellow; G—Green.



Indication—When slides are against the fence.

Indication—When fence is clear.

Name—Caution Indicator.

Name—Clear Indicator.

1285A-A2. Distant Switch Indicators in Service.

| Station | Indication Displayed for Movements | Distance in feet from Switch Protected | Slide Protection Fence or Switch protected by this signal |
|------------------|------------------------------------|--|---|
| Spartansburg | Southward | 8,300 11,500 11,750 | North end of AN Siding Crossover to AN Siding Station Track |
| Petroleum Center | Northward | 3,876 | Station Track |
| Tidioute | Northward | 8,650 | South End of Tidioute Siding |

**1285A-A3. Slide Protection Fence Indicators in service.
Main Line**

| Location | Indication Displayed for Movements | Distance in feet from Fence Protected | Slide Protection Fence protected by this signal |
|--------------------------------|------------------------------------|---------------------------------------|---|
| 2230 feet west of Mile Post 12 | Westward | 11,030 | Between a point 2700 feet west of Mile Post 14 and Bridge 15.17 |
| 3700 feet east of Mile Post 18 | Eastward | 11,700 | |
| 146 feet east of Mile Post 41 | Westward | 8780 | Between Mile Post 42 and Mile Post 43 |
| 781 feet west of Mile Post 44 | Eastward | 9020 | |

CAB SIGNALS

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

For movements with current of traffic.

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

1295-A2. Cutting-in-Section Located:

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

MANUAL BLOCK SIGNAL SYSTEM

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

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

1317-A1. Rule 317 will apply:

On Single track:

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

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

For Movements Against Current of Traffic

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

Brilliant Branch—Valley—Between Div. Post (Pgh. Div.) and Nadine.

Brilliant Branch—West Penn—Between Div. Post (Pgh. Div.) and UY

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

Chautauqua Branch—Between RD and Bridge.

AUTOMATIC BLOCK SIGNAL SYSTEM

1501-A1. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic and on single track.

| | Track | Between | And |
|----------------------------|-----------------|---------------------------|------------------------------|
| Main Line | No. 1 and No. 2 | AJ | Division Post (Eastern Div.) |
| Allegheny Branch | No. 1 and No. 2 | Nadine | DN |
| | Single | Brady | RH |
| | No. 1 and No. 2 | RH | Bridge |
| Brilliant Branch—Valley | No. 1 and No. 2 | Division Post (Pgh. Div.) | Nadine |
| Brilliant Branch—West Penn | No. 1 and No. 2 | Division Post (Pgh. Div.) | UY |

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

For movements with current of traffic.

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

1509-A1. The following signals in Automatic Block System territory must not be passed while in stop position without a Clearance Card (Form C) or train order:

| | Signal located at | Track | For Movements | Secure Clearance Card or Order through Signalman at |
|------------------|----------------------------------|-------|---------------|---|
| Main Line | 990 feet west of Mile Post 17 | No. 2 | Westward | Truxall |
| | 1530 feet east of Mile Post 18 | No. 1 | Eastward | Truxall |
| Allegheny Branch | 3670 feet north of Mile Post 94 | Main | Northward | Brady |
| | 1660 feet south of Mile Post 112 | Main | Southward | Brady |
| | 615 feet north of Mile Post 131 | No. 1 | Northward | Bridge |

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

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

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

Non-equipped trains must move at Restricted speed.

The movement of trains not equipped with cab-signal apparatus, including whistle and 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, will proceed at Restricted speed as soon as proper train handling will permit.

INTERLOCKING

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

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

AJ
UY
CQ
Bridge

Home Division Cornwall Name 30292 S. G. FULLERTON Occupation Passenger Conductor

QUALIFIED FOR SERVICE

| DIVISION | ZONE | PART OF ZONE QUALIFIED FOR |
|------------|------|--|
| Cornwall | A | All Points (Except Butler Secondary Track) |
| Cornwall | C | Highgate to Aladdin. |
| Pittsburgh | A | Pgh to Elm. and Brilliant Branch. |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

THE PENNSYLVANIA RAILROAD

CONEMAUGH DIVISION

Pittsburgh, Pa., September 17, 1954

GENERAL ORDER NO. 701

Effective 12.01 A.M., Sunday, September 26, 1954.

Applies in All Zones

- (a) Time-Table No. 7 in effect. It contains the necessary instructions in general orders up to and including No. 606, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 7 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 6 to bulletin board attendant, after Time-Table No. 7 takes effect.

Applies in Zone A

- (b) **MAIN LINE**
WEST LEECHBURG—AJ

Trains and engines must not exceed a speed of 20 miles per hour on No. 2 track between Mile Post 47 and AJ, account of track condition.

Special Instruction 1157-F1, changed.

- (c) **ALLEGHENY BRANCH**
BRAEBURN

Braeburn Siding blocked with cars.

Applies in Zone B

- (d) **INDIANA SECONDARY TRACK**
BLACK LICK—GRACETON

Trains and engines must not exceed a speed of 10 miles per hour between a point 1400 feet north of Mile Post 8 to a point 2400 feet north of Mile Post 8, account of track condition.

Special Instruction 1157-F1, changed.

- (e) **INDIANA SECONDARY TRACK**
HOMER CITY—INDIANA

Trains and engines must not exceed a speed of 10 miles per hour between a point 1900 feet south of Mile Post 17 to a point 500 feet south of Mile Post 17, account of track condition.

Special Instruction 1157-F1, changed.

Applies in Zone C

- (f) **ALLEGHENY BRANCH**
FD

FD southward siding blocked with cars.

- (g) **ALLEGHENY BRANCH**
FD

FD northward siding blocked with cars.

(h) ALLEGHENY BRANCH
TUNNEL SIDING

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

Special Instruction 1151-E1, changed.

(i) ALLEGHENY BRANCH
BRIDGE

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

Special Instruction 1157-F1, changed.

Applies in Zone D

(j) SALAMANCA BRANCH
RO—EAGLE ROCK

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 6 and $\frac{1}{2}$ mile north of Mile Post 7, account track condition.

Special Instruction 1157-F1, changed.

(k) SALAMANCA BRANCH
TIONESTA—WEST HICKORY

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 22 and Mile Post 23, account of track condition.

Special Instruction 1157-F1, changed.

(l) SALAMANCA BRANCH
ALTHOM—DIVISION POST (Northern Div.)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 45 and Mile Post 46, account of bank sliding.

Special Instruction 1157-F1, changed.

(m) CHAUTAUQUA BRANCH
CENTERVILLE—JR

Trains and engines must not exceed a speed of 20 miles per hour between Centerville and Mile Post 113, account of track condition.

Special Instruction 1157-F1, changed.

(n) CHAUTAUQUA BRANCH
MILLER FARM—RD

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 128 and Mile Post 132, account of track condition.

Special Instruction 1157-F1, changed.

This General Order is printed in Time-Table No. 7 and will not be issued in sticker form.

W. G. PFOHL,
Superintendent.

**THE PENNSYLVANIA RAILROAD
CONEMAUGH DIVISION**

Pittsburgh, Pa., September 27, 1954.

GENERAL ORDER No. 702

Effective 9.01 A.M., Thursday, September 30, 1954 -

Applies in Zone A

(a) MAIN LINE

HIGGINS

Higgins Block Station in service part time as follows:
7.00 A.M. to 11.00 P.M., daily except Sunday.

Page 3, changed.

Applies in Zone D

(b) SALAMANCA BRANCH

AC—HUNTER

Southward distant switch signal, located 1362 feet
north of Mile Post 13, out of service.

(c) SALAMANCA BRANCH

RO—HUNTER

Trains and engines must not exceed a speed of 30 miles
per hour between Mile Post 12 and a point 1700 feet
north of Mile Post 13.

Special Instruction 1157-F1, changed.

(d) SALAMANCA BRANCH

WEST HICKORY—TRUNK

Southward distant switch signal, located 1245 feet
south of Mile Post 28, out of service.

(e) SALAMANCA BRANCH

WEST HICKORY—TRUNK

That part of Special Instruction 1157-F1, referring to
a speed of 30 miles per hour for southward trains
between southward distant switch signal and north
end of West Hickory Siding, annulled.

(f) SALAMANCA BRANCH

TRUNK—TIDIOUTE

Northward distant switch indicator located 100 feet
north of Mile Post 33, out of service.

Special Instruction 1285A-A2, changed.

(g) SALAMANCA BRANCH

GE—ALTHOM

Southward distant switch signal, located 290 feet
south of Mile Post 40, out of service.

(h) SALAMANCA BRANCH

GE—ALTHOM

That part of Special Instruction 1157-F1, referring to
a speed of 30 miles per hour for southward trains
between southward distant switch signal and north
end of GE, annulled.

(i) SALAMANCA BRANCH

ALTHOM—DIVISION POST (Northern Div.)

Paragraph (1) of General Order No. 701, referring to
a speed of 20 miles per hour between Mile Post 45
and Mile Post 46, annulled.

- (j) CHAUTAUQUA BRANCH
DIVISION POST (Northern Div.)—
SPARTANSBURG
Southward distant switch indicator, located 142 feet
north of Mile Post 100, out of service.
Special Instruction 1285A-A2, changed.
- (k) CHAUTAUQUA BRANCH
AN—CENTERVILLE
Southward distant switch signal, located 531 feet
north of Mile Post 109, out of service.
- (l) CHAUTAUQUA BRANCH
AN—CENTERVILLE
That part of Special Instruction 1157-F1, referring to
a speed of 30 miles per hour for southward trains from
southward distant switch signal, north of Mile Post
109 to switch north of Centerville, annulled.
- (m) CHAUTAUQUA BRANCH
TRYONVILLE—JR
Southward distant switch signal, located 1242 feet
north of Mile Post 114, out of service.
- (n) CHAUTAUQUA BRANCH
JR—HYDETOWN
Northward distant switch signal, located 130 feet
south of Mile Post 116, out of service.
- (o) CHAUTAUQUA BRANCH
JR—HYDETOWN
That part of Special Instruction 1157-F1, referring to
a speed of 25 miles per hour for northward trains
from Mile Post 116 to JR Block-Limit Station, an-
nulled.
- (p) CHAUTAUQUA BRANCH
HYDETOWN—TITUSVILLE
Northward distant switch signal, located 1694 feet
north of Mile Post 118, out of service.
- (q) CHAUTAUQUA BRANCH
HYDETOWN—TITUSVILLE
Southward distant switch signal, located 765 feet
north of Mile Post 119, out of service.
- (r) CHAUTAUQUA BRANCH
HYDETOWN—TITUSVILLE
Southward distant signal, located 90 feet north of
Mile Post 120, out of service.
- (s) CHAUTAUQUA BRANCH
TITUSVILLE—MILLER FARM
Northward distant signal, located 70 feet south of
Mile Post 121, out of service.
- (t) CHAUTAUQUA BRANCH
PETROLEUM CENTER—RD
Northward distant switch indicator, located 2000 feet
south of Mile Post 131, out of service.
Special Instruction 1285A-A2, changed.

W. G. PFOHL,
Superintendent.

**THE PENNSYLVANIA RAILROAD
CONEMAUGH DIVISION**

Pittsburgh, Pa., October 1, 1954.

GENERAL ORDER NO. 703

Effective 7.01 A.M., Monday, October 4, 1954

Applies in Zone A

(a) MAIN LINE

WEST LEECHBURG—AJ

Paragraph (b) of General Order No. 701 referring to a speed of 20 miles per hour on No. 2 track between Mile Post 47 and AJ, annulled.

(b) MAIN LINE

WEST LEECHBURG—AJ

Trains and engines must not exceed a speed of 20 miles per hour on No. 2 track between Mile Post 46 and AJ, account of track condition.

Special Instruction 1157-F1, changed.

(c) MAIN LINE

WEST LEECHBURG—AJ

Trailing hand-operated crossover in No. 1 track, 4169 feet east of AJ, leading to yard track, out of service.

**W. G. PFOHL,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
CONEMAUGH DIVISION**

Pittsburgh, Pa., October 12, 1954.

GENERAL ORDER No. 704

Effective 9.01 A.M., Tuesday, October 19, 1954

Applies in Zones A and B

(a) MAIN LINE

AJ—KISKIMINETAS JCT.

No. 2 westward track, as shown on accompanying diagram, between a point 1200 feet east of Mile Post 46 and a point 3700 feet west of Mile Post 47, out of service.

Home signal governing westward movement on No. 2 track, located 610 feet west of Mile Post 47, home signal governing westward movement on No. 2 track located 2390 feet west of Mile Post 46, and low home signal governing eastward movement on No. 2 track, located 610 feet west of Mile Post 47, out of service.

Electric locks on hand-operated switches in Kiskiminetas Jct. Yard, controlled from AJ, out of service.

Trailing hand-operated switch, located in No. 1 track, 1450 feet east of Mile Post 46, leading to DA Storage Track, out of service.

From a point 1200 feet east of Mile Post 46, to a point 3700 feet west of Mile Post 47, DA Storage Track changed to No. 2 westward track, as shown on accompanying diagram, in service.

Former westward No. 2 track, from a point 800 feet east of Mile Post 46, to a point 3700 feet west of Mile Post 47, changed to yard track.

Home signal governing westward movements on No. 2 track, located 2040 feet west of Mile Post 46, in service.

Facing hand-operated switch in No. 2 westward track, located 1030 feet east of Mile Post 46, equipped with pipe connected derail, in service.

Trailing hand-operated crossover switch leading from No. 1 eastward track, to No. 2 westward track, equipped with center locking device, located 900 feet east of AJ Interlocking Station, in service.

The first paragraph of Special Instruction 1515-B1, annulled.

Special Instruction 1605-A1, annulled.

Diagram in sticker form attached to this General Order showing track layout, Mile Posts, hand-operated switches, and signals, must be detached and pasted in time-table with this General Order.

(b) MAIN LINE

AJ—KISKIMINETAS JCT.

Paragraph (b) of General Order 703, referring to a speed of 20 miles per hour on No. 2 track between Mile Post 46 and AJ, account of track condition, annulled.

Sheet 2 of 3 Sheets

(c) MAIN LINE

AJ—KISKIMINETAS JCT.

Trains and engines must not exceed a speed of 20 miles per hour on No. 2 track between Mile Post 46 and AJ, account of track condition.

Special Instruction 1157-F1, changed.

Effective 9.01 A.M., Monday, October 25, 1954

Applies in Zone A

(d) MAIN LINE

TARENTUM

Automatic Highway Crossing Signals and Short Arm Gates protecting Highway Grade Crossing at Center Street, located 1220 feet west of Mile Post 56, for movements on main tracks and sidings, in service.

Track circuits which operate the highway crossing signals and gates on siding extend approximately 70 feet east of and approximately 70 feet west of crossing.

Trains and engines using siding must stop on track circuit and crew must assure themselves that the crossing protection is operating before proceeding over crossing.

Apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically on No. 1 and No. 2 main tracks. If a train stops for any reason within 2500 feet of crossing, it should proceed over crossing at restricted speed to insure proper advance operation of the highway crossing protection.

Special Instructions No. 1103-A2 and 1103-A6, changed.

Applies in Zone C

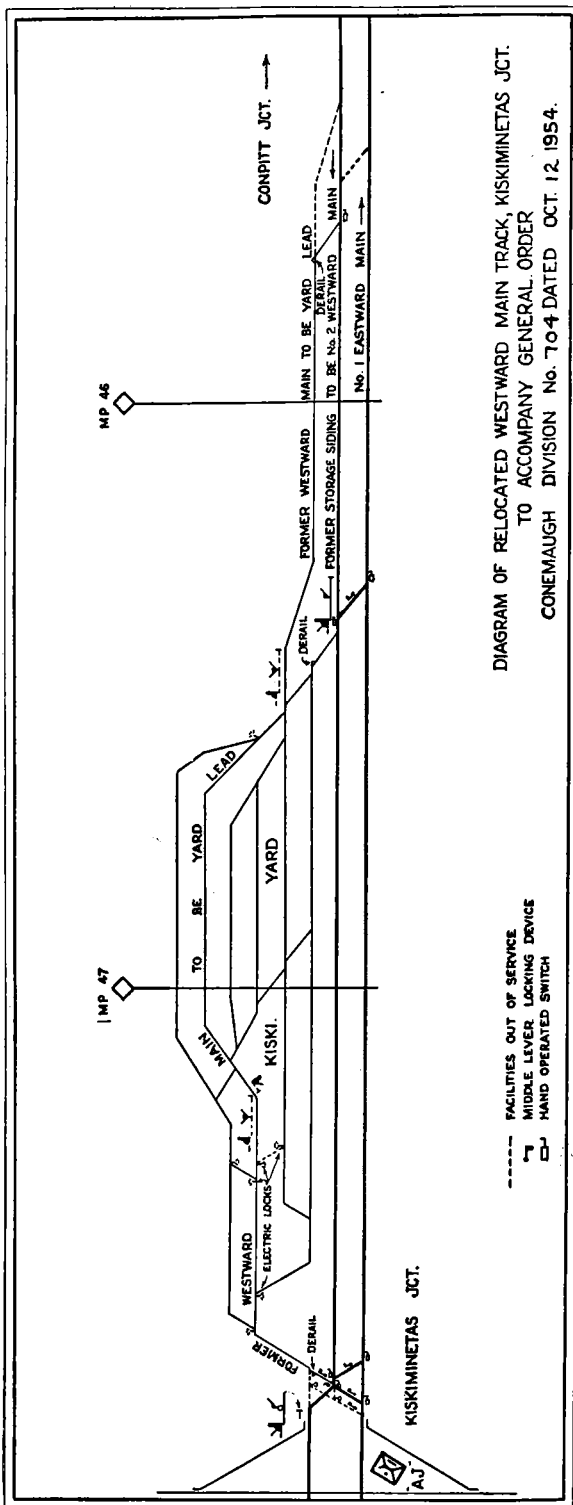
(e) ALLEGHENY BRANCH

RED BANK—BRADY

Special Instruction 1163-A8, annulled.

W. G. PFOHL,

Superintendent.



**THE PENNSYLVANIA RAILROAD
CONEMAUGH DIVISION**

Pittsburgh, Pa., November 5, 1954.

GENERAL ORDER NO. 705

Effective 9.01 A.M., Friday, November 12, 1954

Applies in All Zones

(a) ARRANGED FREIGHT TRAIN SERVICE

Time of trains PG-5, WP-20, and WP-21, changed.

Time of trains SRB-1, SRB-2, OC-1, and OC-2, withdrawn.

Time of trains BF-1 and BF-2, added.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

PG-5 over corresponding train, page 13.

Blank coupon over train SRB-1, page 13.

WP-21 over corresponding train, page 13.

Blank coupon over train SRB-2, page 14.

WP-20 over corresponding train, page 14.

BF-2 over train OC-2, page 17.

BF-1 over train OC-1, page 17.

Applies in Zone A

(b) MAIN LINE

WEST LEECHBURG—AJ

Paragraph (c) of General Order No. 704, referring to a speed of 20 miles per hour on No. 2 track between Mile Post 46 and AJ, annulled.

(c) ALLEGHENY BRANCH

BARKING—PARNASSUS

Automatic Highway Crossing Signals protecting Highway Grade Crossing located 1550 feet south of Mile Post 16, in service.

Applies in Zone C

(d) ALLEGHENY BRANCH

ROCK

Trailing hand-operated switch for northward movement in No. 301 secondary track, 4041 feet north of Mile Post 122, leading to north end of Venango Yard, equipped with pipe connected derail instead of independent derail.

Applies in Zone D

(e) SALAMANCA BRANCH

TIDIOUTE

Facing hand-operated switch for northward movement in main track, 3413 feet north of Mile Post 34, leading to Tidioute siding, out of service.

Tidioute siding south of a point 1700 feet north of Mile Post 35, out of service.

Tidioute siding north of a point 1700 feet north of Mile Post 35, changed to Tidioute Storage track, capacity 14 cars.

Page 9 changed.

Special Instruction 1160-A1, page 62, changed.

(f) SALAMANCA BRANCH
ALTHOM

Althom Storage track changed from capacity 61 cars to capacity 16 cars.

(g) CHAUTAUQUA BRANCH
MILLER FARM—RD

Paragraph (n) of General Order No. 701 referring to a speed of 20 miles per hour between Mile Post 128 and Mile Post 132, annulled.

(h) CHAUTAUQUA BRANCH
MILLER FARM—RD

Trains and engines must not exceed a speed of 30 miles per hour on all curves between Mile Post 128 and Mile Post 132.

Special Instruction 1157-F1, changed.

W. G. PFOHL,
Superintendent.

**THE PENNSYLVANIA RAILROAD
CONEMAUGH DIVISION**

Pittsburgh, Pa., November 26, 1954.

GENERAL ORDER NO. 706

Effective 5.01 P.M., Friday, December 3, 1954

Applies in Zone B

(a) MAIN LINE

GI

GI Block and Interlocking Station in service part time as follows:

7.00 A.M. to 11.00 P.M., daily except Sunday.

Page 3, changed.

Applies in Zone E

(b) LOW GRADE SECONDARY TRACK

NA

NA Block Station closed.

AW and SI Block Limit Stations controlled by Brady (Allegheny Branch).

HF, OD and MY Block Limit Stations controlled by SU and by GH when SU is not in service.

Pages 6 and 7, changed.

Low Grade Secondary Track between Junction Allegheny Branch and AW controlled by Brady (Allegheny Branch).

Low Grade Secondary Track between AW and GH controlled by SU and by GH when SU is not in service.

Low Grade Secondary Track between GH and Falls Creek controlled by GH.

Sligo Secondary Track between AW and SI controlled by Brady (Allegheny Branch).

Special Instruction 1151-D1, changed.

Effective 12.01 A.M., Sunday, December 5, 1954

Applies in All Zones

**(c) RULES FOR CONDUCTING TRANSPORTATION
BOOK OF RULES**

Rule 14, changed.

Employees governed thereby must provide themselves with a sticker copy and paste in their copy of the Book of Rules.

Rule 14 over Rule 14 and NOTE at top of page 19.

Rule 14 (m) over (m), page 20.

**(d) BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS
NO. 99-D-1**

Rule 19-b, Passenger Trains, annulled.

Blank sticker coupon issued and must be pasted in No. 99-D-1 book over Rule 19-b, page 43.

**W. G. PFOHL,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
CONEMAUGH DIVISION**

Pittsburgh, Pa., December 13, 1954.

GENERAL ORDER NO. 707

Effective 12.01 A.M., Monday, December 20, 1954

Applies in Zone A

- (a) MAIN LINE
HIGGINS**

Paragraph (a) of General Order No. 702, annulled.

- (b) MAIN LINE
HIGGINS**

Higgins Block Station in service part time as follows:
6.45 A.M. to 10.45 P.M., daily except Sunday.

Page 3, changed.

Effective 9.01 A.M., Monday, December 20, 1954

Applies in Zones A and B

- (c) CAB SIGNALS
MAIN LINE
AJ—JD (Pgh. Div.)**

Last paragraph of Special Instruction 1515-B1, annulled.

When cab signal aspect changes from Restricting to a more favorable aspect, speed must not be increased until train has run its length.

When cab signal aspect changes from a more favorable aspect to Approach, the train will proceed at Restricted Speed as soon as proper train handling will permit.

When cab signal aspect changes from a more favorable aspect to Approach-Medium, the train will proceed at Medium Speed as soon as proper train handling will permit.

Special Instruction 1515-B1, changed.

- (d) USE OF TELEPHONES
MAIN LINE**

**DIVISION POST (Pgh. Div.)—
DIVISION POST (Eastern Div.)**

Trainphone in service between UY and Division Post (Pgh. Div.).

Special Instruction 1164-A1, changed.

Applies in Zone B

- (e) FREIGHT TRAIN OPERATION
MAIN LINE
TRUXALL**

When practicable to do so, cars will not be stored on Truxall Storage Track within 500 feet of westward home signal at Truxall.

**(f) INDIANA SECONDARY TRACK
HOMER CITY—INDIANA**

Paragraph (e) of General Order No. 701 referring to a speed of 10 miles per hour between a point 1900 feet south of Mile Post 17 and a point 500 feet south of Mile Post 17, annulled.

Applies in Zone D

**(g) CHAUTAUQUA BRANCH
AN**

AN Block-Limit Station relocated northward a distance of 3860 feet to the clearance point at north end of AN siding, 2980 feet south of Mile Post 101.

Approach block-limit sign for northward movements located 2680 feet south of Mile Post 103 relocated northward a distance of 3260 feet to a point 4700 feet south of Mile Post 102.

Approach block-limit sign for southward movements located 740 feet south of Mile Post 101 relocated northward a distance of 3860 feet to a point 2160 feet south of Mile Post 100.

**(h) AUTOMATIC HIGHWAY CROSSING PROTECTION
CHAUTAUQUA BRANCH
SPARTANSBURG**

Third, fourth and fifth paragraphs of Note 2 to Special Instruction 1103-A2, annulled.

Automatic Highway Crossing Signals and Short Arm gates at Main Street, Spartansburg, provided with apparatus to interrupt the operation of the automatic highway crossing protection automatically.

Special Instruction 1103-A6, changed.

CC Sign located 700 feet north of Main Street, Spartansburg, indicates point beyond which engines and cars will operate automatic highway crossing protection.

Special Instruction 1103-A4, changed.

W. G. PFOHL,
Superintendent.

**THE PENNSYLVANIA RAILROAD
CONEMAUGH DIVISION**

Pittsburgh, Pa., December 27, 1954.

GENERAL ORDER 708

Effective 9.01 A.M., Monday, January 3, 1955

Applies in Zone C

**(a) ALLEGHENY BRANCH
BRIDGE**

Trailing hand-operated switch in No. 1 track, 3750 feet north of Mile Post 131, leading to Retail track equipped with pipe connected derail.

Facing hand-operated switch in No. 1 track, 5200 feet north of Mile Post 131, leading to Oil City Mill track equipped with pipe connected derail.

Facing hand-operated switch in No. 1 track, 5870 feet north of Mile Post 131, leading to Water Works track equipped with pipe connected derail.

Trailing hand-operated switch in No. 2 track, 3770 feet north of Mile Post 131, leading to Outbound Power track equipped with pipe connected derail.

Trailing hand-operated switch in No. 2 track, 3510 feet north of Mile Post 131, leading to Inbound Power track equipped with pipe connected derail.

Applies in Zone D

**(b) SALAMANCA BRANCH
RO—EAGLE ROCK**

Paragraph (j) of General Order No. 701 referring to a speed of 20 miles per hour between Mile Post 6 and $\frac{1}{2}$ mile north of Mile Post 7, annulled.

W. G. PFOHL,
Superintendent.

**THE PENNSYLVANIA RAILROAD
CONEMAUGH DIVISION**

Pittsburgh, Pa., January 11, 1955.

GENERAL ORDER NO. 709

Effective 9.01 A.M., Monday, January 17, 1955

Applies in All Zones

**(a) MEDICAL OFFICERS AND SURGEONS
FREEPORT**

Office of Dr. Louis C. Lippert, Part-Time Medical Officer, closed.

Office of P.R.R. Medical Officer, located in Passenger Station:

Office hours on second and fourth Thursday by appointment through Medical Officer, Pennsylvania Station, Pittsburgh.

Special Instruction 100R-2A, changed.

Applies in Zone A

**(b) ALLEGHENY BRANCH
ARNOLD—BRAEBURN**

Automatic Highway Crossing Signals protecting Highway Grade Crossing located 1300 feet north of Mile Post 22, in service.

Automatic Highway Crossing Signals protecting Highway Grade Crossing located 335 feet south of Mile Post 23, for movements on main tracks and siding, in service.

Track circuits which operate the highway crossing signals on siding extend approximately 70 feet north of and approximately 70 feet south of crossing.

Trains and engines using siding must stop on track circuit and crew must assure themselves that the crossing protection is operating before proceeding over crossing.

Special Instruction 1103-A2, changed.

**W. G. PFOHL,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
CONEMAUGH DIVISION**

Pittsburgh, Pa., January 27, 1955.

GENERAL ORDER NO. 710

Effective 9.01 A.M., Tuesday, February 8, 1955

Applies in Zone A

**(a) PROTECTION FOR PUBLIC HIGHWAY
CROSSINGS AT GRADE**

MAIN LINE

TARENTUM

Trains and engines using Tarentum Builders Supply Company track at Fourth Avenue, Tarentum, must have a member of train crew equipped with red flag by day and red lantern and white lantern during hours of darkness precede each movement of car or engine over crossing.

Special Instruction 1103-C1, changed

**(b) AUTOMATIC HIGHWAY CROSSING PROTECTION
MAIN LINE
BRACKENRIDGE**

Automatic Highway Crossing Signals protecting movements on main tracks at Morgan Street Highway Grade Crossing located 450 feet west of Mile Post 55 in service for movements on yard track.

Track circuits which operate the highway crossing signals on yard track extend approximately 70 feet east of and approximately 70 feet west of crossing.

Trains and engines using yard track must stop on track circuit and crew must assure themselves that the crossing protection is operating before proceeding over crossing.

Special Instruction 1103-A2, changed.

**(c) BUTLER SECONDARY TRACK
SUMMIT**

Summit Eastward Siding blocked with cars.

Applies in Zone B

**(d) MAIN LINE
PINE RUN**

Conductor or engineman of a train or engine must secure permission from Signalman at GI, or from Signalman at AJ when GI is not in service, before entering west end of Pine Run Eastward Siding.

Applies in Zone D

**(e) SALAMANCA BRANCH
TIONESTA—WEST HICKORY**

Trains and engines must not exceed a speed of 30 miles per hour between Mile Post 22 and Mile Post 23, account track condition.

Special Instruction 1157-F1, changed.

Paragraph (k) of General Order No. 701, annulled.

Applies in Zone E

**(f) LOW GRADE SECONDARY TRACK
AW**

AW Siding blocked with cars between Switch 2 and Switch 3.

**(g) LOW GRADE SECONDARY TRACK
DB**

DB Siding blocked with cars.

W. G. PFOHL,
Superintendent.

**THE PENNSYLVANIA RAILROAD
CONEMAUGH DIVISION**

Pittsburgh, Pa., February 15, 1955.

GENERAL ORDER NO. 711

Effective 12.01 A.M., Wednesday, February 23, 1955.

Applies in Zone A

**(a) BUTLER SECONDARY TRACK
JB—VO**

Butler Secondary Track controlled by Truxall.
Special Instruction 1151-D1, changed, and Note 13 thereto, annulled.

KD, WA and JB Block-Limit Stations controlled by Truxall.

Page 3, changed.

Dilks and Summit Eastward Sidings in charge of Signalman at Truxall.

Special Instruction 1151-E1, changed, and Note 5 thereto, annulled.

Applies in Zone B

**(b) MAIN LINE
GI**

GI Block and Interlocking Station closed.

GI Interlocking remains in service and Interlocking Rules remain in effect.

Trains and engines finding a home signal at GI displaying Stop Signal (Rule 292) must communicate with signalman at Truxall for instructions.

Page 3, changed.

Paragraph (a) of General Order No. 706, annulled.

**(c) MAIN LINE
PINE RUN**

Pine Run Eastward Siding in charge of Signalman at Truxall.

Special Instruction 1151-E1, changed, and Note 1 thereto, annulled.

Paragraph (d) of General Order No. 710, annulled.

W. G. PFOHL,
Superintendent.

**THE PENNSYLVANIA RAILROAD
CONEMAUGH DIVISION**

Pittsburgh, Pa., March 1, 1955.

GENERAL ORDER NO. 712

Effective 9.01 A.M., Tuesday, March 8, 1955

Applies in Zone D

**(a) CHAUTAUQUA BRANCH
NO—BRIDGE**

Trailing hand-operated switch in No. 1 track 1725 feet north of Oil City Passenger Station leading to Center Street Cabin track, out of service.

Facing hand-operated crossover in No. 2 track 900 feet north of Oil City Passenger Station leading to Erie Railroad track, out of service.

Trailing hand-operated switch in No. 1 track 410 feet north of Oil City Passenger Station leading to Depot Spur track, out of service.

Trailing hand-operated switch in No. 2 track 340 feet south of Oil City Passenger Station leading to Depot Spur track, out of service.

Trailing hand-operated switch in No. 2 track 475 feet south of Oil City Passenger Station leading to Valley Nos. 1 and 2 tracks, out of service.

**(b) CHAUTAUQUA BRANCH
OIL CITY—BRIDGE**

Position light distant signal No. C-01 located on overhead signal bridge 640 feet south of Oil City Passenger Station, governing southward movements on No. 2 track relocated on ground mast to a point 220 feet south of Oil City Passenger Station.

W. G. PFOHL,
Superintendent

**THE PENNSYLVANIA RAILROAD
CONEMAUGH DIVISION**

Pittsburgh, Pa., March 21, 1955

GENERAL ORDER NO. 713

Effective 12.01 A.M., Thursday, March 31, 1955.

Applies in All Zones

(a) FREIGHT TRAIN OPERATION

Special Instruction 1155-A1, changed.

Special Instruction 1155-A3, added.

Special Instruction 1155-C8, annulled.

Sticker pages 40, 41 and 42 attached to sticker form of this General Order must be detached and pasted over corresponding pages in time-table.

W. G. PFOHL,
Superintendent.

**THE PENNSYLVANIA RAILROAD
CONEMAUGH DIVISION**

Pittsburgh, Pa., April 1, 1955.

GENERAL ORDER NO. 714

Effective 12.01 A.M., Tuesday, April 12, 1955

Applies in Zone B

(a) MAIN LINE

JD (Pgh. Div.)—MILE POST 0.

Trains and engines must not exceed a speed of 35 miles per hour on all curves between JD (Pgh. Div.) and Mile Post 0.

Speed-limit sign not in service.

Special Instruction 1157-F1, changed.

(b) EQUIPMENT RESTRICTIONS

MAIN LINE

BLAIRSVILLE

Engines of all classes are restricted from operating over track scales at Blairsville.

Applies in Zone C

(c) ALLEGHENY BRANCH

MH

MH Block Station in service part time as follows:

11.00 A.M. to 7.00 P.M., daily except Saturday and Sunday.

Page 5, changed.

(d) ALLEGHENY BRANCH

RH—BRIDGE

Trailing hand-operated switch in No. 1 track, 1300 feet north of Mile Post 131, leading to Farms Service Mill track, out of service.

**W. G. PFOHL,
Superintendent.**

CONEMAUGH DIVISION



JUNE 1951

PERFECT

SAFETY

MONTH

THE PENNSYLVANIA RAILROAD
Change in Rules for Conducting Transportation
Effective December 5, 1954

THE PENNSYLVANIA RAILROAD
Change in Brake and Train Air Signal Instructions
Effective December 5, 1954

14. ENGINE WHISTLE SIGNALS

Passenger trains—A continuous blast of engine whistle is an emergency signal for trainmen to apply air and hand brakes on train.

NOTE—The signals prescribed are illustrated “o” for short sounds; “—” for longer sounds. The sound of the whistle should be distinct with intensity and duration proportionate to the distance signal is to be conveyed. (December 5, 1954)

(m) ————— Approaching non-stop stations where
mail is caught or delivered.
December 5, 1954

Rule 19-b (No. 99-D-1)
Annulled December 5, 1954

LIGHTHOUSE FOR THE IRON HORSE

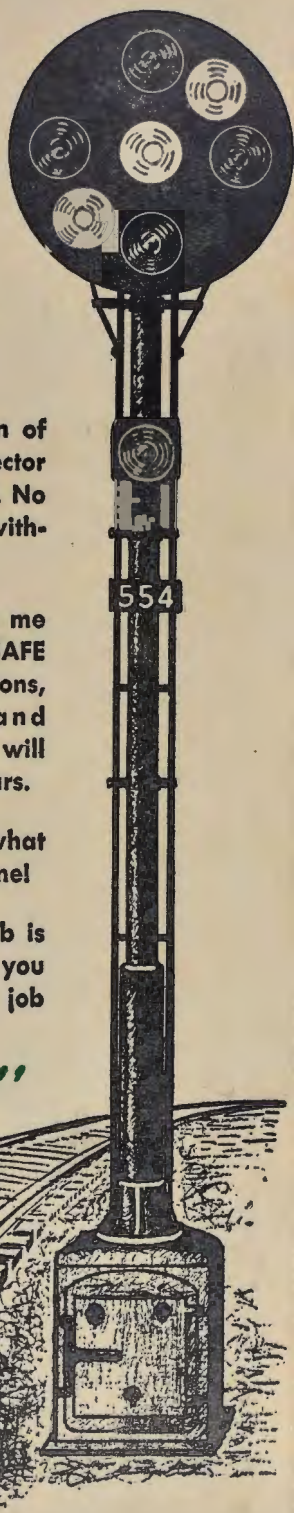
"I am Mr. Signal — the guardian of the track ahead. I am your protector and the guardian of your SAFETY. No one can cheat on my indications without serious consequences.

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

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

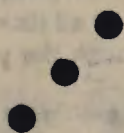
Always remember that NO job is of such great importance that you cannot take the time to do that job SAFELY."

"Safety First"



THINK

**You bet your LIFE
when you gamble
with SAFETY**



**Think of what may
happen if you
LOSE**

SAFETY FIRST