

THE PENNSYLVANIA RAILROAD

CENTRAL REGION

PITTSBURGH 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.

N. L. FLECKENSTINE,
Superintendent.

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Daria Phoebe Brashear**

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2024

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Superintendent.

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MAIN LINE								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned direction, Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		ALTOONA.....	236.3			
				SLOPE (Mid. Div.).....	237.2			
				DIVISION POST (Mid. Div.).....	237.8			
X	X	X-O		MG.....	243.4			
X				BENNY.....	246.4			
X				SF.....	247.4			
				GALLITZIN.....	248.2			
X				UN.....	248.4			
X	X	X-O		AR.....	248.4			
X	X	X-O		MO.....	250.5			
				CRESSON.....	251.0			
				LILLY.....	254.0			
X				BC.....	256.7			
X	B	B-O		NY.....	259.1			
X				W.....	264.1			
X	X	X-O		SO.....	266.1			
X				AO.....	271.2			
				CONEMAUGH.....	272.6			
X	X	X-O		C.....	273.2			
X				JW.....	274.5			
				JOHNSTOWN.....	275.1			
X	X	X-O		SG.....	277.8			
		★		BW.....	280.4			
		★		DP.....	283.2			
		★		CV.....	287.4			
				NEW FLORENCE.....	288.7			
X	X	X-O		JD.....	290.6			
				TORRANCE.....	299.9			
X				MILLWOOD.....	305.6			
				DERRY.....	307.8			
X	X	X-O		DR.....	307.8			
				LATROBE.....	312.3			
X	X	X-O		KR.....	312.7			
				DONOHUE.....	317.6			
B	B	B-O		SW.....	321.4			
				GREENSBURG.....	322.1			
X	X	X-O		RADEBAUGH.....	323.9			
				RG.....	325.0			
				GRAPEVILLE.....	325.8			
				JEANNETTE.....	326.3			
				PENN.....	327.8			
				MANOR.....	329.3			
				SHAFTON.....	330.7			
				IRWIN.....	331.6			
X	X	X-O		CP.....	332.7			
				LARIMER.....	332.9			
				ARDARA.....	334.2			
				TRAFFORD.....	336.3			
X	X	X-O		SZ.....	336.5			
X				UJ.....	337.5			
				PITCAIRN.....	337.9			
				SPRING HILL.....	338.1			
X	X	X-O		WILMERDING.....	339.8			
				WG.....	339.7			
				TURTLE CREEK.....	340.3			
X				PERRY.....	340.5			
				EAST PITTSBURGH.....	340.8			
X	X	X-O		R.....	341.6			
				BESSEMER.....	342.2			
				BRADDOCK.....	342.9			
				COPELAND.....	343.5			
				HAWKINS.....	344.1			
				SWISSVALE.....	345.0			
X				WK.....	345.5			
				EDGEWOOD.....	345.8			
				WILKINSBURG.....	346.5			
				HOMEWOOD.....	347.4			
X	X	X-O		CM.....	347.8			
				EAST LIBERTY.....	348.6			
				ROUP.....	349.4			
				SHADYSIDE.....	349.9			
B	B	B-O		DV.....	350.8			
X	X	X		PITT.....	352.7			
				PITTSBURGH.....	353.1			
X	X	X		PH.....	353.2			
X	X	X		US.....	353.2			

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone in service.

BENNY, UN, BW, DP and CV are emergency block stations, and will be in service only when opened by train order.

★ Applies on No's. 5 and 6 tracks when in service.

Distance—Altoona to Pittsburgh is 113.8 miles.

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

Station	Hours in service
NY	7.01 A. M. Monday to 7.01 A. M. Saturday, except closed 7.01 A. M. November 25 to 7.01 A. M. November 26.
SW	
DV	

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
Benny	AR
SF	AR
UN	AR
BC	NY
W	SO
AO	C
JW	C
Millwood	DR
UJ	SZ
Perry	WG
WK	CM

NEW PORTAGE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Wye	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O	.....	WYE (Mid. Div.)				
.....	DIVISION POST (Mid. Div.)	4			
.....	DU	8.7			
.....	MS	7.3			
.....	AH	11.8			
.....	PS	13.8			
X	X	.....	SF	15.8			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

DU, MS, AH and PS are emergency block stations, and will be in service only when opened by train order.

Block Stations—Remote controlled, as follows:

Block Station	Controlled by
SF	AR

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
SF	AR

IRVONA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cresson	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				CRESSON.....	2.0			
				YARD LIMIT.....	3.0			
				PENNA. NO. 16.....	13.2			65
				CONDON.....	18.0			65
				SANDY RUN.....	18.0			60
				VAN ORMER.....	26.6			
				IRVONA JUNCTION.....	26.6			
				IRVONA.....	26.9			
				COALPORT (R. R. St.).....	29.2			
				HEVERLY.....	31.5			
				BLANDBURG (Stroud Jet.).....	39.4			

The direction from Cresson to Blandburg is northward.

SOUTH FORK BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Station Signals	Distance from W	Sidings Assigned direction. Car Capacity 50 ft. cars		
							North	South	Both
X		X		W.....	FK	1.5			
			X	SOUTH FORK.....		2.1			
				JK.....		4.2			
				ST. MICHAEL.....		5.7			60
			X	LOVETT.....		5.8			
			X	LV.....		13.8			
				HC.....					

NOTE—X indicates in service continuously.

Block Stations—Remote controlled, as follows:

Block Station	Controlled by
W	SO

The direction from W to HC is southward.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
JK LV HC	FK SO when FK is not in service.

NOTE—Train order offices other than Block Stations in service part-time as follows:

Station	Hours in Service
FK	7:00 A. M. Monday to 7:00 A. M. Saturday except closed 7:00 A. M. November 25 to 7:00 A. M. November 26.

PAINT CREEK AND SHADE CREEK BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from HC	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
			X	HC (South Fork Branch).....	1.1			
				PAINT CREEK BR. JCT.....	1.8			
				SHADE CREEK BR. JCT.....	13.3			45
				HUSKIN SIDING.....	16.9			
				CAIRNBROOK.....	18.2			
				CENTRAL CITY.....				

The direction from Paint Creek Br. Jct. to Central City is southward.

ALEXANDRIA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Donohoe	Sidings Assigned direction; Car Capacity 50 ft. cars		
						North	South	Both
				DONOHOE				
				JAMISON NO. 2 JCT.	3.7			

The direction from Donohoe to Jamison No. 2 Jet. is northward.

TURTLE CREEK BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from SZ	Sidings Assigned direction; Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		SZ				
				TRAFFORD	0.1			
				NORTH TRAFFORD	0.5			
			X	BY	0.9			
				MURRYSVILLE	6.0			
			X	EXPORT	10.1			
				JG	10.3			
			X	SLICKVILLE	17.5			
				ER	18.9			

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

The direction from SZ to ER is eastward.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
BY JG ER	SZ

PORT PERRY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Perry	Sidings Assigned direction; Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		PERRY				
X				U. JCT.	1.1			
X	X	X		PG	3.1			

NOTE—X indicates in service continuously.

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
Perry	WG
U Jct.	R

BRILLIANT BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from CM	Sidings Assigned direction: Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		CM DIV. POST (Conemaugh Div.)	1.9			
				UY (Conemaugh Div.)	2.3			

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

MONONGAHELA BRANCH MONONGAHELA SECONDARY TRACKS

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Monon	Sidings Assigned direction: Car Capacity 50 ft. cars		
						North	South	Both
				PITTSBURGH				
X	X	X		MONON (P. H. Div.)				
X	X	X		DIV. POST (P. H. Div.)	0.2			
				OB	2.7			
				HAYS	4.8			
				HOMESTEAD	6.4			
X	X	X		KENNY	9.3			
*X	*X	*X		PG	10.1			
				DUQUESNE	10.8			
				SOUTH DUQUESNE	11.6			
B	B	B		CR	13.7			
				DRAVOSBURG	14.4			
				WILSON	17.4			
				PETERS CREEK JCT.	17.7			
				CLAIRTON	19.0			
				WEST ELIZABETH	20.8			
				FLOREFFE	22.1			
				ELRAMA	22.8			
				SHIRE OAKS	23.7			
X	X	X		H	25.0			
				COURTNEY	27.0			
				MONONGAHELA	29.8			
B	B	B		MC	29.9			
				DONORA	34.2			
				WEST MONESSEN	38.4		72	
				CHARLEROI	39.5			
				BELLE VERNON	40.9			
				ALLENPORT	43.5			
				ROSCOE	45.6			
				CALIFORNIA	48.9			
				WEST BROWNS- VILLE JCT.	51.8			
X	X	X		BF	52.4			

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

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

The distance from Pittsburgh to Monon is 1.0 mile.

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

Station	Hours in service
CR	6.01 A. M. Monday to 6.01 A. M. Sunday.
MC	7.01 A. M. Monday to 7.01 A. M. Saturday, except closed 7.01 A. M. November 25 to 7.01 A. M. Novem- ber 26.

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
Kenny	PG

PETERS CREEK BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Peters Creek Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				PENNMONT.....	7.4			
				GOULD.....	8.0			

The direction from Pennmont to Gould is southward.

BROWNSVILLE JUNCTION WYE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from West Brownsville Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		BF.....	0.6			
				BROWNSVILLE JCT.....	0.7			

NOTE—X indicates in service continuously.

The direction on both legs of wye from connection with Monongahela Secondary Tracks to connection with Monongahela Railway is southward.

HEMPFIELD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Hempfield Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				HEMPFIELD JCT.....				
				SINCLAIR.....	1.0			
				ADAMSBURG JCT.....	4.8			
				HERMINIE.....	8.6			
				COWANSBURG.....	11.6			
				LOWBER.....	12.3			
				GRATZTOWN.....	14.2			

YUKON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Yukon Branch Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				YUKON JCT.....				
				WHYEL JCT.....	4.0			
				HUNTER RUN JCT.....	6.4			
				COWANSBURG.....	11.7			

REDSTONE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Monon	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		BF	52.4			
				LINN.....	53.7			
				GRINDSTONE JCT.....	56.3			
			X	FH	59.5			82
				WALTERSBURG.....	61.8			
				KEISTER JCT.....	62.2			
		B	B	VANCE MILL JCT.....	65.0			55
				RS	68.4			

NOTE—X indicates in service continuously.

B indicates in service part-time, as follows:

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

Station	Hours in Service
RS (Block Station)	2:00 P. M. to 10:00 P. M. Daily, except Sunday.
RS (Block-Limit Station)	10:00 P. M. to 2:00 P. M. Daily 2:00 P. M. to 10:00 P. M. Sunday.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
FH	BF
RS	County

ELLSWORTH SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from MC	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
B	B			MC				
				FRYE SIDING.....	0.8			72
				HAZEL KIRK STORAGE.....	2.9			
				PIGEON CREEK STORAGE.....	6.5			
				JONES SIDING.....	7.2			46
				BENTLEYVILLE.....	9.7			
				ELLSWORTH SIDING.....	11.0			67
				COKEBURG JCT.....	11.9			
				SCENERY HILL.....	14.0			48
				MARIANNA.....	19.2			

NOTE—X indicates in service continuously.

B indicates in service part-time.

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

Station	Hours in Service
MC	7.01 A. M. Monday to 7.01 A. M. Saturday, except closed 7.01 A. M. November 25 to 7.01 A. M. November 26.

SOUTHWEST SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from SW	Sidings Assigned direction Car Capacity 50 ft. cars			
						North	South	Both	
B	B	B		SW					
X	X	X		SOUTH GREENSBURG	1.9				
				COUNTY	2.4				
			X	YOUNGWOOD	5.3				
				YU	5.5				
			X	YUKON JCT.	8.8				
				HN	8.9				
				TARR	12.1				
				SCOTTDALE JCT.	16.7				
				SCOTTDALE	17.3			68	
				BROADFORD JCT.	17.5				
			X	SY	17.6				
				CONNELLSVILLE	24.5				
			X	OPOSSUM RUN JCT.	24.9				
				NJ	25.0				
				DUNBAR	28.2				
				GIST SIDING	30.9			66	
		B	B	RS	36.3				
			X	VA	37.1				
				FAIRCHANCE JCT.	42.6				
				FAIRCHANCE	44.1				
				END OF TRACK	44.8				
NOTE—X indicates in service continuously. B indicates in service part-time.									
Interlockings and Interlocking, Block and Block-Limit Stations in service part-time, as follows:									
Station				Hours in Service					
SW				7.01 A. M. Monday to 7.01 A. M. Saturday, except closed 7.01 A. M. November 25 to 7.01 A. M. November 26.					
RS (Block Station)				2:00 P. M. to 10:00 P. M. Daily, except Sunday.					
RS (Block-Limit Station)				10:00 P. M. to 2:00 P. M. Daily. 2:00 P. M. to 10:00 P. M. Sunday.					
Block-Limit Stations controlled, as follows:									
Block-Limit Station				Controlled by					
YU HN SY NJ RS				County					
VA				RS County when RS is not in service.					
RADEBAUGH SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from RG	Sidings Assigned direction Car Capacity 50 ft. cars			
						North	South	Both	
X	X	X		RG					
				RADEBAUGH SIDING	1.1			124	
				HEMPFIELD JCT.	2.2				
X	X	X		COUNTY	3.9				
NOTE—X indicates in service continuously.									

COAL LICK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from VA	Sidings Assigned direction Car Capacity 50 ft. Cars		
						North	South	Both
			X	VA				
				UNIONTOWN	0.5			
				RAINEY JCT.	1.4			
			X	SL ♦	2.0			

NOTE—X indicates in service continuously.

♦ indicates Block-Limit Station for Northward Trains Only.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
VA	RS COUNTY when RS is not in service.
SL	RS COUNTY when RS is not in service.

WEST BROWNSVILLE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from West Brownsville Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		BF				
				WEST BROWNSVILLE JCT.	1.2			
				WEST BROWNSVILLE	3.6			
				DENBO	5.8			
				VESTA SIDING	9.2			75
				MILLSBORO SIDING	10.1			61
				TEN MILE RUN JCT.				

NOTE—X indicates in service continuously.

CRESSON SECONDARY TRACK								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cresson	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
		X-O		CRESSON.....				
				EP.....	1.3			
				MUNSTER.....	3.6			149
			X	EBENSBURG JCT.....	6.0			50
				KY.....	6.1			
				LORETTO ROAD.....	6.9			
			X	BRADLEY JUNCTION.....	11.3			75
				DF.....	11.3			
				ECKENRODE MILL.....	15.3			
				PATTON.....	18.2			37
			X	PU.....	18.4			
				HASTINGS JCT.....	25.7			80
			X	RE.....	26.2			
				WESTOVER.....	28.0			
				WELSHDALE.....	30.2			
				LA JOSE.....	34.7			
			X	LJ.....	34.8			
				MAHAFFEY JCT.....	38.6			
				McGEES JUNCTION.....	40.6			
			X	HM.....	40.8			
				McGEES.....	40.9			
				BEAR RUN JCT.....	43.7			
			X	K.....	46.4			
				HILLMAN.....	46.6			
				ELBEL.....	50.4			
				CLOE.....	53.0			
				ELK RUN JCT.....	54.8			
				PUNXSUTAWNEY.....	55.3			
			X	RU.....	55.3			
				LINDSEY.....	57.1			
				FORDHAM.....	63.3			
NOTE—X indicates in service continuously. O indicates trainphone in service.								
Block-Limit Stations controlled, as follows:								
Block-Limit Station				Controlled by				
KY DF PU RE LJ HM K RU				EP				

SUSQUEHANNA SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cresson	Sidings Assigned direction, Car Capacity 50 ft. cars		
						North	South	Both
			X-O	CRESSON..... EP.....				
			X	BRADLEY JUNCTION.....	11.3			
				DF.....	11.3			
			X	DISHART.....	14.7			43
				IR.....	15.6			
				CARROLLTOWN.....	17.0			
				LUTHER JCT.....	18.3			
				BAKERTON.....	18.7			
				STERLING JCT.....	20.4			
			X	BN.....	21.4			65
			X	SPANGLER.....	21.9			
				WC.....	23.3			
			X	BARNESBORO.....	23.4			
				JA.....	25.3			
				MOSS CREEK JCT.....	25.4			
				GARMAN.....	25.8			
				EMIGH RUN JCT. N.Y.C.....	27.1			
			X	CHERRY TREE JCT.....	28.5			
				CJ.....	28.5			
			X	CHERRY TREE.....	28.8			
				DC.....	28.8			

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

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
DF IR BN WC JA CJ DC	EP

BLACK LICK SECONDARY TRACK								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cresson	Sidings Assigned direction, Car Capacity 50 ft. cars		
						West	East	Both
		X-O		CRESSON..... EP.....				
			X	EBENSBURG JCT..... KY..... WINTERSET..... EBENSBURG.....	6.0 6.1 7.9 10.9			
			X	FL..... BEULAH..... NW..... NANTYGLO..... TWIN ROCKS.....	10.9 13.5 18.2 18.2 20.0			55 72
			X	SR..... VINTONDALE.....	22.6 23.5			74 40
			X	VF..... REXIS JCT..... RITTER.....	24.0 24.0 24.2			28
			X	CH..... NI..... JOSEPHINE (B. & O. Jct.).....	35.1 41.8 41.8			46 50
			X	ZD..... BLACK LICK (Cgh. Div.).....	42.9 42.9			
NOTE—X indicates in service continuously. O indicates trainphone in service.								
Block-Limit Stations controlled, as follows:								
Block-Limit] Station				Controlled by				
KY FL NW SR VF CH NI ZD				EP				

SOUTH FORK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from HC	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
			X	HC (South Fork Branch)				
				PAINT CREEK BR. JCT.	1.1			
				SCALP LEVEL	1.7			
				WINDBER	2.7			
				WINDBER JCT.	2.8			
				END OF TRACK	6.6			

NOTE—X indicates in service continuously.

UNITY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from KR	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		KR (Main Line)				
				MANITO 21 CROSSING	3.1			
				PALMERS	3.8			
				HOSTETTER	4.6			

NOTE—X indicates in service continuously.

No. 0 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from CP	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		CP (Main Line)				
				YOUGHIOGHENY JCT.	1.9			
				SHAFTON	1.8			

NOTE—X indicates in service continuously.

TURTLE CREEK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from ER	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
			X	ER (Turtle Creek Branch)				
				ELRICO	.1			
				DIVN. POST CGH. DIVN.	2.6			
				SALTSBURG (Cgh. Div.)	3.1			

NOTE—X indicates in service continuously.

ALTOONA TO PITTSBURGH

STATIONS	FIRST CLASS			
	±021	031	01	03
	DAILY EX. SUN.	DAILY	DAILY	DAILY
	A. M.	A. M.	A. M.	A. M.
ALTOONA (Mtd. Div.).....	# 12.07	# 12.17	# 12.50	#U 1.40
SLOPE.....	12.10	12.20	12.53	1.43
MC.....	12.22	12.32	1.06	1.55
GALLITZIN.....	12.33	12.43	1.16	2.07
MO.....	12.36	12.46	1.19	2.10
CRESSON.....				
NY.....	12.43	12.53	1.26	2.17
SO.....	12.50	1.00	1.33	2.24
C.....	1.00	1.10	1.43	2.34
JOHNSTOWN.....				
SG.....	1.06	1.16	1.49	2.40
JD.....	1.19	1.29	2.02	2.53
TORRANCE.....	1.29	1.39	2.12	3.03
DERRY.....				
DR.....	1.36	1.46	2.19	3.10
LATROBE.....				
KR.....	1.41	1.51	2.24	3.15
DONOHUE.....				
SW.....	1.49	1.59	2.32	3.23
GREENSBURG.....				
RADEBAUGH.....				
RG.....	1.53	2.03	2.36	3.27
GRAPEVILLE.....	Will Not			
JEANNETTE.....	Run			
PENN.....	Nov. 26,			
MANOR.....	Nov. 27,			
SHAFTON.....	Dec. 25,			
IRWIN.....	Jan. 1.			
LARIMER.....	2.01	2.11	2.44	3.34
ARDARA.....				
TRAFFORD.....	2.04	2.14	2.47	3.37
PITCAIRN.....				
WILMERDING.....				
WG.....	2.08	2.18	2.51	3.41
TURTLE CREEK.....				
EAST PITTSBURGH.....				
R.....	2.11	2.21	2.54	3.44
BESSEMER.....				
BRADDOCK.....				
COPELAND.....				
HAWKINS.....				
SWISSVALE.....	2.17	2.26	3.00	3.49
EDGEWOOD.....				
WILKINSBURG.....				
HOMEWOOD.....				
CM.....	2.21	2.30	3.04	3.53
EAST LIBERTY.....				
ROUP.....				
SHADYSIDE.....				
DV.....	2.25	2.34	3.08	3.57
PITT.....	2.29	2.38	3.12	4.01
PITTSBURGH.....	\$ 2.32	\$ 2.41	\$ 3.15	\$ 4.05
Arrive	A. M.	A. M.	A. M.	A. M.
	21	31	1	3

FIRST CLASS

039	71	#031	#67	#033	#35
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
A. M.	EX. SUN.	EX. SAT. & SUN.	A. M.	EX. SAT. & SUN.	EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
U 2.03	2.29		4.14		4.25
2.06	2.32		4.17		4.28
2.18	2.44		4.29		4.40
2.30	2.55		4.41		4.52
2.33	2.57		4.44		4.55
2.41	3.05	Will Not Run	4.52	Will Not Run	5.02
2.49	3.12	Nov. 25.	5.00	Nov. 25.	5.09
2.59	3.22		5.10		5.19
K 3.01					S 5.26
3.05	3.30		5.16		5.30
3.18	3.43		5.29		5.43
3.28	3.53		5.39		S 5.54
		S 5.20		S 5.50	
3.35	4.00	5.25	5.46	5.54	6.04
		S 5.31	S 5.50	S 6.00	S 6.11
3.40	4.05	5.33	5.51	6.02	6.13
		S 5.39			
3.48	4.13	5.44	5.59	6.13	6.23
		S 5.48	S 6.02	S 6.17	S 6.27
		S 5.53		F 6.22	
3.52	4.17	5.55	6.06	6.24	6.33
		S 5.57		F 6.26	
		S 5.59		S 6.28	Will Not Run
		S 6.03		S 6.32	
		S 6.07		S 6.36	Nov. 26,
		S 6.10		S 6.39	Nov. 27,
		S 6.13		S 6.42	Dec. 25,
4.00	4.25	S 6.18	6.14	S 6.46	6.41
				S 6.48	Jan. 1.
4.03	4.28	S 6.23	6.18	S 6.51	6.45
		S 6.26		S 6.54	
		S 6.29		S 6.58	
4.07	4.32	6.31	6.23	6.59	6.49
		S 6.33		S 7.01	
		S 6.35		S 7.03	
4.11	4.35	6.37	6.27	7.05	6.53
		S 6.38		S 7.06	
		S 6.40		S 7.08	
		S 6.42		S 7.10	
		S 6.45		S 7.12	
4.17	4.39	S 6.47	6.33	S 7.15	6.59
		S 6.50		S 7.17	
		S 6.53		S 7.19	
		S 6.56		S 7.22	
4.22	4.43	6.58	6.38	7.23	7.04
		S 6.59	S 6.39	S 7.25	S 7.10
		S 7.02		S 7.27	
		S 7.04		S 7.29	
4.26	4.47	7.06	6.44	7.30	7.15
4.30	4.51	7.10	6.48	7.34	7.20
S 4.33	S 4.54	S 7.13	S 6.53	S 7.37	S 7.25
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
39	71	631	67	633	35

ALTOONA TO PITTSBURGH

STATIONS	FIRST CLASS			
	#0635	#0513	#0941	#0637
	DAILY	DAILY	DAILY	DAILY
	EX. SAT. & SUN.	EX. SAT. & SUN.	EX. SAT. & SUN.	EX. SUN.
Leave	A. M.	A. M.	A. M.	A. M.
ALTOONA (Mld. Div.).....				
SLOPE.....				
MG.....				
GALLITZIN.....				
MO.....				
CRESSON.....	Will Not	Will Not	Will Not	Will Not
NY.....	Run	Run	Run	Run
SO.....	Nov. 25.	Nov. 25.	Nov. 25.	Nov. 25,
C.....				Dec. 25,
JOHNSTOWN.....				Jan. 1.
SG.....				
JD.....				
TORRANCE.....				
DERRY.....	\$ 6.15			\$ 6.25
DR.....	6.19			6.29
LATROBE.....	\$ 6.25			\$ 6.35
KR.....	6.27			6.37
DONOHOE.....				F 6.45
SW.....	6.39			6.50
GREENSBURG.....	\$ 6.42			\$ 6.54
RADEBAUGH.....				\$ 6.59
RG.....	6.46			7.01
GRAPEVILLE.....				\$ 7.03
JEANNETTE.....	\$ 6.49			\$ 7.05
PENN.....				\$ 7.09
MANOR.....	\$ 6.55			\$ 7.13
SHAFTON.....				\$ 7.16
IRWIN.....	\$ 6.59			\$ 7.20
LARIMER.....	7.01			\$ 7.25
ARDARA.....				\$ 7.27
TRAFFORD.....	7.05			\$ 7.30
PITCAIRN.....		\$ 7.27		\$ 7.33
WILMERDING.....		\$ 7.29		\$ 7.37
WG.....	7.09	7.30		7.38
TURTLE CREEK.....		\$ 7.32		\$ 7.40
EAST PITTSBURGH.....	\$ 7.12	\$ 7.34		\$ 7.43
R.....	7.14	7.36		7.45
BESSEMER.....		\$ 7.37		\$ 7.46
BRADDOCK.....		\$ 7.39		\$ 7.48
COPELAND.....		\$ 7.41		\$ 7.50
HAWKINS.....				\$ 7.52
SWISSVALE.....	7.21	\$ 7.45		\$ 7.54
EDGEWOOD.....		\$ 7.47		\$ 7.56
WILKINSBURG.....	\$ 7.25	\$ 7.50		\$ 7.59
HOMESWOOD.....		\$ 7.53		\$ 8.02
CM.....	7.28	7.55	7.56	8.03
EAST LIBERTY.....	\$ 7.30		\$ 7.58	\$ 8.05
ROUP.....			\$ 8.00	\$ 8.07
SHADYSIDE.....			\$ 8.02	\$ 8.09
DV.....	7.35	7.58	8.03	8.10
PITT.....	7.39	8.02	8.07	8.14
PITTSBURGH.....	\$ 7.42	\$ 8.05	\$ 8.10	\$ 8.17
Arrive	A. M.	A. M.	A. M.	A. M.
	635	513	941	637

FIRST CLASS

		◇55	#913	#0521	#0641
		DAILY	DAILY	DAILY	DAILY
		EX. SAT.	EX. SAT.	EX. SAT.	EX. SAT.
		& SUN.	& SUN.	& SUN.	& SUN.
		A. M.	A. M.	A. M.	A. M.
		# 5.27			
		5.30			
		5.42			
		5.53			
		5.56			
		6.03	Will Not	Will Not	Will Not
			Run	Run	Run
		6.10	Nov. 25,	Nov. 25.	Nov. 25.
		6.20	Dec. 25,		
	S	6.23	Jan. 1.		
		6.27			
		6.40			
		6.50			
		6.57			S 7.22
					7.27
					S 7.33
		7.02			7.34
		7.10			7.45
					S 7.48
		7.14			7.53
					S 7.56
					S 8.02
					S 8.06
		7.21			8.08
		7.24		7.41	8.12
			S 7.45		
			S 7.49		
		7.27		7.50	8.16
			S 7.52		
			S 7.54		
		7.31		7.56	8.19
				S 7.59	
				S 8.01	
				S 8.03	
		7.36		S 8.06	8.24
				S 8.09	
				S 8.12	
				S 8.15	
		7.42	8.06	8.16	8.27
			S 8.08	S 8.18	S 8.29
			S 8.10	S 8.20	
			S 8.12	S 8.22	
		7.48	8.13	8.23	8.33
		7.52	8.17	8.27	8.37
	S	7.55	S 8.20	S 8.30	S 8.40
		A. M.	A. M.	A. M.	A. M.
		55	913	521	641

ALTOONA TO PITTSBURGH

STATIONS	FIRST CLASS	
	#61	#11
	DAILY EX. SUN. A. M.	DAILY EX. MON. A. M.
ALTOONA (Mld. Div.).....	#D 5.55	#E 6.51
SLOPE.....	5.58	6.54
MG.....	6.10	7.06
GALLITZIN.....	6.22	7.18
MO.....	6.25	7.21
CRESSON.....		
NY.....	6.32	7.28
SO.....	6.39	7.36
C.....	6.49	7.46
JOHNSTOWN.....	6.54	
SG.....	6.58	7.52
JD.....	7.11	8.05
TORRANCE.....	7.23	8.16
DERRY.....		
DR.....	7.34	8.25
LATROBE.....	D 7.39	
KR.....	7.40	8.30
DONOHUE.....		
SW.....	7.50	8.40
GREENSBURG.....	B 7.53	
RADEBAUGH.....		
RG.....	7.59	8.46
GRAPEVILLE.....	Will Not	
JEANNETTE.....	Run	
PENN.....	Nov. 26,	
MANOR.....	Nov. 27,	
SHAFTON.....	Dec. 25,	
IRWIN.....	Jan. 1.	
LARIMER.....	8.11	8.54
ARDARA.....		
TRAFFORD.....	8.14	8.58
PITCAIRN.....		
WILMERDING.....		
WG.....	8.18	9.02
TURTLE CREEK.....		
EAST PITTSBURGH.....	B 8.21	
R.....	8.23	9.05
BESSEMER.....		
BRADDOCK.....		
COPELAND.....		
HAWKINS.....		
SWISSVALE.....	8.30	9.09
EDGEWOOD.....		
WILKINSBURG.....		
HOMESWOOD.....		
CM.....	8.34	9.13
EAST LIBERTY.....	D 8.35	E 9.16
ROUP.....		
SHADYSIDE.....		
DV.....	8.42	9.21
PITT.....	8.46	9.25
PITTSBURGH.....	S 8.50	E 9.29
Arrive	A. M.	A. M.
	61	11

Pittsburgh Div. G. O. No. 711, Page 20, Column 2

Pittsburgh Div. G. O. No. 711, Page 20, Column 3

FIRST CLASS

#0519 DAILY EX. SAT. & SUN.	#13 DAILY EX. SUN.	#095 DAILY EX. SUN. & MON.	025 DAILY	#0527 DAILY EX. SAT. & SUN.
P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 12.30	E 1.20	2.20	
	12.33	1.23	2.23	
	12.45	1.37	2.35	
	\$ 12.58	1.50	2.46	
	1.01	1.55	2.49	
Will Not Run	\$ 1.07			
	1.15	2.04	2.56	Will Not
Nov. 25.	1.22	2.13	3.03	Run
	1.32	2.23	3.13	Nov. 25.
	\$ 2.05	E 2.40	\$ 3.18	
	2.09	2.48	3.22	
	2.25	3.02	3.35	
	\$ 2.40	3.13	3.45	
	2.55	3.22	3.52	
	\$ 3.08			
	3.10	3.28	3.57	
	3.20	3.40	4.05	
	\$ 3.50		\$ 4.07	
	3.56	3.45	4.13	
	E 4.11	Will Not		
	Will Not	Run		
	Run	Nov. 26,		
	Nov. 25,	Dec. 25,		
	R 4.21	Jan. 1.		
	4.24	3.55	4.21	
	Dec. 25,			
	R 4.34	3.59	4.24	4.26
\$ 3.50	Jan. 1.			\$ 4.29
\$ 3.54				\$ 4.31
\$ 3.55	4.39	4.08	4.28	4.32
\$ 3.58				\$ 4.38
\$ 4.01				\$ 4.35
4.03	4.47	4.07	4.32	4.37
\$ 4.06				\$ 4.39
\$ 4.07				\$ 4.41
\$ 4.09				\$ 4.43
\$ 4.10				\$ 4.45
\$ 4.12	4.53	4.14	4.37	\$ 4.47
\$ 4.14				\$ 4.49
\$ 4.17				\$ 4.52
\$ 4.20				\$ 4.55
4.21	4.58	4.18	4.41	4.56
\$ 4.23	\$ 5.00		\$ 4.43	\$ 4.58
\$ 4.25				\$ 5.00
\$ 4.27				\$ 5.01
4.28	5.10	4.22	4.47	5.02
4.32	5.15	4.26	4.51	5.06
\$ 4.35	\$ 5.20	E 4.30	\$ 4.55	\$ 5.10
P. M.	P. M.	P. M.	P. M.	P. M.
519	13	95	25	527

Pittsburgh Div. G. O. No. 711, Page 21, Column 1

ALTOONA TO PITTSBURGH

STATIONS	FIRST CLASS			
	#529 DAILY EX. SAT. & SUN.	#923 DAILY EX. SAT. & SUN.		
Leave	P. M.	P. M.		
ALTOONA (Mid. Div.).....				
SLOPE.....				
MG.....				
GALLITZIN.....				
MO.....				
CRESSON.....				
NY.....	Will Not	Will Not		
SO.....	Run	Run		
C.....	Nov. 25.	Nov. 25.		
JOHNSTOWN.....				
SC.....				
JD.....				
TORRANCE.....				
DEBBY.....				
DR.....				
LATROBE.....				
KR.....				
DONOHUE.....				
SW.....				
GREENSBURG.....				
RADEBAUGH.....				
RG.....				
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER.....				
ARDARA.....				
TRAFFORD.....	4.53			
PITCAIRN.....	\$ 4.57			
WILMERDING.....	\$ 5.01			
WG.....	5.02			
TURTLE CREEK.....				
EAST PITTSBURGH.....	\$ 5.12			
R.....	5.13			
BESSEMER.....	\$ 5.15			
BRADDOCK.....	\$ 5.17			
COPELAND.....	\$ 5.19			
HAWKINS.....	\$ 5.20			
SWISSVALE.....	\$ 5.22			
EDGEWOOD.....	\$ 5.25			
WILKINSBURG.....	\$ 5.27			
HOMESWOOD.....	\$ 5.30			
CM.....	5.31	5.56		
EAST LIBERTY.....	\$ 5.33	\$ 5.58		
ROUP.....	\$ 5.35			
SHADYSIDE.....	\$ 5.37			
DV.....	5.38	6.01		
PITT.....	5.42	6.05		
PITTSBURGH.....	\$ 5.45	\$ 6.08		
Arrive	P. M.	P. M.		
	529	923		

FIRST CLASS

			75	◇33	23
			DAILY	DAILY	DAILY
			P. M.	P. M.	P. M.
			4.50	5.58	# 8.29
			4.53	6.01	8.32
			5.05	6.13	8.44
			5.17	6.24	8.55
			5.20	6.27	8.58
			5.27	6.34	9.05
			5.34	6.41	9.12
			5.44	6.51	9.22
		\$	5.49		\$ 9.27
			5.53	6.57	9.31
			6.06	7.10	9.44
			6.16	7.20	9.55
			6.23	7.27	10.02
		\$	6.28		\$ 10.07
			6.30	7.32	10.09
			6.39	7.40	10.18
		\$	6.42		\$ 10.20
			6.48	7.44	10.25
			6.57	7.52	10.33
			7.00	7.55	10.36
			7.05	7.59	10.40
			7.08	8.02	10.43
			7.14	8.08	10.48
			7.18	8.13	10.52
		\$	7.20		\$ 10.55
			7.25	8.17	10.59
			7.30	8.20	11.03
		\$	7.35	\$ 8.23	\$ 11.06
			P. M.	P. M.	P. M.
			75	33	23

 G. O. No. 711, Page 23, Column 6
 Pittsburgh Div.

ALTOONA TO PITTSBURGH

STATIONS	FIRST CLASS			
	◇49	◇59	◇41	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	
ALTOONA (Mld. Div.).....	# 10.40	# 10.55	#U 11.07	
SLOPE.....	10.43	10.58	11.10	
MC.....	10.55	11.10	11.22	
GALLITZIN.....	11.06	11.21	11.33	
MO.....	11.09	11.24	11.36	
CRESSON.....				
NY.....	11.16	11.31	11.43	
SO.....	11.23	11.38	11.51	
C.....	11.33	11.48	12.01	
JOHNSTOWN.....				
SG.....	11.39	11.54	12.07	
JD.....	11.52	12.07	12.20	
TORRANCE.....	12.02	12.17	12.30	
DERRY.....				
DR.....	12.09	12.24	12.37	
LATROBE.....				
KR.....	12.14	12.29	12.42	
DONOHUE.....				
SW.....	12.22	12.37	12.50	
GREENSBURG.....				
RADEBAUGH.....				
RG.....	12.26	12.41	12.54	
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER.....	12.34	12.49	1.02	
ARDARA.....				
TRAFFORD.....	12.37	12.52	1.05	
PITCAIRN.....				
WILMERDING.....				
WG.....	12.41	12.56	1.09	
TURTLE CREEK.....				
EAST PITTSBURGH.....				
R.....	12.44	12.59	1.12	
BESSEMER.....				
BRADDOCK.....				
COPELAND.....				
HAWKINS.....				
SWISSVALE.....	12.50	1.05	1.18	
EDGEWOOD.....				
WILKINSBURG.....				
HOMESWOOD.....				
CM.....	12.54	1.09	1.22	
EAST LIBERTY.....				
ROUP.....				
SHADYSIDE.....				
DV.....	12.57	1.12	1.26	
PITT.....	1.01	1.16	1.30	
PITTSBURGH.....	S● 1.04	S 1.19	S 1.33	
Arrive	A. M.	A. M.	A. M.	
	49	59	41	

FIRST CLASS

				◇69	‡029
				DAILY	DAILY
				P. M.	P. M.
				11.17	11.28
				11.20	11.31
				11.32	11.43
				11.43	11.54
				11.46	11.57
				11.53	12.04
				12.00	12.11
				12.10	12.21
			\$	12.14	
				12.18	12.27
				12.31	12.40
				12.41	12.50
				12.48	12.57
				12.53	1.02
				1.01	1.10
				1.05	1.14
					Will Not Run Dec. 24, Dec. 25.
				1.13	1.22
				1.16	1.25
				1.20	1.29
				1.23	1.32
				1.29	1.38
				1.33	1.42
				1.37	1.46
				1.40	1.50
			\$	1.44	\$ 1.53
				A. M.	A. M.
				69	29

PITTSBURGH TO ALTOONA

STATIONS	FIRST CLASS			
	68	48	58	
Arrive	A. M.	A. M.	A. M.	
ALTOONA (Mid. Div.).....	S 2.35	D 2.45	S 3.07	
SLOPE.....	2.32	2.42	3.04	
MG.....	2.20	2.30	2.52	
GALLITZIN.....	2.09	2.19	2.41	
MO.....	2.05	2.15	2.38	
CRESSON.....				
NY.....	1.54	2.04	2.28	
SO.....	1.46	1.56	2.21	
C.....	1.36	1.46	2.11	
JOHNSTOWN.....				
SG.....	1.30	1.40	2.05	
JD.....	1.17	1.27	1.52	
TORRANCE.....	1.07	1.17	1.42	
DERRY.....				
DR.....	1.00	1.10	1.35	
LATROBE.....				
KR.....	12.55	1.05	1.30	
DONOHUE.....				
SW.....	12.47	12.57	1.22	
GREENSBURG.....				
RADEBAUGH.....				
RG.....	12.43	12.53	1.18	
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER.....	12.35	12.45	1.11	
ARDARA.....				
TRAFFORD.....	12.31	12.42	1.08	
PITCAIRN.....				
WILMERDING.....				
WG.....	12.27	12.38	1.04	
TURTLE CREEK.....				
EAST PITTSBURGH.....				
R.....	12.24	12.35	1.01	
BESSEMER.....				
BRADDOCK.....				
COPELAND.....				
HAWKINS.....				
SWISSVALE.....	12.20	12.31	12.57	
EDGEWOOD.....				
WILKINSBURG.....				
HOMEWOOD.....				
CM.....	12.16	12.27	12.53	
EAST LIBERTY.....				
ROUP.....				
SHADYSIDE.....				
DV.....	12.13	12.24	12.50	
PITT.....	12.09	12.20	12.46	
PITTSBURGH.....	f 12.06	f● 12.17	f 12.43	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	◇88	◇48	◇58	

FIRST CLASS

	20	28	30	2	70
	A. M.	A. M.	A. M.	A. M.	A. M.
S	3.46	D 4.03	S 4.14	S 5.20	S 7.11
	3.43	4.00	4.11	5.17	7.08
	3.31	3.49	3.59	5.05	6.56
	3.20	3.38	3.48	4.54	6.45
	3.17	3.35	3.44	4.50	6.41
	3.06	3.25	3.33	4.38	6.30
	2.58	3.18	3.25	4.31	6.23
	2.48	3.08	3.15	4.21	6.12
	2.42	3.02	3.09	4.15	S 6.08
	2.29	2.50	2.56	4.03	6.01
	2.19	2.40	2.46	3.53	5.48
	2.12	2.33	2.39	3.46	5.38
	2.07	2.29	2.34	3.42	5.31
	1.59	2.21	2.26	3.34	5.26
	1.55	2.17	2.22	3.30	5.18
	Will Not Run	Will Not Run			S 5.15
	Nov. 26,	Dec. 25,			5.09
	Nov. 27,	Dec. 26.			
	Dec. 25,				
	Jan. 1.				5.01
	1.47	2.09	2.15	3.23	4.58
	1.43	2.06	2.12	3.20	4.54
	1.39	2.02	2.08	3.16	4.51
	1.36	1.59	2.05	3.13	4.47
	1.32	1.55	2.01	3.09	4.43
	1.28	1.51	1.57	3.05	4.40
	1.25	1.48	1.54	3.02	4.36
	1.21	1.44	1.50	2.58	# 4.33
#	1.18	# 1.41	# 1.47	#● 2.55	A. M.
	A. M.	A. M.	A. M.	A. M.	DAILY
	DAILY	DAILY	DAILY	DAILY	◇70
	EX. SUN.			EX. SUN.	
	◇20	◇28	◇30	◇2	

Pittsburgh Div. G. O. No. 703, Page 27, Column 6.

PITTSBURGH TO ALTOONA

STATIONS	FIRST CLASS			
	14	512	922	
	A. M.	A. M.	A. M.	
Arrive				
ALTOONA (Mid. Div.).....	\$ 8.45			
SLOPE.....	8.42			
MC.....	8.30			
GALLITZIN.....	8.19			
MO.....	8.15			
CRESSON.....	\$ 8.00			
NY.....	7.50			
SO.....	7.41			
C.....	7.29			
JOHNSTOWN.....	\$ 7.17			
SC.....	6.64			
JD.....	6.41			
TORRANCE.....	6.31	Will Not	Will Not	
DERRY.....		Run	Run	
DR.....	6.23	Nov. 25.	Nov. 25.	
LATROBE.....	\$ 6.15			
KR.....	5.57			
DONOHUE.....				
SW.....	5.47			
GREENSBURG.....	\$ 5.45			
RADEBAUGH.....				
RG.....	5.21			
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER.....	5.13			
ARDARA.....				
TRAFFORD.....	5.10			
PITCAIRN.....	\$ 6.35			
WILMERDING.....	\$ 6.31			
WG.....	5.06	6.30		
TURTLE CREEK.....	\$ 6.28			
EAST PITTSBURGH.....	\$ 6.25			
R.....	5.03	6.23		
BESSEMER.....	\$ 6.22			
BRADDOCK.....	\$ 6.20			
COPELAND.....	\$ 6.18			
HAWKINS.....	\$ 6.16			
SWISSVALE.....	4.59	\$ 6.14		
EDGEWOOD.....	\$ 6.11			
WILKINSBURG.....	\$ 6.09			
HOMEWOOD.....	\$ 6.06			
CM.....	4.55	6.04	6.19	
EAST LIBERTY.....	\$ 6.03	\$ 6.17		
ROUP.....	\$ 6.00			
SHADYSIDE.....	\$ 5.58			
DV.....	4.52	5.57	6.12	
PITT.....	4.48	5.53	6.08	
PITTSBURGH.....	\$ 4.45	\$ 5.50	\$ 6.05	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SAT.	EX. SAT.	
	14	& SUN.	& SUN.	
		±0512	±922	

FIRST CLASS

		520	522	32	54
		A. M.	A. M.	A. M.	A. M.
				\$ 10.43	\$ 11.40
				10.40	11.37
				10.27	11.23
				10.15	11.10
				10.10	11.05
				9.57	10.53
				9.48	10.45
				9.37	10.35
				\$ 9.32	\$ 10.30
				9.27	10.26
				9.15	10.14
		Will Not Run Nov. 25.	Will Not Run Nov. 25.	9.05	10.04
				8.57	9.56
				8.52	P 9.51
					9.49
				8.44	9.41
				\$ 8.42	
				8.39	9.37
				8.31	9.30
		7.15	8.01	8.27	9.26
		\$ 7.11	\$ 7.57		
		\$ 7.07	\$ 7.53		
		7.05	7.52	8.23	9.22
		\$ 7.04	\$ 7.51		
		\$ 7.02	\$ 7.49		
		6.59	7.47	8.20	9.18
		\$ 6.58	\$ 7.45		
		\$ 6.56	\$ 7.42		
		\$ 6.53	\$ 7.39		
		\$ 6.51	\$ 7.37		
		\$ 6.49	\$ 7.34	8.16	9.14
		\$ 6.46	\$ 7.31		
		\$ 6.44	\$ 7.29		
		\$ 6.41	\$ 7.26		
		6.39	7.24	8.12	9.10
		\$ 6.38	\$ 7.23	C 8.10	
		\$ 6.35	\$ 7.20		
		\$ 6.33	\$ 7.18		
		6.32	7.17	8.07	9.07
		6.28	7.13	8.03	9.03
		\$ 6.25	\$ 7.10	\$ 8.00	\$ 9.00
		A. M.	A. M.	A. M.	A. M.
		DAILY EX. SAT. & SUN. #520	DAILY EX. SAT. & SUN. #522	DAILY #32	DAILY #54

Pittsburgh Div. G. O. No. 711, Page 29, Column 6

PITTSBURGH TO ALTOONA

STATIONS	FIRST CLASS			
	72	74	636	
	P. M.	P. M.	P. M.	
Arrive				
ALTOONA (Mid. Div.).....	\$ 1.45	\$ 4.45		
SLOPE.....	1.42	4.42		
MG.....	1.29	4.30		
GALLITZIN.....	1.18	4.19		
MO.....	1.14	4.15		
CRESSON.....				
NY.....	1.02	4.03		
SO.....	12.54	3.54	Will Not	
C.....	12.44	3.44	Run	
JOHNSTOWN.....	\$ 12.40	\$ 3.40	Nov. 25.	
SC.....	12.34	3.35		
JD.....	12.21	3.22		
TORRANCE.....	12.11	3.12		
DERBY.....			\$ 5.23	
DR.....	12.03	3.04	5.18	
LATROBE.....	\$ 11.57	\$ 2.58	\$ 5.09	
KR.....	11.54	2.55	5.07	
DONOHUE.....				
SW.....	11.46	2.46	4.56	
GREENSBURG.....	\$ 11.44	\$ 2.44	\$ 4.54	
RADEBAUGH.....				
RG.....	11.39	2.39	4.42	
GRAPEVILLE.....			\$ 4.39	
JEANNETTE.....			\$ 4.36	
PENN.....			\$ 4.30	
MANOR.....			\$ 4.26	
SHAFTON.....			F 4.21	
IRWIN.....			\$ 4.18	
LARIMER.....	11.31	2.31	\$ 4.14	
ARDARA.....			\$ 4.10	
TRAFFORD.....	11.27	2.27	\$ 4.06	
PITCAIRN.....			\$ 4.01	
WILMERDING.....			\$ 3.56	
WG.....	11.23	2.23	3.51	
TURTLE CREEK.....				
EAST PITTSBURGH.....			\$ 3.49	
R.....	11.20	2.20	3.45	
BESSEMER.....			F 3.43	
BRADDOCK.....			\$ 3.41	
COPELAND.....			\$ 3.37	
HAWKINS.....			\$ 3.35	
SWISSVALE.....	11.16	2.16	\$ 3.32	
EDGEWOOD.....			\$ 3.30	
WILKINSBURG.....			\$ 3.28	
HOMEWOOD.....			\$ 3.26	
CM.....	11.12	2.12	3.24	
EAST LIBERTY.....	\$ 11.11	\$ 2.11	\$ 3.23	
ROUP.....				
SHADYSIDE.....			\$ 3.18	
DV.....	11.07	2.07	3.17	
PITT.....	11.03	2.03	3.13	
PITTSBURGH.....	\$ 11.00	\$ 2.00	\$ 3.10	
Leave	A. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	⊕72	74	EX. SAT. & SUN. #636	

FIRST CLASS

	638	46	18	642	502
	P. M.	P. M.	P. M.	P. M.	P. M.
.....		\$ 6.57	\$ 9.00		
.....		6.54	8.57		
.....		6.42	8.45		
.....		6.31	8.34		
.....		6.26	8.30		
.....			\$ 8.25		
.....		6.12	7.54		
.....	Will Not	6.04	7.46	Will Not	Will Not
.....	Run	5.53	7.34	Run	Run
.....	Nov. 25.	\$ 5.49	\$ 7.30	Nov. 25.	Nov. 25.
.....		5.43	6.55		
.....		5.30	6.40		
.....		\$ 5.18	\$ 6.26		
.....	\$ 5.38			\$ 6.33	
.....	5.35	5.09	6.06	6.29	
.....	\$ 5.28	\$ 5.03	\$ 6.00	\$ 6.21	
.....	5.26	5.00	5.51	6.20	
.....					
.....	5.16	4.50	5.42	6.11	
.....	\$ 5.14	\$ 4.48	\$ 5.40	\$ 6.09	
.....	F 5.10			\$ 6.06	
.....	5.08	4.42	5.24	6.03	
.....	F 5.06			F 6.01	
.....	\$ 5.04			\$ 5.59	
.....	\$ 5.00			\$ 5.55	
.....	\$ 4.57			\$ 5.51	
.....	\$ 4.54				
.....	\$ 4.52			\$ 5.47	
.....	\$ 4.48	4.33	5.16	\$ 5.44	
.....	\$ 4.45			\$ 5.41	
.....	\$ 4.41	4.29	5.12	\$ 5.37	
.....	\$ 4.37			\$ 5.34	
.....	\$ 4.33			\$ 5.30	
.....	4.32	4.25	5.08	5.28	
.....	\$ 4.30			\$ 5.26	
.....	\$ 4.28			\$ 5.24	
.....	4.24	4.21	5.05	5.22	
.....	\$ 4.22			\$ 5.20	
.....	\$ 4.20			\$ 5.18	
.....	\$ 4.18			\$ 5.16	
.....	\$ 4.16			\$ 5.14	
.....	\$ 4.14	4.16	5.01	\$ 5.12	\$ 5.36
.....	\$ 4.11			\$ 5.10	\$ 5.31
.....	\$ 4.09			\$ 5.08	\$ 5.28
.....	\$ 4.06			\$ 5.06	\$ 5.25
.....	4.04	4.12	4.57	5.04	5.23
.....	\$ 4.03	C 4.11	\$ 4.56	\$ 5.02	\$ 5.22
.....				\$ 5.00	\$ 5.20
.....				\$ 4.58	\$ 5.18
.....	3.59	4.07	4.52	4.57	5.17
.....	3.55	4.03	4.48	4.53	5.13
.....	\$ 3.52	\$ 4.00	\$ 4.45	\$ 4.50	\$ 5.10
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY			DAILY	DAILY
	EX. SAT.	DAILY	DAILY	EX. SAT.	EX. SAT.
	& SUN.			& SUN.	& SUN.
	#0638	46	18	#0642	#0502

PITTSBURGH TO ALTOONA

STATIONS	FIRST CLASS			
	644	528	914	924
Arrive	P. M.	P. M.	P. M.	P. M.
ALTOONA (Mid. Div.).....				
SLOPE.....				
MC.....				
GALLITZIN.....				
MO.....				
CRESSON.....				
NY.....				
SO.....	Will Not	Will Not	Will Not	Will Not
C.....	Run	Run	Run	Run
JOHNSTOWN.....	Nov. 25,	Nov. 25.	Nov. 25,	Nov. 25.
SG.....	Dec. 25,		Dec. 25,	
JD.....	Jan. 1.		Jan. 1.	
TORRANCE.....				
DERRY.....	S 6.40			
DR.....	6.37			
LATROBE.....	S 6.30			
KR.....	6.27			
DONOHUE.....				
SW.....	6.16			
GREENSBURG.....	S 6.14			
RADEBAUGH.....				
RG.....	6.08			
GRAPEVILLE.....	F 6.06			
JEANNETTE.....	S 6.05			
PENN.....				
MANOR.....	S 5.59			
SHAFTON.....				
IRWIN.....	S 5.55			
LARIMER.....	S 5.52			
ARDARA.....				
TRAFFORD.....	G 5.48	6.14		
PITCAIRN.....	G 5.46	S 6.10		
WILMERDING.....	G 5.44	S 6.06		
WG.....	5.43	6.04		
TURTLE CREEK.....		S 6.03		
EAST PITTSBURGH.....		S 6.01		
R.....	5.40	5.59		
BESSEMER.....		S 5.57		
BRADDOCK.....	S 5.38	S 5.55		
COPELAND.....		S 5.53		
HAWKINS.....		S 5.51		
SWISSVALE.....	G 5.35	S 5.48		
EDGEWOOD.....	G 5.33	S 5.46		
WILKINSBURG.....	G 5.32	S 5.44		
HOMEWOOD.....	G 5.30	S 5.41		
CM.....	5.29	5.39	5.55	5.59
EAST LIBERTY.....	S 5.28	S 5.38	S 5.52	S 5.57
ROUP.....		S 5.35	S 5.50	S 5.55
SHADYSIDE.....		S 5.33	S 5.48	S 5.53
DV.....	5.25	5.32	5.47	5.52
PITT.....	5.21	5.28	5.43	5.48
PITTSBURGH.....	S 5.18	S 5.25	S 5.40	S 5.45
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY
	EX. SUN.	EX. SAT.	EX. SUN.	EX. SAT.
	#0644	#0528	#914	#924

FIRST CLASS

646	22	66		60
P. M.	A. M.	A. M.		A. M.
	S 12.30	S 1.05		S 1.45
	12.27	1.02		1.42
	12.15	12.50		1.30
	12.04	12.39		1.19
	12.00	12.35		1.15
	11.47	12.23		1.02
Will Not	11.39	12.14		12.54
Run	11.28	12.03		12.43
Nov. 25.		S 11.59		
	11.21	11.53		12.37
	11.08	11.40		12.24
	10.58	11.30		12.14
S 7.35				
7.30	10.50	11.22		12.06
S 7.20		S 11.16		C 11.59
7.17	10.45	11.13		11.58
7.08	10.36	11.03		11.50
S 7.06		S 11.01		
F 7.01				
6.59	10.32	10.55		11.46
F 6.57				Will Not
S 6.54				Run
F 6.50				Nov. 25,
S 6.47				Nov. 26,
				Dec. 24,
S 6.42				Dec. 31.
S 6.39	10.24	10.47		11.38
S 6.32	10.20	10.43		11.34
S 6.29				
S 6.26				
6.24	10.16	10.39		11.29
S 6.23				
S 6.21				
6.19	10.13	10.36		11.25
S 6.17				
S 6.15				
S 6.13				
S 6.11	10.09	10.32		11.20
S 6.09				
S 6.05				
S 6.03				
6.02	10.05	10.28		11.16
S 6.01		C 10.26		C 11.14
5.57	10.02	10.22		11.07
5.53	9.58	10.18		11.03
S 5.50	S 9.55	S 10.15		S 11.00
P. M.	P. M.	P. M.		P. M.
DAILY				
EX. SAT.	DAILY	DAILY		DAILY
& SUN.				EX. SAT.
#646	◇22	▲66		#60

Pittsburgh Div. G. O. No. 711, Page 38, Column 6

PITTSBURGH TO ALTOONA

STATIONS	FIRST CLASS			
	4	36	38	40
	A. M.	A. M.	A. M.	A. M.
ALTOONA (Mid. Div.).....	D 1.35	S 1.55	S 2.07	S 2.26
SLOPE.....	1.32	1.52	2.04	2.23
MC.....	1.20	1.40	1.52	2.12
GALLITZIN.....	1.09	1.29	1.41	2.01
MO.....	1.05	1.25	1.37	1.57
CRESSON.....				
NY.....	12.53	1.14	1.25	1.46
SO.....	12.45	1.05	1.17	1.38
C.....	12.35	12.55	1.06	1.28
JOHNSTOWN.....		S 12.51		
SC.....	12.29	12.46	1.00	1.22
JD.....	12.16	12.33	12.47	1.09
TORRANCE.....	12.06	12.23	12.37	12.59
DERRY.....				
DR.....	11.58	12.15	12.29	12.52
LATROBE.....		S 12.09		
KR.....	11.53	12.06	12.24	12.47
DONOHUE.....				
SW.....	11.45	11.57	12.17	12.39
GREENSBURG.....		S 11.55		
RADEBAUGH.....				
RG.....	11.41	11.50	12.13	12.35
GRAPEVILLE.....				
JEANNETTE.....		Will Not		
PENN.....		Run		
MANOR.....		Nov. 25,		
SHAFTON.....		Nov. 26,		
IRWIN.....		Dec. 24,		
LARIMER.....	11.33	11.41	12.05	12.28
ARDARA.....		Dec. 31.		
TRAFFORD.....	11.30	11.38	12.02	12.24
PITCAIRN.....				
WILMERDING.....				
WC.....	11.26	11.34	11.58	12.20
TURTLE CREEK.....				
EAST PITTSBURGH.....				
R.....	11.23	11.31	11.55	12.17
BESSEMER.....				
BRADDOCK.....				
COPELAND.....				
HAWKINS.....				
SWISSVALE.....	11.19	11.27	11.51	12.13
EDGEWOOD.....				
WILKINSBURG.....				
HOMEWOOD.....				
CM.....	11.15	11.23	11.47	12.09
EAST LIBERTY.....		C 11.21		
ROUP.....				
SHADYSIDE.....				
DV.....	11.12	11.17	11.44	12.06
PITT.....	11.08	11.13	11.40	12.02
PITTSBURGH.....	# 11.05	S 11.10	# 11.37	# 11.59
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY
	◇4	EX. SAT. #◇36	◇38	◇40

STATIONS	FIRST CLASS			
	#810 DAILY EX. SAT. & SUN.			
Leave	P. M.			
PITTSBURGH (Pgh. Div.)	S 5.33			
FOURTH AVE. (P.H. Div.)	S 5.36			
MONON	5.38			
OB.	5.43			
HOMESTEAD	S 5.51			
KENNY	5.55			
DUQUESNE	S 5.58			
SOUTH DUQUESNE	S 6.01			
CR.	6.05			
DRAVOSBURG	S 6.07			
WILSON	F 6.13			
CLAIRTON	S 6.18			
WEST ELIZABETH	S 6.22			
FLOREFFE				
ELRAMA	S 6.26			
H.	6.31			
* Arrive	P. M.			
	810			

NOTE ‡ Will not run Nov. 25.

TURTLE CREEK BRANCH EASTWARD

STATIONS	FIRST CLASS			
	520	522	528	
Arrive	A. M.	A. M.	P. M.	
BY.	7.18		6.18	
NORTH TRAFFORD	S 7.17	S 8.03	S 6.17	
TRAFFORD	S 7.15	S 8.01	S 6.14	
Leave	A. M.	A. M.	P. M.	
	DAILY	DAILY	DAILY	
	EX. SAT.	EX. SAT.	EX. SAT.	
	& SUN.	& SUN.	& SUN.	
	‡520	‡522	‡528	

NOTE ‡—Will not run Nov. 25.

MONONGAHELA BRANCH—NORTHWARD

STATIONS	FIRST CLASS			
	807			
	A. M.			
Arrive				
PITTSBURGH (Pgh. Div.)	S 8.05			
FOURTH AVE. (P.H. Div.)	D 8.03			
MONON	8.00			
OB	7.53			
HOMESTEAD	S 7.47			
KENNY	7.41			
DUQUESNE	S 7.38			
SOUTH DUQUESNE	S 7.35			
CR	7.31			
DRAVOSBURG	S 7.29			
WILSON	S 7.23			
CLAIRTON	S 7.20			
WEST ELIZABETH	S 7.16			
FLOREFFE				
ELRAMA	S 7.11			
H				
Leave	A. M.			
	DAILY EX. SAT. & SUN. ‡807			

NOTE ‡ Will not run Nov. 25.

TURTLE CREEK BRANCH
WESTWARD

STATIONS	FIRST CLASS			
	‡521 DAILY EX. SAT. & SUN.	‡527 DAILY EX. SAT. & SUN.	‡529 DAILY EX. SAT. & SUN.	
	A. M.	P. M.	P. M.	
Leave				
BY	7.37			
NORTH TRAFFORD	S 7.38	S 4.24	S 4.50	
TRAFFORD	S 7.41	S 4.26	S 4.53	
Arrive	A. M.	P. M.	P. M.	
	521	527	529	

NOTE ‡—Will not run Nov. 25.

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Cresson	6.30 AM to 9.00 PM	6.30 AM to 9.00 PM	11.30 AM to 9.00 PM
Johnstown	5.15 AM to 1.30 AM	5.15 AM to 1.30 AM	5.15 AM to 1.30 AM
Torrance*	8.30 AM to 5.30 PM	Closed	Closed
Derry*	7.00 AM to 5.00 PM	Closed	Closed
Latrobe	6.20 AM to 12.20 AM	6.20 AM to 12.20 AM	6.20 AM to 12.20 AM
Greensburg	5.30 AM to 12.30 AM	5.30 AM to 12.30 AM	5.30 AM to 12.30 AM
Jeannette*	6.30 AM to 5.00 PM	Closed	Closed
Manor*	6.00 AM to 5.00 PM	Closed	Closed
Irwin*	6.00 AM to 5.00 PM	Closed	Closed
Trafford*	5.30 AM to 5.00 PM	Closed	Closed
Pitcairn*	7.10 AM to 4.10 PM	Closed	Closed
Wilmerding*	5.45 AM to 4.30 PM	Closed	Closed
East Pittsburgh*	7.15 AM to 5.15 PM	Closed	Closed
Braddock*	6.15 AM to 6.30 PM	Closed	Closed
Swissvale*	6.00 AM to 6.00 PM	Closed	Closed
Edgewood*	6.15 AM to 11.00 AM 12.01 PM to 3.15 PM	Closed	Closed
Wilkesburg*	6.00 AM to 6.00 PM	6.00 AM to 6.00 PM	Closed
East Liberty	5.45 AM to 12.30 AM	5.45 AM to 12.30 AM	5.45 AM to 12.30 AM
Pittsburgh	Continuously	Continuously	Continuously
Homestead*	7.15 AM to 6.15 PM	Closed	Closed
Duquesne*	7.00 AM to 6.00 PM	Closed	Closed
Dravosburg*	7.00 AM to 6.10 PM	Closed	Closed
Clairton*	7.00 AM to 6.30 PM	Closed	Closed

*Closed Nov. 25, Dec. 25, Jan. 1, Feb. 22.

EXTRA STOPS—PASSENGER TRAINS

Train No.	Stop at	For
14	Derry.....	Employees

U. S. MAIL WORK

STATIONS	Westward							Eastward			
	11	13	39	67	25	87		14	72	18	
Gallitsin	4 D				1 CD			1 D			
Cresson	4M D			2M D	1 CD	6			1 D		
Johnstown	P D			2P D							
Torrance	4 D			2 D					1 D		
Greensburg	P D		R D	D							
Grapeville		1 D									
Larimer Crane just east of CP		1 D									
Trafford	W										
East Pittsburgh										5 E	

- C—Mail caught from crane only.
- D—Mail delivered only.
- CD—Mail caught and delivered.
- E—Train stops, mail received or delivered, or both.
- M—Reduce speed to 10 miles per hour.
- P—Reduce speed to 25 miles per hour.
- W—Stop on request R. P. O. Clerk to discharge U. S. Mail.
- R—Reduce speed to 20 miles per hour, daily except Sunday and Monday.
- 1—Daily except Sunday.
- 2—Monday only.
- 3—Daily except Monday.
- 4—Daily except Sunday and Monday.
- 5—Daily except Saturday and Sunday.
- 6—No. 87 will perform mail work of No. 11 at Cresson Nov. 26, 27, Dec. 25 and Jan. 1.

Conductor will ascertain from mail clerk at the initial terminal the amount of mail to be discharged at each station specified on this page where train is not scheduled to stop, and instruct engineman as to the speed at such stations or stop to be made if the amount of mail is such that it cannot be discharged with safety.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instruction 1004-A or 1004-B1.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	SW-1 (1)	VL-9 (1)	CE-1 (1)	NL-7 (1)	TP-3 (1)	WP-17 (1)	CIN-1 (1)	LCL-7 (3)	PG-7 (1)	LCL-1 (3)	JC-5 (1)	LCL-3 (3)	WP-15 (1)	PG-1 (1)	NY-1 (1)	VL-7 (1)	VC-1 (1)	ED-3 (1)	PG-5 (1)	PF-1 (1)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SLOPE	12.30	2.15	2.30	3.00	4.15	6.00	6.30	6.45	7.00	7.30	7.30	9.05	10.00	2.15	3.15	3.30	4.30	10.00	10.45	11.30
UN	1.20	3.05	3.30	3.55	5.15	7.00	7.20	7.25	7.50	8.10	8.30	9.45	11.00	3.10	4.05	4.20	5.20	10.50	11.35	12.20
NY	1.40	3.25	4.00	4.20	5.45	7.30	7.40	7.45	9.20	8.30	8.50	10.05	11.30	3.30	4.30	4.40	5.40	11.10	11.55	12.40
SO	1.55	3.40	4.25	4.40	6.10	8.00	7.55	8.00	9.40	8.45	9.10	10.15	12.00	3.45	4.50	4.55	5.55	11.25	12.10	12.55
C	2.10	4.00	4.50	5.00	6.30	9.00	8.10	8.15	10.00	9.00	9.30	10.25	1.00	4.00	5.15	5.10	6.15	11.40	12.25	1.10
JD	2.45	4.35	5.50	6.00	7.10	10.00	8.45	8.45		9.30	10.10	11.00	2.00	4.50	6.15	5.45	7.15	12.15	1.00	1.45
DR	3.20	5.10	6.30		7.45		9.20				10.50	11.25		5.30		6.20				2.20
KR	3.30	5.20	6.45		8.05		9.30				11.05	11.35		5.45		6.30				2.30
SW	3.55	5.35	7.25		8.35		9.55				11.35	11.50		6.00		6.55				2.55
RG	4.05	5.50	7.55		8.50		10.05				11.55	12.00		6.30		7.05				3.05
SZ	4.30	6.15	8.30		9.15		10.30				12.30	12.15		7.00		7.30				3.30
WG	5.30	7.15					2.40				2.00	2.20				8.30				4.30
Explos	6.15	8.00					3.15				3.00	2.55				9.15				5.15
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday. (6) Daily except Saturday. (7) As required.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	PH-27 (1)	PH-11 (1)	PW-23 (1)	WP-20 (1)	ZB-1 (1)	PH-7 (1)	PH-9 (1)	PH-25 (1)	PH-17 (1)	ED-51 (1)	PB-1 (1)	PW-17 (1)	PB-3 (1)	PT-61 (3)	PD-1 (1)	ED-43 (1)	PWC-1 (1)	TV-2 (1)	ED-15 (1)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.
WG	5.20	3.00	9.30	10.20	6.00	6.30	5.45	6.00	6.30	7.30	9.30	10.00	8.00	1.15	11.59	5.30	8.00	6.00	9.00
CM							6.30	7.30	8.30		10.00		10.00	3.15		7.30			10.30
Explen	7.30	3.40	12.01	12.50	7.00	7.45				9.00		10.45			1.30		10.00	8.30	
Arrive	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	PH-10 (1)	PH-24 (1)	ED-52 (1)	PH-26 (1)	ED-14 (1)	PW-16 (1)	LM-4 (1)	ED-48 (1)	ZB-2 (2)	WP-21 (1)	PH-16 (1)	PW-22 (1)	PB-2 (1)	VL-6 (1)	PT-60 (2)	PB-4 (1)	PT-2 (3)	SW-10 (1)
Leave	P.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.	P.M.	P.M.	A.M.	A.M.	P.M.
Explen			12.45	2.20		6.15	7.45	4.30	2.45	10.00							6.45	3.15
CM	10.25	1.15			9.30						2.45	5.30	2.15	10.55	10.15	1.45		
WG	11.00	3.00	4.15	3.20	10.45	7.00	9.30	6.00	4.30	12.15	3.45	6.15	3.00	11.30	11.15	2.45	10.00	4.00
Arrive	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday. (7) As required.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	VL-2 (1)	CG-2 (1)	GRE-2 (1)	PG-2 (1)	ED-2 (1)	SW-30 (1)	NW-32 (1)	FW-3 (1)	CIN-2 (1)	WPB-2 (1)	PG-14 (3)	CSB-3 (1)	PG-10 (1)	PG-9 (1)	SW-9 (1)	ED-4 (1)	LCL-2 (3) (CM)	CG-3 (1)	CS-3 (1)	NW-38 (1)	CE-2 (1)	PR-4 (1)	PG-6 (1)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Explan	3.10	3.25				7.00	9.15		10.55	11.30					12.35		12.20	2.25		5.50			
WG	3.50	4.05				7.40	10.00		11.30	2.30					1.15		12.50	3.00		6.30			
SZ	4.50	5.05				8.40	11.00		1.00	4.50	11.15	11.30	12.01		2.15		3.05	4.00		7.30		10.00	11.00
RG	5.13	5.28				9.10	11.25		1.24	5.15	12.15	11.55	12.30		2.40		3.27	4.23		7.55		10.30	11.25
SW	5.20	5.35				9.20	11.35		1.33	5.25	12.30	12.05	12.42		2.50		3.33	4.30		8.05		10.45	11.35
KR	5.32	5.47				9.35	11.50		1.43	5.35	1.00	12.15	12.55		3.05		3.44	4.42		8.15		11.00	11.45
DR	5.40	5.55				9.45	12.00		1.53	5.45	1.20	12.30	1.15		3.15		3.51	4.50		8.30		11.20	11.55
JD	6.00	6.15	3.30	1.30	5.45	10.05	12.25	10.30	2.16	6.05	2.20	12.55	1.40		3.40	1.15	4.10	5.10	4.15	8.55	7.15	11.50	12.20
C	6.25	6.40	4.00	2.00	6.15	10.35	12.55	11.05	2.41	6.35	3.20	1.20	2.10	12.30	4.10	1.45	4.35	5.35	4.45	9.20	7.45	12.20	12.50
SO	7.00	7.10	4.45	2.45	7.00	11.15	1.30	11.45	3.18	7.15	4.20	1.55	2.50	1.10	4.45	2.30	4.50	6.10	5.30	9.55	8.30	1.30	1.45
NY	7.15	7.24	5.05	3.05	7.20	11.35	1.45	12.00	3.33	7.30	5.15	2.10	3.05	1.35	5.00	2.45	5.05	6.25	5.45	10.10	8.50	1.50	2.05
AR	7.50	7.58	5.50	3.50	8.05	12.20	2.35	12.35	4.05	8.10	6.15	2.50	3.50	2.20	5.50	3.20	5.40	6.50	6.35	10.50	9.35	2.40	2.50
SLOPE	8.30	8.35	6.30	4.30	8.45	1.00	3.15	1.15	4.45	8.50	7.15	3.30	4.30	3.00	6.30	4.00	6.20	7.30	7.15	11.30	10.15	3.30	3.30
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday. (7) As required.

ARRANGED FREIGHT TRAIN SERVICE

The time shown conveys no time-table authority.

NORTHWARD

SOUTHWARD

STATIONS	SO-1 (1)	SC-5 (1)	MA-51 (2)	PT-7 (3)	YR-1 (5)	HS-1 (1)	MA-53 (1)			STATIONS	HS-2 (1)	MA-52 (1)	YR-2 (2)	SO-2 (1)	SC-4 (1)	PT-6 (1)	MA-50 (2)
Leave	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.			Leave	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.
RS					9.30					SZ			3.30				
BF							8.30			RG			4.30				
SHIRE OAKS	8.00	3.00	3.00			7.00	1.00			ESPLEN	1.00			1.00	11.00		
YU					11.45					OB	2.15			1.30		8.45	
WG			6.00	4.00			3.30			PG		11.30		1.50		9.45	8.45
PG				5.00						WG		10.30				10.30	8.15
OB				6.00						YU			5.30				
ESPLEN	11.00	7.00		6.30		10.00				SHIRE OAKS	3.30	2.00		4.00	3.00		11.00
RG					12.15					BF		5.30					
SZ					12.45					RS			8.00				
Arrive	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	A.M.			Arrive	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday. (7) As Required.

SPECIAL INSTRUCTIONS

GENERAL RULES

Uniforms

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

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

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

100O-1A. "Referring to **Rule O.** Employees who in the proper conduct of their duties, or in necessity to reach their place of employment, are considered as persons authorized to ride on engines and freight trains and they should be permitted to do so upon presentation of their annual pass.

Not more than two persons in addition to the Engine Crew will be permitted to ride in the operating cab of an engine, except when transporting a Train Crew from place of signing up to location of train."

Personal Injuries

100R-1. Injuries to persons or employees 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	R. D. Saul (Divn. Med. Officer) Office, 228 Pennsylvania Station Daily except Saturday, Sunday and Holidays—8:30 A. M. to 5:00 P. M. NOTE—When Medical Examiner's office is closed, surgical attention, if necessary, may be arranged through the office of the Station Master at Pittsburgh.	729 (Co. phone) 835 (Co. phone)
	Wm. M. McNaugher (Surgeon) James A. Cowan, Jr. (Surgeon) Office, Clark Bldg., 717 Liberty Ave.	Fairfax 1-2010 Atlantic 1-4882
	Harry L. Richards (Surgeon) J. L. Hamilton (Surgeon) Office, Allegheny General Hospital	Fairfax 1-2010
	Murray F. McCaslin (Oculist) Office, Carlton House, 550 Grant St.	Atlantic 1-4198
	J. P. Kerr (Surgeon) Commonwealth Bldg.	Locust 1-0287 Court 1-1775
	N. H. Bennett (Surgeon) Office, 736 Brownsville Road Res., 19 Woodland Drive	Everglade 1-5868 Lehigh 1-8494 Montrose 1-3200
Wilkinsburg	Wm. M. McNaugher (Surgeon) Office, Clark Bldg., 717 Liberty Ave., Pgh. Res., 6850 Reynolds St.	Atlantic 1-4882 Montrose 1-0237
Pitcairn	F. B. Craig (Med. Officer) Office, Pitcairn Shop Res., 504 Third St. Week-days exc. Sat.—6:30 A.M. to 11:00 A.M. 12:01 P.M. to 3:00 P.M.	477 (Co. phone) 348-R
Greensburg	D. Ray Murdock (Surgeon) Office, First National Bank Bldg. Res., 534 East Pittsburgh St.	808 45
	H. Albert McMurray (Surgeon) Office, First National Bank Bldg. Res., 138 Underwood Ave., Gbg.	4900 4999

Location	Name and Address	Telephone number
Latrobe	Homer R. Mather (Surgeon) Office, Mellon National Bank Bldg. Res., Main & Sylvan St.	850 851
	J. H. Hamill (Surgeon) Office, Mellon National Bank Bldg. Res., Stader Apartments	1007 350
Derry	John F. Blair (Surgeon and Part-time Med. Officer) Office and Res., 206 South Chestnut St.	2765
	O. P. Oliver* (Part-time Medical Officer) 113 East 2nd Street	2781
Johnstown	Jos. P. Replogle (Surgeon) Office, 813 U. S. Bank Bldg. Res., Bliss Street	6-8191 35-2676
	R. P. Zimmerman (Surgeon) Office, 808 U. S. Bank Bldg. Res., 105 Helen St., Southmont	7-3645 35-3100
	B. E. Longwell (Surgeon) Office, 340 Locust St. Res., 334 Gardner St., Southmont	7-4186 9-0175
	Ralph Morrison* (Part-time Med. Officer) Res. and Office, 425 Coleman Ave.	34-4604
Conemaugh	F. P. Dostal (Surgeon) Office and Res., 300 Greeve St.	Johnstown 6-0891
South Fork	E. Pope Dickinson (Surgeon) Office and Res., St. Michael, Pa.	2895
Portage	A. G. Neill (Surgeon) Office, Main St. Res., Sonman, Pa.	2671, 2673 or 3131 Extension 6
Cresson	N. J. Fine (Works Med. Officer) 2nd and 4th Tuesday in month— 10:00 A. M. to 11:00 A. M.	
Windber	W. S. Wheeling (Surgeon) Office, Windber Hospital Assn. Res., 500 Somerset Ave., Windber	867 77
Ebensburg	H. J. Bennett (Surgeon) Office and Res., 121 Julian St.	29
Barnesboro	B. F. Bowers (Surgeon) Office and Res., Ebensburg, Pa.	1024
Hastings	C. L. McCoy (Surgeon) Office, Beaver St. Res., Beaver St.	Chapel 7-8871 Chapel 7-8872
Punxsutawney	C. J. Seitz (Surgeon) Office, 402 W. Mahoning St. Res., Punxsutawney R. D. 2	1126M
Patton	John A. Murray (Surgeon) Office and Res., 456 Magee Ave.	3121—Res. 3251—Office
McKeesport	Ralph N. Dougherty (Surgeon) Office, Peoples Union Bank Building Res., Mohawk Drive, Mt. Vernon	4-4222 4-4828
Monongahela	Philip F. Vaccaro (Surgeon and Part-time Med. Officer) Office, 210 Third Street Res., 1215 Lincoln Street	Monongahela 35-J 35-M
Shire Oaks		
North Charleroi (West Monessen)	A. S. Sickman (Surgeon) Office, 502 Lincoln Ave. Res., 516 Lincoln Ave.	Charleroi 36519 or 38392
Brownsville	Matthew J. Ward* (Part-time Medical Officer) Office, Room 207, Union Station Brownsville, Pa.	Brownsville 425-J
Youngwood	A. D. Barnhart (Surgeon) Res., Fourth and Chestnut Streets	7271
	John S. Van Kirk* (Part-time Med. Officer) Res. and Office, 7 North Fourth St.	7362

Location	Name and Address	Telephone number
Connellsville	D. S. Newill (Surgeon) Office, 210 National Bank and Trust Bldg. Res., Breakneck Road	410 3176-J
Uniontown	S. A. Baltz (Surgeon) Res., 70 South Gallatin Avenue	85691

*By appointment.

100R-3A. Locations of Hospitals.

Location	Name and Address	Telephone number
Pittsburgh	Allegheny General 320 East North Avenue, N. E.	Fairfax 1-2010
	St. Joseph's 2117 East Carson Street	Hubbard 1-0500
Wilkinsburg	Columbia Penn Avenue	Penhurst 1-8600
Greensburg	Westmoreland Pittsburgh Street	5800
Latrobe	Latrobe Second Avenue	400
Johnstown	Conemaugh Valley Memorial 1086 Franklin Street	7-3521
Windber	Windber Hospital Association Somerset Avenue	867
Punxsutawney	The Adrian	89
Spangler	Miner's	760
McKeesport	McKeesport 1600 5th Avenue	44111
Monongahela	Memorial West Chess Street	620
Brownsville	General Church Street	1000
Connellsville	State East Murphy Avenue	2400
Mt. Pleasant	Frick Memorial Main Street	2337
Uniontown	Uniontown West Berkley Street	83531

Bell Telephone numbers are shown above unless otherwise indicated.

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

In baggage and combined cars, at each passenger and freight station, at yard masters' and car inspectors' 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.

One stretcher will be carried in the first toilet of first coach in all local passenger trains when such trains do not carry a 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 shown on schedule pages.

1004-B1.

- P** —Stop on signal to discharge passengers from points west of Pittsburgh.
- R** —Regular stop daily except Saturday, Sunday and Holidays for express, mail or newspapers.
- T** —Stop on signal to discharge passengers, daily except Saturday and Sunday.
- U** —Regular stop to receive passengers for west of Pittsburgh.
- ‡ —Train may leave in advance of scheduled leaving time when station work is completed.
- ▲ —No train baggageman Saturday and Nov. 25, Nov. 26, Dec. 24, Dec. 31.
- —No train baggageman Sunday and Nov. 26, Nov. 27, Dec. 25, Jan. 1.

ENGINE WHISTLE SIGNALS**1014(db)-A1. Rule 14 (db) will apply:**

Track	Between	And
No. 1 (Secondary Track)	WG	Spring Hill

1014(dc) and (ec)-A1. Rule 14(dc) and 14(ec) will apply:

Track	Between	And
No. 0	MO	AR
No. 0 (secondary track)	E. E. Pit tracks Conemaugh yard	AO
No. 6	SG	JD
No. 0	Perry	WG
No. 0 (secondary track)	WG	Spring Hill

New Portage Branch

Track	Between	And
No. 1 and No. 2	WYE	SF

South Fork Branch

Track	Between	And
No. 1 and No. 2	W	JK

Brilliant Branch

Track	Between	And
West Penn No. 1 and No. 2	CM	DIV. POST (Conemaugh Div.)

MONONGAHELA BRANCH

Track	Between	And
Scully No. 1 and Scully No. 2	Div. Post (Panhandle Div.)	OB

1014(I)-A1. Rule 14(I) will apply:

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

Engineman will sound engine whistle signal, Rule 14 (1) approaching tunnel on Port Perry Branch and prolong or repeat it until entrance to tunnel is reached.

At the following public grade crossings it will not be necessary to prolong or repeat engine whistle signal, Rule 14 (1):

Mesta
West Elizabeth
New Eagle (1.4 miles north of MC)
Monongahela
Roscoe
Uniontown

1014-A2. Referring to Rule 14:

— — — — — o — On Valley No. 1 track, Brilliant Branch.
— — — — — o — On Valley No. 2 track, Brilliant Branch.
— — — — — o — Flagman return from west for trains on Black Lick secondary track at KY.
— — — — — o — Flagman return from north, Susquehanna secondary track at DF.

1014-A3. When it is necessary for passenger trains to stop at car inspection points, or enginehouses, to look after hot journals, steam heat connectors, etc., on cars, or make minor repairs to engines, the engineman will give four short blasts of engine whistle at the last block station, and in addition, communicate with signalman by trainphone stating that such stop is to be made. The signalman in turn will call the enginehouse and car inspection forces to meet the train.

If trouble on cars, stop should be made as follows:

Conemaugh—Stop opposite enginehouse.

Derry—Stop opposite scales.

Pitcairn—Stop opposite car inspectors building, near Home Signal SZ.

If trouble on engine, stop opposite enginehouse at Conemaugh or Derry.

1014-A4. The engine whistle will not be used for calling flagmen of passenger trains at East Liberty and Greensburg, unless push button is out of order. Conductors will call the flagman with push button located on station platform, operating call bells. Standard Code will be used.

1014-A5. Whistling within the city limits of Pittsburgh must be reduced to a minimum.

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
NY to BC	No. 0 Secondary Track	All Switches
Cresson Secondary Track	Secondary Tracks, North of Bradley Jct.	All Switches
Irvona Branch	Main Track	All Switches
Black Lick Secondary Track	Secondary Track Between Shuman Run Wye and Black Lick	All Switches
Susquehanna Secondary Track	Secondary Track Between WC and DC	All Switches
Lilly	Industrial Track	All Switches
Ben's Creek	Industrial Track	All Switches
Martin	Industrial Track	All Switches
South Fork Branch	Main and Secondary Tracks	All Switches
Beaver	Secondary Track	All Switches
Llanfair	Secondary Track	All Switches
Windber	Industrial Track	All Switches
Paint Creek Branch	Main Track	All Switches
Shade Creek Branch	Main Track	All Switches
Bradenville	Secondary Track	All Switches
Unity	Secondary Track	All Switches
Alexandria Branch	Secondary Track, North of Jamison No. 2 Jct.	All Switches
Jamison No. 2	Secondary Track	All Switches
Manor	Secondary Track	All Switches
Youghiogeny	Secondary Track	All Switches
Turtle Creek Branch	Main and Secondary Tracks	All Switches
East Pittsburgh	Industrial Track	All Switches
Peters Creek	Industrial Track	All Switches
Peters Creek Branch	Main Track	All Switches
Ellsworth	Secondary Track	All Switches
Cokeburg	Secondary Track	All Switches
Bethlehem No. 60	Industrial Track	All Switches
Ontario	Industrial Track	All Switches
Redstone, Linn to RS	Secondary Track	All Switches
Grindstone	Industrial Track	All Switches
Vance Mill	Secondary Track	All Switches
Southwest	Secondary Track	All Switches
Radebaugh	Secondary Track	All Switches
Hempfield	Secondary Track	All Switches
Sewickley	Secondary Track	All Switches
Boyer Run	Industrial Track	All Switches
Brinker Run	Industrial Track	All Switches
Mammoth	Industrial Track	All Switches
Bessemer	Industrial Track	All Switches
Marguerite	Industrial Track	All Switches
Yukon	Secondary Track	All Switches
Hunter Run	Industrial Track	All Switches
Scottdale	Secondary Track	All Switches
Opossum Run	Industrial Track	All Switches
Coal Lick	Secondary Track	All Switches
Fairchance	Industrial Track	All Switches
Oliphant	Industrial Track	All Switches

1027-A2. In the application of Rule 33, switchtenders in Pitcairn Yard will use a green flag by day and a green light by night to govern eastward movements; a yellow flag by day and a yellow light by night to govern westward movements.

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-B2. Fusees will not be used, by crews of eastward trains on No. 1 and No. 2 tracks between signals on cantilever pole immediately west of Shady Avenue overhead bridge (second overhead bridge west of East Liberty Station) and the signals located at the east end of East Liberty Station platform and between east end of tunnels and UN on No. 3 and No. 4 tracks.

1035-B3. Placing fusees between rail head signal bonds and splice bars is prohibited account of damage which has resulted to rail head bonds from this practice.

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

	Fusees	Torpedoes
Passenger Service	10	20
Freight Service	18	24
Engines in Road Service	3	6
Engines in Shifting Service	3	6
Track Cars	3	4

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 these supplies may be replenished at convenient points.

1037-A1. An illuminated sign, bearing numerals "3" and "4", located on a post to the right of No. 2 track, New Portage Branch, at fixed signal 481 (westward distant signal for SF Interlocking).

This sign will indicate to which track at SF, westward trains on No. 2 track, New Portage Branch, are routed. When numeral "3" is illuminated, train is routed to No. 3 track at SF and when numeral "4" is illuminated, train is routed to No. 4 track.

Facing Hand-operated Switches

1037-C. Train orders on main tracks and verbal permission of signalman when authorized by the Superintendent on secondary tracks must be used to advance a train or engine at 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 Switches Connected to Signal between
	Direction	Track	
BF	Northward	1 Secondary	BF—Block Station and switch 2255 feet north of signal inclusive.
MC	Northward	1 Secondary	MC—Block Station and switch 6635 feet north of signal inclusive.
COUNTY	Northward	1 Secondary	COUNTY—Block Station and switch 1460 feet north of signal inclusive.
COUNTY	Southward	2 Secondary	COUNTY—Block Station and switch 7040 feet south of signal inclusive.

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

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 slide, must promptly report to Superintendent.

1043-A1. Slide protection fences in service:

On south side of No. 1 track, between Signal Bridges Nos. 2982 and 2963.

On north side of No. 4 track, between Signal Bridges Nos. 2722 and 2713.

Both sides of main tracks between Signal Bridges 2547 and 2572.

From a point 1400 feet north to a point 2150 feet south of Mile Post 37, Monongahela Secondary Tracks.

From a point 905 feet north to a point 3075 feet north of Mile Post 51, Monongahela Secondary Tracks.

NOTE—On two or more main tracks, except where Rule 261 is in effect, trains moving against the current of traffic or against assigned direction on secondary tracks must be governed by signals 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.

SUPERIORITY OF TRAINS

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

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	Cresson—Crew dispatcher's office	Middle Conemaugh CT&D RR
X	X	X	South Fork—Yard Office	Middle
X	X	X	Conemaugh—Engine house	Conemaugh Eastern Middle
X	X	X	Yard master's office, Woodvale	Middle
X	X	X	Derry—Yard master's office	Conemaugh Middle
X	X	....	Jeannette—Yard master's office	
X	X	X	Pitcairn—Crew dispatcher's office	Ft. Wayne Conemaugh Eastern Lake Panhandle C. & N. (B.&O.R.R.) Middle
X	X	X	Yard master's office, westward class, yard	
X	X	X	Yard master's office, eastward class, yard	Middle
X	X	....	Asst. yard master's office, eastward hump	
X	X	....	Asst. yard master's office, westward hump	
X	X	X	Wilkinsburg—Yard master's office	Conemaugh
X	X	X	Pittsburgh—Crew dispatcher's office, 115 Penna. Station	Ft. Wayne Conemaugh Eastern Lake Panhandle Columbus C. & N. (B.&O. R.R.) Akron (B.&O. R.R.) Middle Monongahela Ry.
X	X	X	Engine house, 28th St.	
X	X	X	Crew dispatcher's office, PITT	Conemaugh Eastern Panhandle
X	X	....	Asst. yard master's office, West End—Yard C	
X	X	....	Asst. yard master's office, Yard D	
X	....	X	Cherry Tree—WS (N.Y.C. R.R.)	C.T.&D. R.R.
X	X	....	Barnesboro—Yard Office	Middle C.T.&D. R.R.
X	X	X	Thirtieth Street—Yard master's office	Conemaugh Eastern Panhandle Monongahela Ry.
X	X		Riverton Yard—McKeesport—Car Inspector's Bldg.	
X	X	X	Thomson—Yard master's office	
X	X	X	Wilson—Yard master's office	

Bulletin Board	Employee's Register	Standard Clock	Location	Other Divisions
X	X	X	Shire Oaks—Crew dispatcher's office	Conemaugh Panhandle Eastern Lake Middle Monongahela Ry. Akron (B.&O. R.R.)
X	X	X	Donora—Agent's office	
X	X	X	West Brownsville Junction— Yard master's office	Middle Monongahela Ry.
X	X	X	Youngwood—Yard master's office	
X	X	X	Uniontown— Yard master's office	
			South Brownsville (Monongahela Ry.)— Yard master's office	
			Glenwood Yard (B.&O. R.R.)—Chief Caller's office	

NOTE—X indicates in service.

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

Point	Location of Bulletin Boards
Pitcairn (For Pitcairn-Altoona Pool Crews only)	Crew Dispatcher's Office.
	Yardmaster's Office Eastward Classification Yard.

1075-A3. Standard clocks at other points:

Open Block Stations
Train dispatchers' office
Train order offices

General Order Zones

1075-A4. General order zones of this division are as follows:

Zone A Pittsburgh and CP.

Zone B CP and JD.

Zone C East of JD, except Zone D.

Zone D Irvona Branch and secondary tracks north of Main Line, Cresson.

Zone E P. H. Div. Post to H inclusive, Port Perry and Peters Creek Branch including secondary tracks and yards.

Zone F H exclusive, to BF, Ellsworth and Redstone secondary tracks, including other secondary tracks and yards.

Zone G Yukon, Hempfield, Southwest, Coal Lick, and Radebaugh secondary tracks, including other secondary tracks and yards.

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 12 months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

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

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

1075-A6. At Josephine, B. & O. crews will report to Operator EP for General Order information.

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

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

1076-A1. The following fixed signals equipped with E signs which when illuminated, indicate that dragging equipment detector connected therewith has been actuated.

Location	Signal	Governing movements on
Torrance	No. 3004	No. 1 and No. 2 tracks
Torrance	No. 3003	No. 3 and No. 4 tracks
3.8 miles east of MG	No. 2398	Nos. 1, 2 and 3 tracks
Mile Post 280	No. 2804	No. 2 track
NY	Home	Nos. 1, 2, 3 and 4 tracks
SW	Home	No. 3 and No. 4 tracks
DV	Home	No. 3 and No. 4 tracks

Trains stopped at signal displaying E sign must examine the entire train and advise the signalman when this has been done before proceeding.

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 CT 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.

Except: At SZ a Proceed Signal displayed for eastward trains will indicate that all trains due which are superior have arrived or left.

1083-B. Rule D-83: Except on portions of the railroad where Rules 251 or 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

Yard Limits

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

Track	Between	And
Cresson Secondary Track	Cresson	0.5 mile north of EP
	1.2 miles south of Ebensburg Jct.	0.9 mile north of Ebensburg Jct.
	1.1 miles south of Bradley Jct.	0.2 mile north of Bradley Jct.
	0.8 mile south of Patton	0.4 mile north of Patton
	0.5 mile south of Hastings Jct.	0.5 mile north of Hastings Jct.
	0.4 mile south of McGees Jct.	0.5 mile north of McGees Jct.
	1.0 mile south of Punxsutawney	1.7 miles north of Punxsutawney
Black Lick Secondary Track	Ebensburg Jct.	1.1 miles west of Ebensburg Jct.
	0.7 mile east of Ebensburg	0.8 mile west of Ebensburg
	1.0 mile east of Nanty glo	0.7 mile west of Nanty glo
	1.2 miles east of Vintondale	0.8 mile west of Vintondale
	Josephine	Black Lick
Susquehanna Secondary Track	Bradley Jct.	0.4 mile north of Bradley Jct.
	0.2 mile south of Barnesboro	0.4 mile north of Barnesboro
	0.3 mile south of Cherry Tree	Cherry Tree Jct., N.Y.C.R.R.
Hastings Secondary Track	Hastings Jct.	0.4 mile west of Hastings Jct.
McGees Secondary Track	McGees Jct.	0.4 mile north of McGees Jct.
Irvona Branch	Cresson	2.0 miles north of Cresson
	1.3 miles south of Irvona Jct.	0.6 mile north of Irvona Jct.
Paint Creek and Shade Creek Branches	Paint Creek Branch Jct.	0.1 mile south of Reitz No. 5 switch on Shade Creek Bch.
Turtle Creek Branch	Trafford	0.7 mile east of BY

Track	Between	And
Southwest Secondary Track	0.2 mile north of County	0.7 mile south of Youngwood
	1.2 miles north of Scottdale (Mile Post 16)	1.8 miles south of Scottdale (Mile Post 19)
	1.4 miles north of Connellsville (Mile Post 23)	0.8 mile south of Dunbar (Mile Post 29)
	0.4 mile north of RS (Mile Post 36)	0.7 mile south of VA
Radebaugh Secondary Track	0.4 mile north of County	County
Sewickley Secondary Track	Youngwood	1.7 miles south of Youngwood
Yukon Secondary Track	Yukon Jct.	1.5 miles south of Yukon Jct.
Scottdale Secondary Track	Scottdale Jct.	1.3 miles south of Scottdale Jct.
Coal Lick Secondary Track	VA	SL
Redstone Secondary Track	RS	0.2 mile north of RS
	0.2 mile south of Linn	BF
West Brownsville Secondary Track	West Brownsville Jct.	West Brownsville

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

Track	Between	And
No. 1 and No. 2	W	JK
No. 2	SZ	WG
No. 3 and No. 4	Westward Home Signals 2,050 feet west of CM	Penn Ave. overhead bridge (first over- head bridge west of East Liberty Station)
No. 1 and No. 2	Signal Bridge M-48-49, 265 feet north of Hays.	Switch connection in No. 1 track leading to south end of McKees- port Yard, 2600 feet south of South Du- queane.
No. 1 and No. 2	Signal No. 171, 1853 feet north of Wilson	Signal No. 202, 3640 feet north of West Elizabeth
No. 1 and No. 2	Floreffe	H

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, except:

At Altoona and Pittsburgh, Station Masters are authorized to verbally instruct conductor to operate as a regular train or as a passenger extra. Conductor will instruct engineman.

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		
6155 feet north of Junction at Blandburg, Harbison and Walker Brick Co. crossing.	None.	None.	It must be known that crossing is clear before using.	1
Johnstown, C. & B. L. R. R.	Interlocking.	More favorable than approach.	Stop, unless signal is received from switch-tender in addition to interlocking signal.	
McKeesport Secondary Track: Crossing with P.&L.E.R.R.	None	None	Stop before crossing. It must be known that crossing is clear before using.	
McKeesport Secondary Track: Crossing with B.&O.R.R.	None	None	Stop before crossing. It must be known that crossing is clear before using.	
Southwest Secondary Track: 0.1 mile south of SY Crossing with B.&O R. R.	None	None	Stop before crossing. It must be known that crossing is clear before using.	2

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

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

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

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

Track	Crossing	Location	Protection actuated by trains operating on tracks	Note
Pittsburgh Yard	Liberty Avenue	Pittsburgh	Penn-Duquesne Warehouse	1
Pittsburgh Yard	14th Street	Pittsburgh	Penn-Duquesne Warehouse	1
Pittsburgh Yard	16th Street	Pittsburgh	Penn-Duquesne Warehouse	1
Black Lick Secondary	Chestnut Street	Nanty-Glo	Black Lick and Interchange Track	
Creason Secondary	Magee Avenue	Patton	Siding and Two Storage Tracks	2
Southwest Secondary	Route 31 just south of MP 12	Tarr	Delivery Track	
Southwest Secondary	Oliver Road	750 feet north of Redstone Jct.	Oliver Road	3
Southwest Secondary	Ruth's Crossing	Scottdale	Siding Track	
Southwest Secondary	Ruth's Crossing	Scottdale	Storage Track	
Southwest Secondary	Ruth's Crossing	Scottdale	U. S. Casket Company Side Track	
Southwest Secondary	Ruth's Crossing	Scottdale	U. S. Cast Iron Pipe Company Track	

NOTE 1. Limits of eastward and westward operating circuits indicated by a painted yellow disk. These operating circuits must be occupied to actuate the highway crossing signals.

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

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

NOTE 2. Limits of operating circuits on siding and/or storage tracks extend 70 feet each side of crossing.

Trains or engines on these tracks must not exceed a speed of 5 miles per hour over the crossing.

NOTE 3. Trains or engines moving on wye track must stop before passing over this highway crossing at grade and a member of the crew must protect the crossing in advance of each movement over the crossing.

Locations at which Signs Mark Operating

Limits of Automatic Crossing Protection

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

Track	Crossing	Location	Signs Located	Movement
Southwest Secondary	U S 119	Connellsville	670 feet south of and 670 feet north of crossing	North and South

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 protection manually	Note
Yard Track	Burds—1000 feet west of DR	Derry	On flashing sign pole, north side of crossing and on instrument case, south side of crossing	1
Black Lick Secondary	Chestnut Street	Nanty-Glo	On flashing signal post, west side of crossing and on Mine Track, north side of crossing	2
Southwest Secondary	Huff Avenue	South Greensburg	On flashing light signal pole west of No. 2 track and on instrument case east of No. 1 track	3
Southwest Secondary	Ruth's Crossing	Scottdale	In metal box on instrument case, east side of tracks north of crossing and on pipe post west of track	4

NOTE 1. The following instructions are in effect for manual operation of the signals when movements are being made over the crossing on YARD tracks:

Two push buttons at each location (one marked "Start" and the other "Stop") are located at the North and South Ends of the crossing and on the Signalman's desk in DR. The push buttons at the crossing are housed in iron boxes, locked with standard switch locks. The box on the North side is mounted on the post supporting the flasher signal and the one on the South side is mounted on the East side of the instrument case just west of the crossing.

A light indication on the Signalman's desk at DR will inform him whether or not the signals at the crossing are flashing.

When Eastward movements are being made over the crossing from the yard tracks to the main tracks, the Signalman at DR will start the signals flashing by pushing his "Start" button and when train is entirely clear of the crossing he will stop them by pushing his "Stop" button.

When Westward movements are being made over the crossing, from main tracks to yard tracks, the Signalman at DR will start the signals flashing by using the proper push button and when the train is entirely clear of the crossing the trainman will stop the signals flashing by pushing the "Stop" button at the crossing.

When shifting movements are being made over the crossing on either yard track, trainmen will start and stop the signals flashing by pushing the proper buttons at the crossing.

NOTE 2. Movements to and from Black Lick Secondary and Interchange operate a short track circuit, the limits of which are marked by yellow discs. Cars will not be left standing between these markers.

In addition a push button with indication light is provided, located on the flashing signal post west of highway and north side of Webster Mine Track Crossing.

When a movement is being made on the siding over crossing, the trainmen will push this button and keep it pressed until white light indicates that train is actuating flashers. The track circuit limit on the secondary track for westward movement is also marked with yellow disc 1100 ft. east of crossing and westward trains having work to do at Nanty Glo will cut their train with rear end clear of the track circuit so that signals will not flash continually with no movement being made over or approaching the crossing.

NOTE 3. To prevent unnecessary flashing of these signals separate track circuits are provided on No. 1 and No. 2 tracks extending 70 feet each side of the crossing. Cars or engines standing on tracks inside of these circuits can be prevented from flashing the signals by pushing button marked "Stop" located on flashing light signal pole west of No. 2 track and on instrument case east of No. 1 track and, when movement is to be made over crossing, pushing button marked "Start" will restore the flashing of signals.

NOTE 4. Operating circuits extend from crossing as follows:

Secondary Track—660 feet north and 660 feet south.

Siding—290 feet north and 305 feet south.

Storage Track—90 feet north and 90 feet south.

U. S. Casket Company Side Track—14 feet north and 50 feet south.

U. S. Cast Iron Pipe Company Track—90 feet south.

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

Similar push buttons, marked "Start" and "Stop", located on instrument case and pipe post, are to be used when cars or engines are left standing outside of track circuits extending 70 feet each side of crossing on the secondary track and siding. To prevent unnecessary flashing of signals on these tracks while shifting movements are being made trainmen will push "Stop" button for track involved. When movement is to be made over crossing pushing button marked "Start" will restore the flashing of signals. Each push button is lettered on cover door designating track involved.

Trains or engines must not exceed a speed of eight miles per hour on siding within the limits of the flashing lighting circuits.

Equipment must not be left standing within 350 feet of this crossing.

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
Ellsworth Secondary Track	Main Street S.H. Route 88	MC	2.45 A. M. and 3.45 A. M. Daily Except Sunday. 2.45 A. M. and 4.45 A. M. Sunday	

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
Mine track 336-B	St. Thomas and Forest Sts.	Gallitzin
Hastings Secondary Track	Route 36, Bridge St. and Rich Hill Mine Track	Hastings
Shuman Run		Vintondale
McCoy Run	Route 80	Banks Township
Glen Campbell Industrial Track	Route 80	Glen Campbell
Industrial Track west side of Secondary Tracks	Orvis St.	Spangler
Spangler Wye	All Crossings	Spangler
Porter Run	U. S. Route 219	Barnesboro
Walnut Run	U. S. Route 219	Barnesboro
Pine Run	Route 53	Irvona
Colonial No. 6, Irvona Branch	Route 53	Reade Township
Sterling No. 3 Mine track	Route 53	Van Ormer
All tracks	All crossings	Lilly
Martin	Mountain and Caldwell Aves.	Portage
No. 0	Main St.	Portage
Beaver Secondary Track Mine Track F78	S. H. Route 869	Onnalinda
Windber Wye	Route 56	Windber

Track	Crossing	Location
Mine track F-124, Shade Creek Br.	Route 55-110	Loyalhanna No. 7
Main track	Sunshine Ave.	Central City
Mine track F-125, Shade Creek Br.	Route 55-110	Reitz No. 4
Conemaugh Yard	Maple Ave.	Woodvale
Industrial track Slope (North Side), under- grade	Lincoln Street	Bolivar
Sand Rock Industrial track	Fourth Ave.	Derry
Derry-to-Donohoe New Line	Burd's Crossing	West of DR
Station track 410		Greensburg Frt. Sta
Jeannette	All crossings	
Bull Run	All crossings	
Manor	All crossings	
Youghiogeny	All crossings	Irwin to Cereal
Grable Ind. track		Export
East Pittsburgh	All crossings	Pitcairn
Denny Ind. Track	32nd Street	Pittsburgh
Whitehall	26th, 23rd, 22nd, 21st, Sarah, Carson and Sidney Streets	North of OB
Peters Creek Industrial	State St., State Route No. 837	Peters Creek Jct.
West Penn Power Co.	Hemlock St.	Monongahela
American No. 1 Mine	Public Road	Linn
Keister Industrial	State Route No. 51	750 ft. south of Keister Jct.
Southwest Secondary	U.S. Route No. 40	East Fayette St., (3000 feet South of VA)
Southwest Secondary	Church Street	Fairchance
Hempfield Secondary Track	State Route No. 71	1.8 Miles South of Sinclair 1.9 Miles South of Adamsburg Jct.
Scottdale Secondary	State Route No. 31 (Main Street)	Mt. Pleasant
Opossum Run Industrial	7th Street	835 feet South of Opossum Run Jct.
	9th St. & West Crawford Ave.	1625 feet South of Opossum Run Jct.

1103-C2. All trains using No. 0 track between CP and Shafton must stop and send a flagman ahead before proceeding over Main Street crossing Irwin and crews will so arrange their work that the crossing will be open for passengers enroute to and from trains.

1103-C3. Between 6:00 A.M. and 6:30 P.M., trains will approach road crossing at North Trafford Station prepared to stop until crossing is known to be clear and then not to exceed speed of six miles per hour.

1103-C4. Trains or engines operating on Streets Run Track over Mifflin Road and tracks of Pittsburgh Railways Company on side track leading to Mesta Machine Company must not proceed over the crossings until trainmen remove derails located both sides of the crossings and train movements must not be made into the plant of the Mesta Machine Company until signals indicate proceed. After movement has been completed, the derails must be immediately restored to derailing position. Should either the street traffic lights or railroad signals protecting these crossings be inoperative, train movement may be made by providing protection as prescribed in Rule 103.

1103-C5. Movements over East Main Street and Church Street Crossings, 1580 feet and 2015 feet south of VA, are protected by Street Traffic Signals. Switches for operation by trainmen are located on poles 100 feet north of Main Street and 161 feet south of Church Street marked "P.R.R." The operation of either control switches will set the Traffic Signals to show red when viewed from East Main Street and Church Street and green from the track. A second operation of either control switch will restore the Traffic Signals to their normal operation. Before trains are moved over the crossings, trainmen will operate nearest control switch to give proper indication, and when train has cleared the crossings, restore the signals to normal, by operating the nearest control switch.

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

1103-C6. When pushing cars in advance of the engine over crossings between VA and Dunbar Street, 3500 feet south of VA, Southwest Secondary Track, with the exception of East Fayette Street where Special Instruction 1103-C1 applies, and between VA and Miller Avenue, 1.0 mile south of VA, Coal Lick Secondary Track, a member of the crew must be sent ahead to protect street traffic.

1103-C7. When a train, in two or more parts, is operated over a crossing where there is no watchman, after the head portion passes the crossing a member of the crew must be stationed on the crossing to give warning of the approach of other parts.

1103-C8. Crossing gates located 100 feet south of tipple, Carpentertown Coal and Coke Co. No. 2, Boyer Run Industrial Track. Normal position for gates is to be set across tracks. Engines and cars must not be moved over highway crossing until gates have been operated, by person in charge, to a position across the highway.

1103-C9. Peters Creek Industrial Track Crossing, State Route No. 51

Trains and engines must approach Crossing, State Route No. 51, under control and observe if highway crossing signals are operating properly before passing over crossing. If signals are not flashing trainman will open metal box located on instrument case east of crossing, push button, hold same and observe lights flashing until movement over crossing is completed.

1103-C10. Peters Creek Jct., Crossing State Route No. 837

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

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

Switch Located at	Connecting	With	Normal Position is for Movements
East leg of Cresson Wye	No. 5 track	East leg of Wye	To east leg of Wye
South of EP	No. 2 yard track	No. 5 yard track	To No. 5 yard track
South of EP	Secondary track	No. 1 yard track	Secondary track
Ebensburg Jct.	Siding	Black Lick Secondary track	To Black Lick Secondary track
WC	Secondary track	Two secondary tracks	Northward
Cherry Tree Jct.	Susquehanna Secondary	C.T.&D.R.R. lead track	To C.T.&D.R.R. lead
Cherry Tree Jct.	Susquehanna Secondary	N.Y.C.R.R.	To N.Y.C.R.R.
South of Llanfair	Llanfair Secondary	Mine track F-58	To Mine track F-58
HC	South Fork Secondary	Two main tracks	Northward
Paint Creek Br. Jct.	South Fork Secondary	Paint Creek and Shade Creek Branches	To Paint Creek and Shade Creek Branches
Windber	South Fork Secondary	Windber Industrial	South Fork Secondary Track
Jamison No. 2	Alexandria Branch	Jamison No. 2	To Jamison No. 2
Youngwood	Southwest Secondary	Sewickley Secondary	Southwest Secondary
Hunker	Southwest Secondary	Yukon Secondary	Southwest Secondary
Scottdale	Southwest Secondary	Scottdale Secondary	Southwest Secondary
VA	Southwest Secondary	Coal Lick Secondary	Southwest Secondary
Hempfield Junction	Radebaugh Secondary	Hempfield Secondary	Radebaugh Secondary
Cowansburg	Yukon Secondary	Hempfield Secondary	Yukon Secondary
Vance Mill	Redstone Secondary	Vance Mill Secondary	Redstone Secondary

Switch Located at	Connecting	With	Normal Position is for Movements
West Browns-ville Jct.	Mon. Sec. No. 2 Track	West Browns-ville Secondary	Mon. Sec. No. 2 Track
West Browns-ville Jct.	South leg of wye	West Browns-ville Secondary	To south leg of wye
RS	Redstone Secondary	Southwest Secondary	To Redstone Secondary
Cokeburg Jct.	Cokeburg Secondary	Ellsworth Secondary	To Cokeburg Secondary
2452 feet south of Cokeburg Jct.	Cokeburg Secondary	Bethlehem No. 60 Industrial Track	To Bethlehem No. 60 Industrial Track

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

Location	Switches
EP	Secondary Track Switch
RS	Switch leading to Southwest secondary track and switch at North end Redstone storage track.

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
East of SF	Switch to Bennington Storage Track from No. 4 Track.	AR
West of AR	Switch to Shop Car Track from No. 0 Track.	AR
West of Cresson	Switch to Lilly North Storage Track from No. 4 Track.	MO
West of Lilly	Switch to Lilly South Storage Track from No. 1 Track	NY
Conemaugh	Switch to Westbound Receiving Yard from No. 4 Track	C
West of Greensburg	West Switch, Greensburg Freight Station Track from No. 1 Track	RG
60 feet west of SZ	Crossover between No. 2 Track and Yard Tracks	SZ
East of WK	Switch to Industrial Track from No. 1 Track.	CM

1104-E1. Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
Paint Creek Branch. Eureka No. 37 switch	For northward and southward movements on Paint Creek Branch	Northward movements from Eureka No. 37 Track to Paint Creek Branch	1
Cresson Secondary Track Bradley Junction	For northward and southward movements on Susquehanna Secondary Track	Southward movements on Cresson Secondary Track	1

Location	Normal Position	Route for Which Sprung	Note
Cresson Secondary Track Ebensburg Junction	For northward and southward movements on Cresson Secondary Track	Southward movements from siding to Cresson Secondary Track	1
Cresson Secondary Track Cresson	For northward and southward movements over Cresson Secondary Track	Northward movements from yard running track to Cresson Secondary Track	1
Blacklick Secondary Track Nantyglo	For eastward and westward movements on Black Lick Secondary Track	Eastward movements from siding to Black Lick Secondary Track	1
IR	For northward movement to No. 1 Secondary Track	Southward movements from No. 2 Secondary Track to Secondary Track	2
700 feet north of Floreffe	Northward movements on No. 1 Track	Northward movements from pull-out Track to No. 1 Track	3
1.0 mile north of West Brownsville Jct.	Northward movements on Mon. Sec. No. 1 Track	Northward movements from pull-out Track to Mon. Sec. No. 1 Track	3

NOTE 1. Facing movements must approach Spring Switch not exceeding 15 miles per hour prepared to stop, unless a green light is displayed on switch lamp.

NOTE 2. Fixed signal, governing northward movements on Susquehanna Secondary Track, located 2112 feet south of this switch displays aspects Fig. A, Rule 281 and Fig. A, Rule 285A.

NOTE 3. Southward movements on these tracks at these points are governed by position light fixed signal located 100 feet north of switch and switch indicator located on west side of these tracks. Trains making southward movements on these tracks must approach switch not exceeding 15 miles per hour prepared to stop.

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. 0	East End No. 1 Pit Track	AO
No. 1	WG	Spring Hill
No. 0	WG	Spring Hill

1107-A1. In the application of Rule 107: Signalman at **OB** will notify southward trains on No. 4 track when northward superior trains on No. 3 track have not arrived, and will notify southward trains on No. 2 track when northward passenger trains have been diverted to No. 1 track at Kenny.

Signalman at **PG** will notify southward trains on No. 2 track when northward passenger trains have been diverted to No. 1 track at **CR**, and will notify northward trains on No. 1 track or trains diverted from No. 1 to No. 3 track at Kenny when southward passenger trains have been diverted to No. 2 track at **OB**.

Signalman at **CR** will notify southward trains on No. 2 track when northward superior trains on No. 1 track have not arrived.

Track Assignments
1151-A1. Single Track

Track	Between	And
Irvona Branch	Creason	Blandburg
Paint Creek Branch	Paint Creek Br. Jct.	Shade Creek Br. Jct.
Shade Creek Branch	Shade Creek Br. Jct.	Central City
Alexandria Branch	Donohoe	Jamison No. 2 Jct.
Turtle Creek Branch	SZ	ER
Peters Creek Branch	Pennmont	Gould

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

Main Line Between:	No. 6 Track	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. 0 Track
Slope and MO			West'd Pgr.	West'd Frt.	East'd Pgr.	East'd Frt.	
AR and MO							East'd Frt.
MO and SG			West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.	
SG and JD	West'd Frt.	West'd Frt.		West'd Pgr.	East'd Pgr.	East'd Frt.	
JD and RG			West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.	
RG and CP			West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.	
CP and SZ			West'd Pgr.	East'd Pgr.	West'd Frt.	East'd Frt.	
SZ and WG			West'd Pgr.	East'd	West'd Frt.		
WG and Perry			West'd Pgr.	East'd Pgr.	West'd Frt.	East'd Frt.	East'd Frt.
Perry and R			West'd Pgr.	East'd Pgr.	West'd Frt.	East'd Frt.	
R and DV			West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.	
DV and PITT					West'd	East'd	

NOTE—Tracks are numbered from south to north.

Brilliant Branch Between:	West Penn No. 2 Track	West Penn No. 1 Track	Valley No. 2 Track	Valley No. 1 Track
Div. Post (Conemaugh Div.) and CM	Westward	Eastward	Southward	Northward

NOTE—West Penn tracks are numbered from south to north. Valley tracks are numbered from east to west.

Between:	South Fork Branch	No. 2 Track	No. 1 Track
W and HC		Northward	Southward

NOTE—Tracks are numbered from east to west.

Between:	Port Perry Branch	No. 2 Track	No. 1 Track
Perry and PG		Westward	Eastward

Between:	New Portage Branch		
SF and WYE		Westward	Eastward

NOTE—Tracks are numbered from south to north on Port Perry and New Portage Branches.

Monongahela Branch Between:	Monon. No. 1 Track	Monon. No. 2 Track	Scully No. 2 Track	Scully No. 1 Track	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track
Division Post (P. H. Div.) and OB	North'd Pagr.	South'd Pagr.	West'd Frt.	East'd Frt.				
OB and CR					North'd Frt.	South'd Frt.	North'd Pagr.	South'd Pagr.
CR and H					North'd	South'd		

NOTE—Monon No. 1 and Monon No. 2 Tracks, tracks between OB and H are numbered from east to west and Scully No. 1 and Scully No. 2 Tracks are numbered from south to north.

1151-B2. Movements against current of traffic on No. 2 track between north end of Thomson Yard and Kenny may be made on verbal authority of the Signalman at PG.

1151-B3. Movements against current of traffic on No. 2 track for engines returning to their train or for yard engines removing cars from No. 2 track, may be made at restricted speed between Spring Hill and SZ, on verbal permission of signalman at SZ when authorized by the train dispatcher.

1151-C1. Secondary Tracks of Assigned Direction.

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 1	IR	WC	Northward	EP	EP	1-11
No. 2	WC	IR	Southward	EP	EP	1-11
No. 0	NY	BC	Eastward	NY	NY	3
No. 5	W	SO	Westward	SO	SO	3
Westward engine	AO	Crossover No. 4 Pit Track	Westward	C	C	3
No. 0	East End No. 1 Pit Track	AO	Eastward	C	C	2-3
No. 1, No. 2, No. 3 and No. 4 Pit	C	Junction with O Track	Eastward	C	C	2
1S	JW	C	Eastward	C	C	3-9
No. 0	4517 ft. W. of DR	DR	Eastward	DR	DR	3
No. 0	CP	Shafton	Eastward	CP	CP	3
No. 5	UJ	3264 ft. W. of UJ	Westward	SZ	SZ	3-4
No. 0	WG	Spring Hill	Eastward	WG	WG	5
No. 1	WG	Spring Hill	Eastward	WG	WG	5
Relay 2	Spring Hill	950 ft. W. of SZ	Eastward	No. 10 Office	No. 10 Office	
Relay 1	Perry	U Jct.	Westward	WG	WG	3
Relay 2	Perry	U Jct.	Westward	WG	WG	3
Relay 3	Perry	U Jct.	Westward	WG	WG	3
Between No. 2 and No. 3	Wilkinsburg	WK	Eastward	Yard Master	CM	6
Between No. 2 and No. 3	East Liberty	2600 ft. East of Homewood	Eastward	CM	CM	3-7
No. 4	DV	PITT	Westward	DV	Asst. Yard master Yard D	8
No. 3	PITT	DV	Eastward	PITT	Asst. Yard-master Yard D	8
No. 1	County	SW	Northward	County	County	1-10-11
No. 2	SW	County	Southward	County	County	1-10-11
No. 1	BF	MC	Northward	BF	BF	1-10-11

1151-C1. (Continued).

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 1	MC	H	Northward	MC	MC	1-10-11-12
No. 2	H	MC	Southward	H	H	1-10-11
No. 2	MC	BF	Southward	MC	MC	1-10-13

NOTE 1. Last Paragraph, 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. 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. Movements in the reverse direction may be made on verbal permission from Signalman.

NOTE 2. Conductors or enginemen of eastward freight trains on No. 1 track and on pit tracks stopping at Conemaugh will report by telephone to signalman at C when ready. Trains from Conemaugh Yard starting from C that have already reported to signalman are not required to get this permission.

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

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

NOTE 3. Eastward or Westward Movements will be made on signal indication. Permission must be obtained from operator to use this track at any other point.

NOTE 4. Trains must not foul No. 5 track north of Pitcairn station (secondary track) without permission from signalman at SZ.

NOTE 5. Eastward movements made on signal indication at WG. Westward movements made on signal from Switchtender at Springhill Overhead Bridge. Switchtender must secure permission from WG before permitting any movement to enter No. 0 and No. 1 Secondary tracks. Movements must stop before fouling switches at Springhill Overhead Bridge unless signal to proceed is received from Switchtender.

NOTE 6. Eastward trains must not use this track from east end of Wilksburg Yard to WK without permission from yard master at Wilksburg. Reverse movements may be made on receiving proper interlocking signal at WK. Signalman at CM must arrange with yard master at Wilksburg for proper protection.

NOTE 7. Eastward trains using eastward secondary track from CM will stop clear of switches at west end of Wilksburg yard tracks and be governed by instructions from yard master.

NOTE 8. Trains using eastward and westward secondary tracks, between PITT and DV must stop before fouling switches at Modoc Building, unless signal to proceed is received from switch tender and must stop before fouling any other switches between PITT and DV, unless the track is seen to be clear and the switches properly set.

Assistant yard master at Yard D will be responsible for authorizing reverse movements on these tracks between **PITT** and **DV** and arranging for proper protection.

Reverse movements may be made on these tracks on receiving the proper interlocking signal at **DV**, **PITT** or hand signal from switchtender in charge of switches at Modoc Building, 32nd Street.

Movements will not be made from the enginehouse tracks to the westward secondary track at 33rd Street without permission from Assistant Yard Master at Yard D.

NOTE 9. Eastward trains using secondary track from **JW** will stop clear of switches at west end of Woodvale yard tracks and be governed by instructions from yard master.

NOTE 10. **Third Paragraph, Rule 105** will not apply.

NOTE 11. Signal indication or permission of the signalman will be authority for movement in either the assigned or reverse direction on these tracks.

NOTE 12. Controlled by **BF** when **MC** is closed.

NOTE 13. Controlled by **H** when **MC** is closed.

1151-D1. Secondary Tracks of No Assigned Direction.

Track	Between	And	Controlled by	Note
Cresson (N)	MO	EP	EP	2
	EP	RU	EP	1
	RU	Fordham	EP	
Hastings (W)	Hastings Jct.	Hastings	EP	
McGees (N)	McGees Jct.	Glen Campbell	EP	
Susquehanna (N)	DF	IR	EP	1
	WC	DC	EP	1
Moss Creek (N)	Moss Creek Jct.	End of Track	EP	
Black Lick (W)	KY	ZD	EP	1
South Fork (S)	HC	End of Track	FK	3
Beaver (S)	Lovett	End of Track	FK	3
Llanfair (S)	Lovett	End of Track	FK	3
Bradenville (N)	4500 ft. W. of DR	End of Track	DR	
Unity (S)	KR	Hostetter	KR	
No. 0 (E)	Donohoe	Conn. with No. 1 track 2.8 miles west of KR	KR	
Alexandria (N)	Jamison No. 2 Jct.	Allsworth	KR	
Jamison No. 2 (N)	Jamison No. 2 Jct.	Forbes Road	KR	
Manor (N)	Manor	Harrison City	CP	
Yough. (S)	Irwin	Cereal	CP	
Turtle Creek (E)	ER	Div. Post (Cgh. Divn.)	SZ	
No. 0 (N)	29th St. Cgh. Div.	PITT	PITT	4
No. 0 (S)	OB	Crossover, 3000 feet north of Hays	OB	5
No. 0 (S)	Kenny	PG	PG	6

1151-D1. (Continued).

Track		Between	And	Controlled by	No.
McKeesport	(S)	South Duquesne	McKeesport	PG	
Ellsworth	(S)	MC	Marianna	MC	1, 8
Cokeburg	(S)	Cokeburg Jct.	Cokeburg	MC	
Vance Mill	(S)	Vance Mill Jct.	Monarch	BF	
Sewickley	(S)	Youngwood	Bessemer Jct	County	
Hempfield	(S)	Hempfield Jct.	Gratztown	County	1
Yukon	(S)	Yukon Jct.	Cowansburg	County	1
West Brownsville	(S)	West Brownsville Jct.	Ten Mile Run Jct.	BF	1, 8
Scottdale	(S)	Scottdale Jct.	End of Track	County	
		County	VA	County	1
Southwest	(S)	VA	End of Track	RS	7
Coal Lick	(S)	VA	SL	RS	1, 7
Radebaugh	(S)	RG	County	County	1
Redstone	(S)	BF	RS	RS	1, 7

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

NOTE 1. Last Paragraph, 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. 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. Northward movements made on signal indication at **MO**. Southward movements made on signal indication at **EP**. Permission must be secured from **EP** to use this track at any point between **EP** and **MO**. Signalman at **MO** must secure permission from **EP** before displaying signal or giving permission to any movement on this track.

NOTE 3. Controlled by **SO** when **FK** is closed.

NOTE 4. No. 0 track between **PITT** and 29th St. Cgh. Div.

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:

For Northward Movement

79 feet south of Liberty Avenue—34 feet south of Penn Avenue
35 feet south of Smallman Street

For Southward Movement

32 feet north of Smallman Street—28 feet north of Penn Avenue
56 feet north of Liberty Avenue.

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.

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

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

NOTE 5. Southward trains may use No. 0 track between **OB** and crossover, 3000 feet north of Hays, on receiving proper interlocking signal at **OB**; and northward trains by permission from the signalman at **OB**, and must report when clear.

NOTE 6. Northward trains may use No. 0 track between **PG** and **Kenny** on receiving proper interlocking signal at **PG** and southward trains on receiving proper interlocking signal at **Kenny**. Trains clearing this track at storage yard will report to and get permission to enter from signalman at **PG**.

NOTE 7. Controlled by **County** when **RS** closed.

NOTE 8. Third Paragraph Rule 105 will not apply.

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

Siding	Employee in Charge	Note
West Monessen—Southward	Signalman BF	

1151-J1. Passenger Trains as Specified will use Tracks as follows unless Interlocking Signals otherwise indicate:

Train No.	Use Track No.	From	To	To Pass Train No.	To be Passed by Train No.
67	3	RG	CP	631	
35	3	RG	CP	633	
55	3	RG	CP	637	
13	4	KR	RG		95
95	3	R	DV	519	
25	3	RG	CP	13	
46	2	DV	R	638	
636	1	CP	SW		46
644	2	DV	WK	502	
60	2	DV	R		4
86	2	DV	R		4

**MOVEMENT OF TRAINS
PASSENGER TRAIN OPERATION**

1154-A1. Pittsburgh Station Time-table No. 7 in effect. Employees whose duties are in any way affected by the schedules and or Special Instructions of the Time-table must provide themselves with a copy; have it with them while on duty, be conversant with and obey the Special Instructions.

1154-A2. At East Liberty eastward passenger trains on No. 1 and No. 2 tracks which have Pullman equipment will stop with the first working car at the east end of the platform, and all trains consisting of not more than five cars will stop with the engine opposite platform marker No. 9.

At East Pittsburgh trains on No. 1 and No. 2 tracks will stop opposite shelter shed.

At Greensburg, train stop markers in service for No. 3 and No. 4 tracks. Enginemen will stop with engine cab opposite the marker showing the number of cars in train, unless otherwise instructed by the conductor who will advise engineman the position of first working car in train.

At Johnstown, trains on No. 1 track, will stop at east end of island platform so passengers can use steps to and from platform

Passenger trains on other than the regularly assigned tracks stopping at stations where there is a track fence between the track which they are using and the station, will be governed as follows:

Westward trains will stop at the west end of the fence at all stations.

Eastward trains will stop at east end of fence at all stations except Wilmerding where trains will stop opposite the station.

1154-A3. Trains starting from Pitcairn will leave Pitcairn passenger yard three minutes before due to leave Pitcairn Station, unless otherwise instructed.

Empty train to be used for No. 527 will leave Pitcairn Passenger Yard 3.55 P. M., backing to North Trafford.

Empty train to be used for No. 529 will leave Pitcairn Passenger Yard 4.30 P.M., backing to North Trafford.

No. 522 at North Trafford will back to Pitcairn passenger yard.

No. 502 at WK will back train to Pittsburgh.

Nos. 633, 635, 637 and 641, will receive passengers at Derry on yard track next to No. 1 track and use that track Derry to DR.

Trains will clear the time of these trains on those tracks.

Nos. 85, 13 and 14 will cut mail-express car off west of Interlocking at C.

No. 18 will pick up cars at Johnstown unless otherwise instructed.

1154-A4. Scheduled passenger trains detoured via New Portage Branch will run passenger extra, AR to Wye; or Wye to SF. Eastward trains will not pass crossover switches just west of Wye without permission from signalman at Wye.

1154-A5. Passenger trains from Altoona with helpers ordered to assist to Gallitzin will stop and cut off helper at home signal at UN, except when a passenger train with a helper to cut off stops at Gallitzin Station to receive or discharge passengers, the helping engine will cut off at that point and the train will follow but must run expecting to find the helping engine in the block.

Westward passenger trains with 14 or more cars using No. 4 track with helper to cut off from head end at UN will pull down to home signal on middle siding located 600 feet east of UN or to home signal on No. 4 track opposite UN where helper will cut off.

Westward passenger trains on Brilliant Branch with helper ordered to assist to CM will stop and cut off helper at home signal on west leg of wye.

1154-A6. On through passenger trains passing Horse Shoe Curve in daylight train crews will keep a lookout when approaching the curve and if they find that the view will be unobstructed the following announcement will be made:

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

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

These announcements should be made in all cars occupied by passengers, except private and business cars. On trains having observation cars, add to announcement in Pullman cars, "Observation car on the rear of train."

1154-A7. The following instructions will apply to the engines of trains Nos. 32, 72, 54, 74, 46, 85, 13, 25, 75 and 33.

When two passenger trains running in the same direction on separate tracks are approaching the Horse Shoe Curve, the train in the rear will not close in, or pass the train ahead until after passing around the Horse Shoe Curve, in order that the passengers on both trains may have an unobstructed view of the scenery.

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

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

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

1154-A8. Local passenger trains will be governed by instructions applicable to through trains, except between Shadyside and Greensburg the side and trap doors will remain open on the station platform side of the train, and where the next station stop is on the opposite side, all side and trap doors must be closed and opened on the side from which passengers will be received and discharged at the next station stop. All side and trap doors must be kept closed on the opposite side of the station platform except trains on No. 5 track at Pitcairn will open one door on the north side nearest the crossing.

Toilet room doors of all cars in service will be locked between Pittsburgh and East Liberty.

1154-A9. Eastward passenger trains, not making stops or service brake applications between Pittsburgh and Swissvale will make a running test of air brakes just before passing Swissvale Station. Engineman of eastward passenger trains will also make a running test of the air brakes just before passing over the summit east of AR.

Westward passenger trains, not stopping at Gallitzin nor at UN to uncouple helping engines, will make a running test of the brakes just before passing UN.

1154-A10. At Pittsburgh train brake tests on through passenger trains are to be made in accordance with Paragraph 5 of Instruction 14 of Brake and Train Air Signal Instructions No. 99-D-1 in effect April 1, 1953.

Enginemen will verbally notify relieving Enginemen of the condition of the train brakes.

FREIGHT TRAIN OPERATION

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

1155-A1. The following instructions, supplementary to the Brake and Train Air Signal Instruction No. 99-D-1 in handling freight trains, will apply:

Trains having 40 percent or less loaded cars will be considered empty trains, except trains having 25 percent or more of the cars in train loaded with mineral freight or grain will be considered mineral freight trains, all instructions pertaining to mineral freight trains will apply.

On all mineral freight trains, the retaining valves should be turned up in slow direct exhaust position (45 degrees above center) on 25 percent of the cars in train, commencing at head end of train, unless otherwise provided. This should be done at the time the terminal air brake test is made.

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 position.

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.

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.

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

The engineman and conductor will confer and agree on the number of retaining valves to be set up on any other grades where their use may be desired.

When using retaining valves of the three-position type—place handle in high pressure position on cars loaded with mineral freight, and in low pressure position on other cars.

If in the judgment of conductors, weather conditions or character of lading of cars in their trains are such as to prohibit the turning up of retaining valves with safety while trains are in motion, and there is no convenient operating stop where this work can be done, retaining valves will be turned up as specified below:

Eastward Freight Trains—While stopped at Main Line Pit, Conemaugh.

Eastward Freight Trains from South Fork Branch—Before departing from South Fork yard.

Eastward Freight Trains from Track No. 0 at BC—Before departing from BC.

Eastward Freight Trains from Cresson Secondary Track or from Cresson Yard—Before departing from Cresson.

Retainers must not be turned down until engineman gives the whistle signal to release brakes upon reaching the foot of the grade. If in the judgment of the engineman the train can be moved to the eastward receiving yard at Altoona or Holidaysburg with retaining valves up, stop will not be made at Slope or Wye to turn down retainers.

On all grades where the use of retaining valves is required the conductor must be out on the train. The position of the flagman is out on the rear end of the train. The conductor will be responsible for properly instructing the trainmen and seeing that they are stationed on top of the cars in a position to give and receive signals promptly and know that the handles of retaining valves are turned to the proper position.

~~Eastward freight trains will not proceed beyond of sight~~ (8) lves

On mineral freight trains the brake pipe pressure must be 105 pounds, on other loaded trains 100 pounds and on empty trains 80 pounds, before descending grade.

The above brake pipe pressure must be obtained before passing MO.

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pressure, the engineman will then make a 15-pound brake pipe reduction and note the brake pipe leakage which must not exceed 5-pounds per minute. The train crew will place the handle of the pressure retaining valve on the cars in a horizontal position (crosswise of the pipe) which is the minimum pressure retained by the retaining valve, after which the engineman will make a 25 pound brake pipe reduction and release the brakes. The trainmen must wait 3 minutes after the train brakes have been released before making their inspection, and all brakes that have leaked off during this period of time, or there is no discharge of air from the retaining valve when the handle is moved to release position, must be considered as ineffective air brakes when computing the number of tons per car with effective brakes. In making retaining valve tests, trainmen will record each retaining valve which blows as the handle is turned down as an effective brake. It is permissible to compute one two-position type retaining valve passing the prescribed test as one effective grade brake for 75 tons, and one three-position type retaining valve passing the prescribed test as one effective grade brake for 105 tons. Example, multiply the total number of two-position retaining valves that will hold 3 minutes by 75 tons and the total number of three-position retaining valves that will hold 3 minutes by 105 tons, and the sum of the two will equal the retaining valve value of the train, which must be equal to, or greater than the gross tonnage of the train, except that it will not be necessary for trainmen to make the retaining valve test on trains for which an Air Brake Clearance Card has been furnished by foreman of car inspectors.

An air brake test in accordance with the second paragraph of Instruction 14, Brake and Train Air Signal Instructions No. 99-D-1, must be made on all eastward freight trains originating west of Conemaugh as follows:

Trains stopping at Conemaugh Main Line Pit for helping engine must make test before leaving that point. Trains that do not stop at Conemaugh Main Line Pit must make this test before entering tunnel at Gallitzin.

On trains of loaded cars the brake pipe pressure must not be less than 100 pounds before descending grade between Gallitzin and SLOPE or Wye. The brake pipe pressure on engines not equipped with the double pressure feed valves (M3A) to be obtained by placing the automatic brake valve in full release position after passing JD in order to obtain 100 pounds brake pipe pressure before reaching Conemaugh. On engines equipped with the M3A brake pipe feed valve the engineman will turn the adjusting nut on the brake pipe feed valve to the right until the guide strikes the stop. By making this adjustment the brake pipe pressure will be 100 pounds. This adjustment must be made when passing JD in order to obtain the required brake pipe pressure before reaching Conemaugh. When the pushing engine next to the train has passed MO the engineman will observe the brake pipe pressure and if it is not less than 85 pounds he will give the whistle signal to release brakes. If the brake pipe pressure on the pushing engine next to the train registers less than 85 pounds the engineman will give the whistle signal to apply brakes and the train will stop before fouling switches just west of AR, and not proceed until the required pressure has been obtained and a road test of the brakes has been made. In the case of empty trains the brake pipe pressure on pusher engine next to train must register not less than 70 pounds.

If the required pressure is obtained before hauling engine reaches AR, the pushing engine next to train will give the whistle signal to release brakes and the train will proceed.

The flagman must observe the brake pipe pressure shown on the cabin gauge so that he too may know that the required brake pipe pressure was obtained.

On single engine trains, the flagman will observe the brake pipe pressure on cabin gauge, and if it is not less than 85 pounds he will give signal to proceed. If the brake pipe pressure is less than 85 pounds, he will give signal to apply brakes, and train will be stopped before fouling switches just west of AR, and will not proceed until required pressure has been obtained and a road test of the brakes made. In the case of empty trains, the brake pressure on the cabin gauge must register not less than 70 pounds.

Eastward freight trains must not exceed a speed of four (4) miles per hour from the time front end of train passes Car Inspector's Building located west of AR until it reaches west portal of Gallitzin tunnel.

Enginemen and firemen must know that the required brake pipe pressure is being maintained and must call to each other the brake pipe pressure immediately prior to the flagman separating air brake hose.

Flagmen must observe the brake pipe pressure on the cabin gauge and know that the required brake pipe pressure is being maintained immediately prior to separating air brake hose.

The engineman must operate the air brakes in such a manner as to maintain a brake pipe pressure of not less than 70 pounds for loaded trains and 60 pounds for empty trains at all times.

Arranged Service Freight Trains When the Tons Per Effective Brake Do Not Exceed 75

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

Arranged Service Freight Trains When the Tons Per Effective Brake Exceed 75, and All Slow Freight Trains

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

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

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

The conductor and engineman will confer and agree on the number of retaining valves to be left in release position according to these instructions, and will make notation on back of their forms MP 261 showing the number of retaining valves left in release position.

The speed of eastward freight trains must be reduced to twelve (12) miles per hour when approaching the foot of the grades west of SLOPE or Wye, after which, if in the judgment of the engineman he can operate the train safely without the use of retaining valves, he will give the whistle signal to release brakes, which will be the signal to the trainmen to release the retaining valves, commencing at the rear end. Retaining valves on the front portion of the train must not be released until the train is under control or stopped at ALTO or Wye.

In starting eastward freight trains between Gallitzin and SLOPE, or Wye, the following instructions will govern:

Slow Freight Trains of Less than 65 Cars and All Arranged Service Freight Trains

The rule requiring that trains be secured by hand brakes must be strictly conformed to, after which trainmen will begin at the rear of the train and turn down retaining valves, sufficient to permit the engineman to start the train without having to take the slack. Engineman will not attempt to start train until signal is received from trainmen that sufficient retaining valves have been released. The retaining valves turned down must again be turned up, as soon as the air-brake on the car is released. When ready to start the engineman will give the proper whistle signal, after which hand brakes will be released. Should it be necessary for the engineman to take the slack, at any time, care must be exercised to do it in such a way as will prevent breaking the train.

Slow Freight Trains of 65 Cars or More

Sufficient hand brakes will be set at points in the train approximately $\frac{1}{4}$, $\frac{1}{2}$ and $\frac{3}{4}$ back from the engine to hold the train secure immediately upon stopping.

If stopped between AR-UN and Slope or Wye, when ready to proceed, the engineman must make a full service application and release of the brakes; then signal the trainmen with two sounds of the whistle to release and reset retaining valves. Between AR-UN and westward distant signal for Benny Interlocking they will release and reset retaining valves on all cars except the first 15 and the first 20 back of the middle of the train. If stopped at or between the westward distant signal for Benny Interlocking and Slope or Wye, they will release and reset retaining valves on all cars except the first 5 or more if necessary, and the first 20 back of the middle of the train.

After retaining valves have been released and re-set as specified, the trainmen will signal the engineman to proceed. The engineman will then call the flagman and the hand brakes will be released, beginning from the rear of the train. After the hand brakes have been released and flagman has returned, the trainmen will signal the engineman to proceed. The engine should then be moved not more than two feet at a time, allowing ample time after each stop to permit the slack in train to adjust itself until entire train moves. Should it be necessary to take the slack, exceptional care must be exercised.

Eastward freight trains composed of more than 10 cars will not exceed a speed of 12 miles per hour on Nos. 1 and 2 tracks until the entire train has passed out of Gallitzin tunnel. Enginemen of pushing engines will approach the summit, east of AR, with the slack pushed up, but without exerting sufficient force to increase the speed of the hauling engine.

The running time on the Eastern Slope for eastward Arranged Service freight trains with 60 or less tons per operative brake, will be computed as follows:

Divide the number of cars with operative brakes into the gross tonnage of train and the result will equal tons per operative brake. The retaining valve value will remain the same as now prescribed in the standard rule.

South Fork Branch—M. P. 9 to Lovett

The same instructions will apply as between Gallitzin and SLOPE or Wye, except the two-position retaining valve will be computed as an effective grade brake for 50 tons, and the three position retaining valve for 95 tons.

Beaver and Llanfair Secondary Tracks

The same instructions will apply as between Gallitzin and SLOPE or Wye, except the two-position retaining valves will be computed as an effective grade brake for 50 tons, and the three position retaining valve for 95 tons, and the brake pipe pressure must not be less than 110 pounds.

Enginemen of northward freight trains on the South Fork Branch, Llanfair and Beaver Secondary tracks having trains under control approaching Lovett so that they can operate safely with the air brake without the use of the retaining valves, and not intending to stop at Lovett, will give whistle signal to release brakes, which will be the signal to the trainmen to release the retaining valves commencing at the rear end. Retaining valves on the front portion of trains must not be released until the train is under control or stopped at Lovett.

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

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

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

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

1155-A3. Industrial track from No. 1 track, 3,878 feet west of Greensburg, will be used by freight trains having work at Greensburg freight station.

1155-A4. Helping engines coupled to rear of westward freight trains on the Port Perry Branch will cut off at westward limits of U. Jct. Interlocking, and be governed by interlocking signal indication for eastward movements.

1155-A5. When ready to cut off pusher engine, Trainman will give Engineman cut-off signal, after Engineman acknowledges this signal, as prescribed by Rule 14(g), Trainman will close angle cock on the cabin car, then open knuckle on cabin car leaving angle cock on engine open. Trainmen will then cut the air hose between cabin car and engine, which will result in an emergency application of brakes being made on pusher engine and stopping same.

Hose cutting devices are furnished on cabin cars, and care should be taken to see that hose is cut and not allowed to pull apart.

1155-A6. Enginemen of pusher engines assisting freight trains will ease off when approaching or while passing over crossovers or turnouts while making straight or diverting movements:

Eastward—at east end of Conemaugh Yard and Pit tracks

Cresson Yard—AR, MO, NY and AO

Westward—at MG, Benny and SF

1155-A7. Westward freight trains having pusher engine to cut off at Gallitzin will not exceed 15 miles per hour at Gallitzin until entire train has passed interlocking at UN.

1155-A8. When trains, moving from New Portage Branch to No. 4 track, have two helper engines pushing, the rear helper must use only sufficient power to keep against the engine ahead; the engine next to cabin car will assist in the usual manner.

1155-A9. Freight trains leaving yards will move at a speed so as to permit the train crew to make inspection of train and board rear of train with safety.

1155-A10. Engine crews on westward freight trains passing through No. 3 and No. 4 track tunnels at Gallitzin will be governed as follows:

Signs bearing letter "F" are located on top of fan house between No. 3 track and No. 4 track, east end of Gallitzin tunnels. When illuminated, sign on south corner of fan house indicates fans are operating for No. 3 track tunnel and sign on north corner of fan house indicates fans are operating for No. 4 track tunnel.

Engine crews on westward freight trains having steam hauler, steam helper or both, must stop and report to operator at AR for instructions when sign indicates fans are not operating for tunnel through which movement is to be made.

On trains having one or more steam engines ahead, on entering the tunnel the throttle valve will be closed on all engines except the leading engine, the blower applied lightly, and, will not use steam again until after passing the west portal of tunnel unless signalled by two sounds of the whistle on the leading engine to prevent stalling. When smoke appears in the cab of the leading engine the engineman will signal the enginemen of the other engine or engines by four sounds of the whistle to close throttle valve.

The train must be operated in such a manner that the leading engine will keep behind the smoke which is driven westward by the fans. The pushing engine will assist in the usual manner. When there is one or more pushing engines, the enginemen of all engines, except the one next to the train, will apply the blower lightly and use only sufficient steam to keep against the engine ahead.

1155-A11. Conductors of freight trains arriving at yards where work is to be done must be at the front end of their train and must deliver their manifests or waybills in consecutive order as to standing of cars in their train. A manifest or waybill or its equivalent must accompany each and every car.

1155-A12. In all cases of freight trains parting due to couplers passing over each other, and repairs cannot be made by trainmen, cars involved should be set out of train at nearest available point and train dispatcher notified.

1155-A13. On all grades when necessary to set off a shop car with air brakes, hand brakes, or both inoperative, car involved must be accompanied by at least one car attached on descending portion of grade, with hand brakes in operative condition.

1155-A14. Between 7:00 A.M. and 7:00 P.M. daily except Saturday and Sunday, trains must not use the Westinghouse Interworks Railway tracks without orders from Train Director of Westinghouse Interworks Railway, Trafford, except trains have the right to cross to and from warehouse track Turtle Creek, and Metal Yard Trafford keeping careful lookout for approaching trains.

Saturdays and Sundays and between 7:00 P.M. and 7:00 A.M. other days this track may be used on permission from the Signalman SZ.

1155-A15. Westward trains on No. 3 track having work, will stop clear of switches at west end of Wilksburg yard tracks and be governed by instructions from yard master.

1155-A16. The number of track to be used by train for Shire Oaks Yard will be displayed in South window at H for northward trains. When no indication is given, trainmen must obtain instructions by telephone before entering the yard tracks.

1155-A17. Rule 14-e of 99-D-1 Brake and Train Air Signal Instructions will apply to the following trains at Pitcairn. VL-9, SW-1, PF-1, VL-7, JC-5, Wierton Box, and Wierton Ore.

Enginemen will verbally notify relieving Enginemen of the condition of the train brakes.

1155-A18. Couplings to other cars, engines or cabins must not exceed a speed of 4 miles per hour.

PASSENGER AND FREIGHT TRAIN OPERATION

1156-A1. Movements on west leg of wye track, Cresson, may be made on permission from Signalman EP.

1156-A2. All work trains, wreck trains, snow removal equipment and light engines entering Cresson yard from Main Line will stop clear of Interlocking, in yard, and call Yard Office and Block Operator at EP Block Station for further instructions.

1156-A3. Eastward and southward trains may use north and west leg Wye at South Fork on receiving proper interlocking signal at SO or on permission from signalman at SO through the operator at FK. Westward and northward trains may use these tracks on permission from signalman at SO through operator FK.

Southward trains must stop at first crossover south of Jump-over bridge, and report to Yard Masters office, South Fork, for instructions.

1156-A4. When backing trains out of Pennsylvania Station, Pittsburgh, to the yard, with road power, engineman will not start until three distinct sounds of the communicating signal are heard and, in addition, a hand signal has been received from the trainman who is to ride the rear of the train. If hand signals cannot be seen, the trainman who is to ride the rear of the train will notify the engineman personally that it is intended to back the train out of the station to the yard. After having been so notified, the engineman will proceed on receiving the proper communicating signal after having given the trainman sufficient time to reach the rear end of train.

When using road power to make up trains in Pittsburgh yard, trainmen must in addition to giving proper communicating signal, give hand signal. The hand signal must not be given until trainmen ascertain if any workmen are about the cars, and if so, notify them. In case hand signal cannot be seen by engineman, trainmen will notify engineman personally of movements to be made.

1156-A5. In Pittsburgh Yard, when a train extends beyond the signal in such position that the indication cannot be seen by the engine crew, the train must not be moved until either the engineman or fireman has observed the signal or until one of the trainmen has notified them that the signal is in the proceed position. If, after the signal has been displayed, and it is found necessary to take the signal away, the switches must not be changed nor signal cleared for any conflicting route until proper arrangements have been made with the crew of the train for which signals were displayed.

1156-A6. In Pittsburgh Terminal, yard engines, road engines and shifting movements must come to a full stop just prior to coupling to other cars or engines.

1156-A7. Engine crews from the west will use crossover at west end of engine track at Conemaugh and place their engines on inbound engine track. Crossover switches will be left in normal position for crossover movements.

1156-A8. On Conemaugh Pit tracks, targets displaying yellow by day and yellow light by night, 75 feet west of ash pits and adjacent to pit tracks 1, 2, 3 and 4, mark the end of track circuits on those tracks.

Eastward home signals at C governing the use of interlocking routes within home signal limits leading to Pit tracks 1, 2, 3 and 4 will, in addition, govern the use of the Pit tracks to the target locations.

1156-A9. Ebensburg Jct. Siding will be used by Southward trains from Black Lick Secondary track, on permission of operator at EP.

1156-A10. In cutting off helping engines from trains at block stations the following instructions will govern:

Helping engines pulling ahead will cut off only at block stations.

Helping engines pushing will be cut off between the distant signal and the home signal, and as close to the home signal as will permit of the helping engine stopping at that signal. The flagman will display his markers on the rear platform of the cabin, but will not put them up in proper position until the rear of the train is passing the block station, which will be information to the signalman that a helping engine has been cut off. Pushing engines cutting off under these conditions will follow the rear of the train carefully to the home signal, and if signal is in stop position, will immediately report by telephone or train phone to the signalman.

When necessary to detach a helping or pushing engine from a train at a location other than a block station or between the distant signal and the home signal, the engine will be detached at a point in telephone communication with a block station and the engineman will immediately notify the signalman, giving engine number and location, before proceeding.

Eastward trains from Brilliant Branch:

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

Eastward trains destined to Youngwood via Radebaugh Secondary Track:

Youngwood helpers will remain coupled to Youngwood.

Pitcairn helpers will cut off at crossing switch at Radebaugh, Radebaugh Secondary track, and will report to the signalman at RG.

Eastward trains destined to Derry or beyond:

Helpers on the rear of trains will cut off at the westward home signal bridge DR and be governed by the fixed signal for reverse movement.

Eastward trains destined beyond Gallitzin:

Helpers on the rear will cut off at the summit, east of home signal bridge at Gallitzin and if destined to Gallitzin will be governed by the fixed signal for reverse movements through AR.

Conductors of eastward freight trains, having a helper on rear destined east of Gallitzin, and stopping at Gallitzin, must notify signalman at AR, giving position of engine in train. Eastward freight trains not stopping with helper on rear destined east of Gallitzin, engineman of helper will notify signalman by giving two short blasts of engine whistle when passing AR.

Westward trains destined beyond Gallitzin:

East Slope helpers on rear will cut off promptly after passing Gallitzin station.

East Slope helpers pulling ahead will remain coupled to MO and will turn on wye at Cresson before proceeding east.

Enginemen of helping engines assisting trains at M. P. 9, on South Fork Branch, cutting off at that point, must promptly report to signalman at FK for instructions.

Westward trains from Derry:

Youngwood helpers assisting trains destined west of RG will cut off at RG.

Pitcairn helpers assisting Youngwood trains will cut off at SW.

Pitcairn helpers pulling ahead of a train destined west of RG will cut off at SZ, unless the train is stopped at RG, or CP, in which case they will cut off and run light to Pitcairn.

Pitcairn helpers pushing a train destined west of RG will cut off at RG.

Westward trains from Pitcairn:

Helpers pulling ahead will cut off at CM.

Helpers pushing will cut off at eastward home signal WK and report to signalman at CM.

1156-A11. Helpers returning from Gallitzin destined to points other than Conemaugh will report destination to signalman at AR.

1156-A12. Referring to Instructions 26-a Book of Brake and Train Air Signal Instructions No. 99-D-1:

Brakes may remain applied over all bridges on this Division.

1156-A13. Wrenches, hammer, chisel and chain have been placed at the following Block Stations for emergency use of Engine and Train Service crews:

DV, CM, R, WG, SZ, CP, RG, SW, KR, DR, JD, SG, C, AO, SO, NY, MO, AR, MG.

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

1156-A14. Enginemen in charge of engines running light will make a running test of the brake before descending any grade.

1156-A15. When engines on all Diesel engine units are shut down on grades, sufficient hand brakes must be applied on the train to secure it until it is ready to proceed.

1156-A16. Conductors moving trains between SG and JD will show route of trains on their car reports and time return and delay reports either via Sang Hollow Extension or main line.

Enginemen of all westward trains and light engines, freight or passenger, will show on the face of time return and delay reports and mileage stubs the route used west of SG, either via Sang Hollow Extension or main line.

Enginemen must show the name of their home division on each time return and delay report and the name of the home division of the conductor in charge of the train on each mileage stub.

1156-A17. In case of an accident involving tank cars containing explosives or inflammable shipments, great care must be taken to avoid an explosion.

Wrecking crews and trackmen must not use open flame lamps.

Train service employes must be on the alert when passing or stopping at wrecks in order to avert the possibility of ignition of inflammables by the engine or by the use of a torch.

Passenger trainmen must be careful to see that the windows are kept closed to prevent burning matches, lighted cigarettes or cigars being thrown from the train.

Wrecking crews must exercise the utmost care in handling cars containing inflammables, or other explosives, in order to prevent strain on vulnerable parts of tank or car with resultant leakage and increased hazard.

1156-A18. Switches leading into all shop tracks will be locked with a special lock, and the keys will be in charge of the foreman of car repairs.

1156-A19. Overspeed warning system for eastward movements on No. 1 track and No. 2 track between signal 2474, eastward distant signal for Benny, and eastward home signal for Benny, will function as follows:

A—Between signal 2474, eastward distant signal for Benny, and a point 1718 feet east of signal 2474, if maximum authorized speed is exceeded the following warning devices will function:

1. Cab signal will indicate approach.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 1868 feet east of signal 2474, will sound.

Trains for which warning devices are operated must at once reduce speed to not exceeding maximum authorized speed.

B—Between a point 1718 feet east of signal 2474 and a point 2874 feet east of signal 2474, if maximum authorized speed is exceeded the following warning devices will function.

1. Cab signal will indicate approach.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 3024 feet east of signal 2474, will sound.

Trains for which warning devices are operated must at once reduce speed to not exceeding maximum authorized speed.

C—Between a point 2874 feet east of signal 2474 and a point 3674 feet east of signal 2474, if maximum authorized speed is exceeded the following warning devices will function:

1. Cab signal will indicate approach.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 3824 feet east of signal 2474, will sound.

Trains for which warning devices are operated must at once reduce speed to not exceeding maximum authorized speed.

D—Between a point 3674 feet east of signal 2474 and a point 4182 feet east of signal 2474, if maximum authorized speed is exceeded the following warning devices will function:

1. Cab signal will indicate approach.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 4332 feet east of signal 2474, will sound.
4. Torpedo will be exploded when engine passes eastward home signal at Benny.
5. Cab signal will flash and cab signal whistle will sound between a point 700 feet east of eastward home signal for Benny and a point 1030 feet east of eastward home signal for Benny.

Trains exploding torpedo or receiving flashing cab signal and cab signal whistle must be stopped immediately and report to the Operator at AR for instructions.

Flagmen and others will not place torpedoes between a point 900 feet west of eastward home signals for Benny and the westward home signals for Benny.

1156-A22. Northward trains required to stop at SY Block-Limit Station, for orders or to secure block permission, will stop south of B. & O. R. R. crossing, 0.1 mile south of SY and must not foul crossing until ready to proceed.

1156-A23. Permission must be obtained from RS to use Rainey Jct. Wye. When RS is closed, permission must be obtained from County.

1156-A24. Yard engines and extra trains must obtain permission from the Monongahela Railway Train Dispatcher at Brownsville before moving between West Brownsville Jct. and West Brownsville.

1156-A25. No. 1 Eastward Yard running track between Spring Hill Overhead Bridge and SZ, controlled by Yard Master No. 10 Yard Office, Pitcairn; reverse movements on permission from Yard Master No. 10 Yard Office. Maximum speed 15 miles per hour. Eastward movements made on signal from switchtender at Spring Hill Overhead Bridge. Westward movements made on signal indication at SZ. Permission must be secured from Yard Master No. 10 Yard Office to use this track at any point between Spring Hill Overhead Bridge and SZ.

Switchtender at Spring Hill Overhead Bridge and Signalman at SZ must secure permission from Yard Master No. 10 Yard Office before permitting any movement to enter this track. Movements on this track must stop before fouling switches at Spring Hill Overhead Bridge unless signal to proceed is received from Switchtender.

No. 3 Running Track, of no assigned direction, Pitcairn Yard, in charge of Yard Master at No. 10 Yard Office.

Permission must be secured from Yard Master at No. 10 Yard Office to use this track in either direction.

Maximum speed 15 miles per hour.

1156-A26. 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 the 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.

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:		
Slope and MG.....	6.2	11
MG and SF.....	3.8	8
SF and UN-AR.....	1.1	2
UN-AR and AO.....	21.6	24
AO and C.....	2.	3
C and JD.....	17.	18
JD and DR.....	16.8	17
DR and SZ.....	27.6	27
SZ and WG.....	3.6	3½
WG and CM.....	8.1	10½
CM and DV.....	2.4	3
DV and Pittsburgh.....	2.7	6
SG and JD; No. 5 and 6 Tracks.....	13	23
Slope and Pittsburgh.....	112.9	Hrs. Min 2 13
New Portage Branch:		
Wye and MS.....	7.2	22
MS and SF.....	8.1	24
Wye and SF.....	15.3	46
Eastward light engines and engines with cabins only will conform to minimum running times shown for eastward passenger trains between UN-AR and SLOPE and between SF and Wye.		
Monongahela Branch:		
Monon and H.....	25.0	Min. 36

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

1157-A2. Checking speedometers:

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

White marker posts installed along north and south side of track at the following locations for this purpose.

MAIN LINE•

No. 1 and No. 2 tracks, Shadyside east for one mile.

No. 3 track, Moss Side Bridge east for one mile.

No. 1, No. 2 and No. 3 tracks, Signal Bridge 2868 east for one mile.

No. 1, No. 2, No. 3 and No. 4 tracks, Signal Bridge 2407 to Signal Bridge 2417.

No. 3 and No. 4 tracks, Signal Bridge 2547 to a point one mile west.

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 of 60 tons or less per effective brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
UN-AR to SF	1.39 to 2.36	1.1	12	5
SF to MG	1.73 to 2.36	3.8	19	12
MG to Slope	1.45 to 1.85	6.2	20	18
TOTAL	—	11.1	—	35

Trains having an average tonnage of over 60 tons per effective brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
UN-AR to SF	1.39 to 2.36	1.1	12	5
SF to MG	1.73 to 2.36	3.8	15	15
MG to Slope	1.45 to 1.85	6.2	18	21
TOTAL	—	11.1	—	41

NEW PORTAGE BRANCH

Points	Grade	Distance Miles	Miles Per Hour	Minutes
AR to SF	1.39 to 2.36	1.1	12	5
SF to MS	1.20 to 1.88	8.1	16	30
MS to Wye	1.03 to 1.81	7.2	16	27
TOTAL	—	16.4	—	62

South Fork Branch

Points	Grade	Distance Miles	Miles Per Hour	Minutes
M. P. 9 to Lovett	2.57 to 2.39	4.2	10	25

Beaver (Secondary Track)

M.P.5 to M.P. 3	3.72 to 2.18	2	6	20
M.P.3 to Lovett	2.39 to 1.58	3	10	18
TOTAL	—	5	—	38

Llanfair (Secondary Track)

M.P. 5 to Lovett	4.14 to 2.85	5	6	50
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NOTE—In case of delay enroute the number of minutes delayed must be added to the minimum running time.

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

MAIN LINE	No. 6 Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		No. 0 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
BETWEEN:	Miles per Hour													
SLOPE and Signal Bridge 2397-2398					70	40	70	45	45	35	35	35		
Signal Bridge 2397- 2398 and MG					70	40	70	45	40	30	30	30		
MG and UN—AR					70	40	70	45	35	35	35	35		
UN—AR and MO					70	30	70	30	60	45	45	45	30	30
MO and W					50	45	70	45	70	45	45	45		
W and C					60	45	70	45	70	45	45	45		
C and SG					50	45	70	45	70	45	45	45		
SG and M. P. 280							70	45	70	45	50	45		
M. P. 280 and JD							70	50	70	50	50	50		
SG and JD	45	45	35	35										
JD and DR					50	45	70	45	70	50	50	45		
DR and KR					50	45	70	45	70	45	50	45		
KR and SW					50	45	70	45	70	50	50	50		
SW and RG					50	45	70	45	70	45	50	45		
RG and CP					70	50	70	50	70	50	70	50		
CP and SZ					70	50	70	50	50	50	50	50		
SZ and WG					70	45	70	45	45	45				
WG and Perry					70	45	70	45	30	30	30	30	30	30
Perry and R					70	45	70	45	45	45	45	45		
R and Swissvale					70	45	70	45	70	45	70	45		
Swissvale and CM					60	45	60	45	60	45	60	45		
CM and DV					50	20	50	20	50	20	50	20		
DV and PITT									50	20	50	20		

BRANCHES	Single Track		No. 2 Track		No. 1 Track	
	Pgr.	Fr.	Pgr.	Fr.	Pgr.	Fr.
	Miles per Hour					
New Portage Branch						
Between: Wye and SF.....			20	20	20	20
Irvona Branch						
Between: Cresson and Blandburg.....	25	25				
South Fork Branch						
Between: W and HC.....			20	20	20	20
Paint Creek and Shade Creek Branch						
Between: Paint Creek Branch Jct. and Central City. . . .	15	15				
Alexandria Branch						
Between: Donohoe and Jamison No. 2 Jct.....	15	15				
Turtle Creek Branch						
Between: SZ and ER.....	20	20				
Port Perry Branch						
Between: Perry and PG.....			20	20	20	20
Brilliant Branch	West Penn No. 2 Track		West Penn No. 1 Track		Valley No. 2 Track	
	Pgr.	Fr.	Pgr.	Fr.	Pgr.	Fr.
	Miles per Hour					
Between: Div. Post (Conemaugh Div.) and CM . .	40	18	40	18	40	18

MONONGAHELA BRANCH	Single Track		Monon. No. 1 Track		Monon. No. 2 Track		Scully No. 2 Track		Scully No. 1 Track		No. 1 Track		No. 2 Track		No. 3 Track		No. 4 Track	
	Pagr.	Frl.	Pagr.	Frl.	Pagr.	Frl.	Pagr.	Frl.	Pagr.	Frl.	Pagr.	Frl.	Pagr.	Frl.	Pagr.	Frl.	Pagr.	Frl.
	Miles per Hour																	
Div. Post (P. H Div.) and OB			50	45	50	45	30	30	30	30								
OB and Kenny											30	30	30	30	50	45	50	45
Kenny and Duquesne											30	30	20	20	50	45	50	45
Duquesne and Mile Post 14											30	30	30	20	50	45	50	45
Mile Post 14 and H											50	45	50	45				
Peters Creek Branch Between: Pennmont and Gould	15	15																

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: Slope and Pittsburgh.....	45	30
New Portage Branch Between: Wye and SF.....	20	15
Irvona Branch Between: Cresson and Blandburg.....	25	20
South Fork Branch Between: W and HC	20	15
Alexandria Branch Between: Donohoe and Jamison No. 2 Jct.....	15	15
Turtle Creek Branch Between: SZ and ER.	20	15
Port Perry Branch Between: Perry and PG.....	20	15
Monongahela Branch Between: Division Post (P. H. Div.) and H.....	40	30
Peters Creek Branch Between: Pennmont and Gould.....	10	10
Ellsworth Secondary Track Between: MC and Marianna.....	15	15
Monongahela Secondary Tracks Between: West Brownsville Jct. and BF.....	20	20
Redstone Secondary Track Between: BF and RS.....	20	20
West Brownsville Secondary Track Between: West Brownsville and Ten Mile Run Jct.....	25	25

1157-C2. (Continued).

	Boom Trailing	Boom Forward
	Miles per Hour	
Brownsville Jct. Wye Between: BF and Div. Post (Mon. Ry.)—North Leg.....	15	15
Div. Post (Mon. Ry.) and Redstone Secondary Track—South Leg.....	5	5
Southwest Secondary Track Between: SW and VA.....	30	30
Radebaugh Secondary Track Between: RG and County.....	25	25
Hempfield Secondary Track Between: Hempfield Jct. and Gratztown.....	10	10
Yukon Secondary Track Between: Yukon Jct. and Cowansburg.....	20	20
Coal Lick Secondary Track Between: VA and SL.....	15	15
Cresson Secondary Track Between: EP and RU.....	30	20
Black Lick Secondary Track Between: KY and ZD.....	30	20
Susquehanna Secondary Track Between: DF and DC.....	30	20
Moss Creek Secondary Track Between: Moss Creek Jct. and Terminus.....	15	15
Hastings Secondary Track Between: Hastings Jct. and Hastings.....	15	15

1157-C3. Work Trains			
	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line Between: Slope and Pittsburgh.....	30	20	20
New Portage Branch Between: Wye and SF.....	20	15	15
Irvona Branch Between: Cresson and Blandburg.....	25	20	20
South Fork Branch Between: W and HC.....	20	15	15
Alexandria Branch Between: Donohoe and Jamison No. 2 Jct....	15	15	15
Turtle Creek Branch Between: SZ and ER.....	20	15	15
Port Perry Branch Between: Perry and PG.....	20	15	15
Monongahela Branch Between: Division Post (P. H. Div.) and H....	30	20	20
Peters Creek Branch Between: Pennmont and Gould.....	10	10	10
Ellsworth Secondary Track Between: MC and Marianna.....	15	15	15
Monongahela Secondary Track Between: H and BF.....	20	20	15
Redstone Secondary Track Between: BF and RS.....	20	20	15
Brownsville Jct. Wye Between: BF and Div. Post (Mon. Ry.)—North Leg Div. Post (Mon. Ry.) and Redstone Secondary Track—South Leg.....	15 5	15 5	10 5
Southwest Secondary Track Between: SW and VA.....	30	20	20
Radebaugh Secondary Track Between: RG and County.....	25	25	25
West Brownsville Secondary Track Between: West Brownsville Jct. and Ten Mile Run Jct.....	25	20	15

1157-C3. (Continued).

	Boom Trailing	Boom Forward	On Curves
	Miles Per Hour		
Hempfield Secondary Track Between: Hempfield Jct. and Gratztown.....	15	15	10
Yukon Secondary Track Between: Yukon Jct. and Cowansburg.....	20	20	15
Coal Lick Secondary Track Between: VA and SL	15	15	15
Creason Secondary Track Between: EP and RU	30	20	20
Black Lick Secondary Track Between: KY and ZD	30	20	20
Susquehanna Secondary Track Between: DF and DC	30	20	20
Moss Creek Secondary Track Between: Moss Creek Jct. and Terminus.	15	15	15
Hastings Secondary Track Between: Hastings Jct. and Hastings.....	15	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 swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A. —on straight track..... —on curves.....	* 30 20																														
1157-C7. Snow Plows in service..... Snow Flangers in service..... Passing station platforms and trains on adjacent tracks.....	*20 20 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 and except as specified below— Main Line—Passenger Trains..... —Freight Trains..... Maximum speed for eastward trains on No. 3 track and No. 4 track between UN-AR and Slope. <table><tr><td></td><td colspan="2">No. 3</td><td colspan="2">No. 4</td></tr><tr><td></td><td>Psg.</td><td>Frt.</td><td>Psg.</td><td>Frt.</td></tr><tr><td></td><td colspan="4">Miles per Hour</td></tr><tr><td>UN-AR and MG.....</td><td>35</td><td>35</td><td>35</td><td>35</td></tr><tr><td>MG and Signal Bridge 2398..</td><td>40</td><td>30</td><td>30</td><td>30</td></tr><tr><td>Signal Bridge 2398 and Slope</td><td>45</td><td>35</td><td>35</td><td>35</td></tr></table>		No. 3		No. 4			Psg.	Frt.	Psg.	Frt.		Miles per Hour				UN-AR and MG.....	35	35	35	35	MG and Signal Bridge 2398..	40	30	30	30	Signal Bridge 2398 and Slope	45	35	35	35	50 40
	No. 3		No. 4																												
	Psg.	Frt.	Psg.	Frt.																											
	Miles per Hour																														
UN-AR and MG.....	35	35	35	35																											
MG and Signal Bridge 2398..	40	30	30	30																											
Signal Bridge 2398 and Slope	45	35	35	35																											
1157-C10. Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type..... NOTE—For purposes of identification, P. R. R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms. Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars, conductors must know that enginemen have been so advised.	65																														
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30																														
1157-C12. Pushing Cars—Passenger trains..... —Freight trains.....	30 20																														
1157-C13. Track Cars—unless otherwise restricted..... —when hauling track cars or trailers..... —hand cars operated under Rule 80..... —through crossovers and turnouts, and over highway and railroad crossings.....	20 15 8 5																														

Main Line	Miles per Hour
1157-C15. Engines moving over track scales	4
1157-C16. Engines moving over turntables	4
1157-C17. Eastward freight trains between Car Inspectors Building west of AR and west portal of Gallitzin Tunnel	4
1157-C18. Southward freight trains having tank cars loaded with inflammable liquids between Hays and Munhall NOTE—When handling such trains conductors must know that enginemen have been so advised.	30
1157-C19. Trains made up entirely with cars containing ore or any train having 15 or more such cars in their consist.	35

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: Slope and Pittsburgh	40	20
New Portage Branch Between: Wye and SF	20	15
Port Perry Branch Between: Perry and PG	20	15
Monongahela Branch and Secondary Tracks Between: Division Post (P. H. Div.) and BF	30	20

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
Paint Creek Branch. Eureka No. 37 Switch	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	20
Cresson Secondary Track Bradley Junction	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	30
Cresson Secondary Track Ebensburg Junction	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	30
Cresson Secondary Track Cresson	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	15
Black Lick Secondary Track Nantyglo	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	30
Susquehanna Secondary Track IR	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	20
Northward pull-out track to No. 1 track 700 ft. north of Floreffe.	Facing	15
	Trailing—Not Springing Switch	50
	Trailing—Springing Switch through main track	15
North end West Brownsville Jct. Yard to No. 1 track 1.0 mile north of West Brownsville Jct.	Facing	15
	Trailing—Not Springing Switch	30
	Trailing—Springing Switch through main track	15
Non-Interlocked turnouts—diverging movements, except Class J, M, Q and T engines through No. 8 crossovers or turnouts		15
Class J, M, Q and T engines through No. 8 crossovers or turnouts must not exceed speeds indicated:	Miles per Hour	
	Forward	Backward
	8	5

This instruction will apply to all hand operated crossovers and turnouts and the following interlocked crossovers or turnouts:
No. 4 track to industrial track at CM.

No. 4 track to Gulf Refining and Federated Metal Corp. tracks at DV.

All crossovers and turnouts at PITT and west thereof in Pittsburgh.

All crossovers and turnouts at PG south of the block station.

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds, unless otherwise Specified

MAIN LINE	Miles per Hour
Curves between Slope and Signal Bridge 2417, No. 1 and No. 4 tracks.....	30
No. 2 and No. 3 tracks.....	35
Curves, Signal Bridge 2417 to UN and AR, No. 1 track.....	25
No. 2, No. 3 and No. 4 tracks.....	30
At UN, on No. 4 track and on siding, between home signal at east end of interlocking and home signal 731 feet west thereof.....	20
At SF, when crossing from New Portage Branch to No. 4 track.....	10
Curve just east of first home signal bridge for AR, No. 0 track.....	15
Curve east of MO.....	45
Curves between W and SO.....	50
Curves between SO and C, except second curve west of SO.....	40
Second curve West of SO.....	35
Curves between signal bridge 2744 eastward distant signal for C and signal bridge 2763 westward distant signal for SG.....	40
First curve west of SG.....	45
Second and Third curves west of SG.....	35
First curve east of M. P. 1, No. 6 track.....	30
Curve at M. P. 1, No. 6 track.....	35
First curve west of M. P. 4, No. 6 track.....	35
First curve west of M. P. 5, No. 6 track.....	35
First curve east of M. P. 6, No. 6 track.....	35
First curve east of M. P. 7, No. 6 track.....	35
Second curve west of M. P. 7, No. 6 track.....	35
First curve west of M. P. 9, No. 6 track.....	35
First curve west of M. P. 10, No. 6 track.....	35
Curve at M. P. 284.....	65
Second curve east of signal bridge 2946, No. 2 and No. 3 tracks.....	55
First and Second curves west of signal bridge 2946.....	45
Second curve east of Torrance.....	50
Curve at Torrance, No. 2 and No. 3 tracks.....	55
Curve at M. P. 301 and First curve west thereof.....	60
Curve at DR Interlocking No. 2 and No. 3 tracks.....	60
Duck-under track at SW.....	20
Curves at east and west ends of Radebaugh Tunnel, No. 4 track.....	30
Curve at Penn.....	60
Curves between Signal Bridges 3284 and 3304, east and west of Manor.....	50
Curve at Pitcairn, No. 3 and No. 4 tracks.....	60
Curve west of Wilmerding.....	45
Curve west of WG.....	45
Curve at Perry, No. 1 track.....	30
Curves between Turtle Creek and Bessemer.....	40
Curve east of Braddock.....	50
Curves between Braddock and Copeland.....	40
Curve east of Swissvale.....	50
Curve east and west of Hawkins on No. 1 and No. 2 tracks	60
Curve east and west of Hawkins on No. 3 and No. 4 tracks	50
On east and west legs of wye at CM.....	15
Curve at East Liberty, No. 3 and No. 4 tracks.....	35
Curve at East Liberty, No. 1 and No. 2 tracks.....	40
Curve east of DV.....	45
First and Second curve west of DV.....	40

Irvona Branch:		Miles per Hour
Curves from Cresson to third curve north of Mile Post 5		20
First curve north of Mile Post 13.....		20
Curves between Mile Post 19 and Mile Post 25.....		20
Second and Third curve south of M. P. 39.....		15
South Fork Branch:		
Between Maple St. Crossing and Mile Post 1.....		10
M. P. 9 to Lovett, northward freight trains.....		10
Turtle Creek Branch:		
Curves between Trafford and M. P. 8.....		15
M. P. 17 to ER.....		15
Brilliant Branch:		
Between jump-over bridge and Kelly St.....		15
Curve at Div. Post (Conemaugh Div.), Valley No. 1 and No. 2 tracks.....		20
Monongahela Branch:		
Monongahela Secondary Tracks		
First curve, south of Monon.....		40
Bridge 1.78, first bridge north of Mile Post 2.....		40
Curve at Mile Post 2.....		40
OB Interlocking.....		30
Crossover, Monon No. 1 track to outbound track at north end OB Interlocking.....		5
All crossovers and turnouts at north end of PG Inter- locking.....		10
Between South Duquesne Water Station, 3500 feet south of South Duquesne, and Mile Post 14:		
No. 1 and No. 2 tracks.....		15
First curve south of Elrama No. 2 track.....		30
Between MC and 3000 feet north of MC.....		20
On No. 1 track between Mile Post 47 and a point 2000 feet north of Mile Post 47.....		20
Between point 3000 feet south of Mile Post 50 and Mile Post 51:		
No. 1 and No. 2 tracks.....		15
Port Perry Branch:		
Bridge 10.19—J engines coupled.....		10
North Leg and South Legs Wye at PG.....		10
West Brownsville Secondary Track:		
West Brownsville Jct. to West Brownsville and Wye tracks.....		10

Redstone Secondary Track:	Miles per Hour
North Leg Brownsville Jct. Wye.....	15
South Leg Brownsville Jct. Wye.....	5
East Leg Brownsville Jct. Wye.....	5
Over Monongahela Ry. Crossing, BF.....	12
RS, over all switches.....	15
Radebaugh Secondary Track	
Public Highway Crossing, 1500 feet north of County...	15
Southwest Secondary Track:	
Depot Street crossing—Youngwood.....	10
Public Highway Crossing, 3130 feet South of Youngwood.....	15
Public Highway Crossing, at HN.....	15
Between first grade crossing north of Scottdale Jct. and B. & O. R. R. crossing, 0.1 mile south of SY.....	12
Between crossing 0.5 mile north of Connellsville and Connellsville.....	12
Over first street crossing south of Connellsville.....	6
Bridge 24.56 Youghiogheny River, Connellsville.....	15
Over first street crossing north of NJ.....	6
Over first street crossing south of Dunbar.....	15
RS, over all switches.....	15
Between VA and Dunbar Street (3500 feet south of VA Uniontown).....	10
Sewickley Secondary Track	
Over grade crossing 2420 feet south of Junction with Southwest Secondary Track.....	5
Over grade crossing 6630 feet south of Junction with Southwest Secondary Track.....	5
Over grade crossings Weaver's Old Stand.....	10
Hempfield Secondary Track	
Over Arona road crossing 1.5 miles south of Adamsburg Jct.....	6
Yukon Secondary Track:	
Between a point 1.3 miles north of Cowansburg and at point 1 mile north of Cowansburg.....	5
Coal Lick Secondary Track:	
Over street crossings, between VA and Rainey Jct.....	10
Except over street crossing, Lebanon Ave. (First crossing north of Rainey Jct. Wye).....	4
Cresson Secondary Track	
First curve north of Cresson.....	15
Curves from Mile Post 8 to 1500 feet north of Mile Post 9	25
Curve at Mile Post 15.....	25
Curves from Mile Post 19 to first curve north of Mile Post 24.....	25
Passing over switch in main line at Hastings Jct.....	15
Curve at Mile Post 38.....	25
Curve 300 feet north of Mile Post 39.....	25
Curve north of HM.....	25
Passing over switch in main line at McGees Jct.....	15
Curves from Mile Post 44 to Punxsutawney.....	25
Mahoning Street Crossing, Punxsutawney.....	10
Black Lick Secondary Track:	
Ebensburg to Vintondale.....	25
Josephine to Black Lick.....	25
Curves from Ebensburg Jct. to Ebensburg except Winterset Curve.....	20
Winterset Curve, west of Winterset.....	15
First curve west of Mile Post 31.....	25
First curve west of Mile Post 38.....	25
First curve west of Mile Post 40.....	25

Susquehanna Secondary Track:		Miles per Hour
Curves Bradley Jct. to Bakerton.....		25
Passing through tunnel.....		15
On north and south legs of wye at Spangler.....		6
On north and south legs of wye at Cherry Tree.....		10
McGee Secondary Track:		
Glen Campbell.....		5
Beaver Secondary Track:		
Mile Post 5 to Mile Post 3, northward freight trains.....		6
Mile Post 3 to Lovett, northward freight trains.....		10
Llanfair Secondary Track:		
Northward freight trains.....		6
Windber Industrial Track:		
Between Windber Jct. and Eureka No. 35.....		10
Vance Mill Secondary Track:		
Between a point 4.8 miles south of Vance Mill Junction and a point 4.9 miles south of Vance Mill Junction...		5
Dunbar Track:		
Bridge 0.28 South of Dunbar.....		5

1157-F2. Trains must run at reduced speed, looking for rocks and slides on tracks, at following locations:

West Brownsville Secondary Track:

Between a point 2600 feet south of Mile Post 57 and a point
4000 feet south of Mile Post 58

Between a point 2300 feet south of Mile Post 59 and a point
3600 feet south of Mile Post 59.

Ellsworth Secondary Track:

Between Mile Post 4 and Pittsburgh & West Virginia Over-
head Bridge, 2690 feet south of Mile Post 4

Between a point 2750 feet south of Mile Post 5 and Mile Post 6.

Between north end and south end of Scenery Hill Siding.

Between a point 975 feet south of Mile Post 19 and a point
1575 feet south thereof.

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.....	25	25	25
C.....	20	20	20
E.....	35	50	70
G.....	35	50	70
H.....	35	40	50
I.....	25	40	50
J.....	40	40	50
K.....	35	50	70
L.....	35	40	50
M-Psg'r Service..	35	50	70
M-Frt. Service...	35	50	50
N.....	30	40	50
Q.....	40	40	50
T.....	40	50	70
Rail Motor Cars	65	65	65

Class Diesel Engines				Miles per Hour	
Single Unit	Two or More Units			Light	With Train
AP-20	AP-40	AP-60	.....	30	70
BP-20	BP-40	BP-60	.....	30	70
EP-20	EP-40	EP-60	.....	30	70
EP-22	EP-45	.....	.....	30	70
FP-20	FP-40	FP-60	.....	30	70
EFP-15	EFP-30	EFP-45	.....	30	70
AF-15	AF-30	AF-45	AF-60	50	70
AF-16	AF-32	AF-48	AF-64	30	65
BF-15	BF-30	BF-45	BF-60	30	65
BF-16	BF-32	BF-48	BF-64	50	65
EF-15	EF-30	EF-45	EF-60	30	70
.....	EF-30	BH-50	.....	50	70
EH-15	EH-30	EH-45	EH-60	50	65
FF-20	FF-40	FF-60	.....	30	50
FF-16	FF-32	FF-48	.....	50	50
A-6	.....	.....	.....	30	65
AS-6	.....	.....	.....	30	65
AS-10	.....	.....	.....	30	65
AS-16	.....	.....	.....	30	65
AS-16A	.....	.....	.....	30	65
BS-6	.....	.....	.....	30	65
BS-7	.....	.....	.....	30	65
BS-10	.....	.....	.....	30	65
BS-12	.....	.....	.....	30	65
BS-16	.....	.....	.....	30	65
BS-24	.....	.....	.....	30	65
ES-6*	.....	.....	.....	30	65
ES-10	.....	.....	.....	30	65
ES-12	.....	.....	.....	30	65
ES-15	.....	.....	.....	30	65
FS-10	.....	.....	.....	30	65
FS-16	.....	.....	.....	30	65
FS-20	.....	.....	.....	30	65
GS-4	.....	.....	.....	30	65
LS-25	.....	.....	.....	30	65

Road Diesel Engines

First letter designates builder:

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

"B"—Baldwin-Lima-Hamilton Corporation.

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

"F"—Fairbanks, Morse and Company.

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

"F"—Freight.

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

"P"—Passenger.

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

Numerals indicate engine horsepower in nearest hundreds:

"15"—1500 Horsepower	"40"—4000 Horsepower
"16"—1600 Horsepower	"45"—4500 Horsepower
"20"—2000 Horsepower	"48"—4800 Horsepower
"22"—2250 Horsepower	"50"—5000 Horsepower
"30"—3000 Horsepower	"60"—6000 Horsepower
"32"—3200 Horsepower	"64"—6400 Horsepower

Final letter indicates special features as follows:

"A"—Change or some variation in original design.

*5911—40 MPH with train.

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
Cresson.....	MO.....	EP.....	15
Cresson.....	EP.....	RU.....	30
Cresson.....	RU.....	Fordham.....	15
Hastings.....	Hastings Jct.....	Hastings.....	20
McGees.....	McGees Jct.....	Glen Campbell...	25
Susquehanna.....	DF.....	DC.....	30
Moss Creek.....	Moss Creek Jct...	End of track.....	15
Black Lick.....	KY.....	ZD.....	30
No. 0.....	NY.....	BC.....	15
No. 5.....	W.....	SO.....	15
South Fork.....	HC.....	End of track.....	15
Beaver.....	Lovett.....	End of track.....	15
Llanfair.....	Lovett.....	End of track.....	15
Westward engine..	AO.....	Crossover to No. 4 Pit track.....	15
No. 0.....	East end of No. 1 Pit track.....	AO.....	15
No. 1, No. 2, No. 3 and No. 4 Pit...	C.....	Jct. with O track.	15
Pull-in Track.....	JW.....	C.....	15
Bradenville.....	4500 feet west of DR.....	End of track.....	15
No. 0.....	4517 ft. W. of DR	DR.....	15
Unity.....	KR.....	Hostetter.....	15
No. 0.....	Donohoe.....	Conn. with No. 1 track 2.8 miles west of KR.....	15
Alexandria.....	Jamison No. 2 Jct.	Allsworth.....	15
Jamison No. 2....	Jamison No. 2 Jct.	Forbes Road.....	15
Manor.....	Manor.....	Harrison City....	15
Yough.....	Irwin.....	Cereal.....	15
No. 0.....	CP.....	Shafton.....	15
Turtle Crk.....	ER.....	Saltsburg.....	15
No. 5.....	UJ.....	3264 feet west of UJ.....	15
No. 1.....	WG.....	Spring Hill.....	15
No. 0.....	WG.....	Spring Hill.....	15
Relay 2.....	Spring Hill.....	950 feet west of SZ.....	15

Track	Between	And	Miles per Hour
Relay 1.....	Perry.....	U Jct.....	15
Relay 2.....	Perry.....	U Jct.....	15
Relay 3.....	Perry.....	U Jct.....	15
Between No. 2 and No. 3.....	2600 feet east of Homewood.....	WK.....	15
Between No. 2 and No. 3.....	East Liberty.....	Wilkinsburg.....	15
No. 4.....	DV.....	PITT.....	15
No. 3.....	PITT.....	DV.....	15
No. 0.....	29th St. Cgh. Div.	PITT.....	15
No. 0.....	OB.....	Crossover, 3000 ft. North of Hays ..	15
No. 0.....	Kenny.....	PG.....	15
McKeesport.....	South Duquesne..	McKeesport.....	15
Monongahela Nos. 1 and 2....	H.....	BF.....	30
Ellsworth.....	MC.....	Marianna.....	15
Cokeburg.....	Cokeburg Jct.....	Cokeburg.....	15
West Brownsville.....	West Brownsville Jct..	Ten Mile Run Jct.	25
Vance Mill.....	Vance Mill Jct....	Monarch.....	15
Sewickley.....	Youngwood.....	Bessemer Jct.....	15
Scottdale.....	Scottdale Jct.....	End of Track.....	15
Southwest Nos. 1 and 2....	SW.....	County.....	30
Southwest.....	County.....	VA.....	30
Southwest.....	VA.....	End of Track.....	15
Radebaugh.....	RG.....	County.....	25
Hempfield.....	Hempfield Jct....	Gratztown.....	15
Redstone.....	BF.....	RS.....	20
Coal Lick.....	VA.....	SL.....	15
Yukon.....	Yukon Jct.....	Cowansburg.....	20
All Sidings.....			15

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

FREIGHT TRAIN RESTRICTIONS

1159-A1. Engines must not pass warning sign on Pennsylvania Industrial Chemical track located 2960 feet south of Peters Creek Jct. Oil hand lamps, or any other type of lamp having an open flame, must not be used while working at this plant. Electric hand lamps must be lighted before entering and must not be extinguished until after leaving the plant. Smoking on the premises prohibited.

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.
 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 the 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 with 8-Wheel Trucks
	B, AS-8, BS-8, ES-8, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-16	C	G, AP, BP, EP, FP-80, AF, BF-30	H, AF, BF-84, AF, BF, EF, FF-80, EH	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP80A, BH-50	L	M	N	Q	T	
Main Line															
Slope to Perry including New Portage Branch and Sang Hollow Extension.....															
Perry to CM.....													X		
CM to Pittsburgh.....								X					X		
GALLITZIN:															
Yard-tracks No. 6, 8, 9.....							X	X	X	X	X	X	X	X	
No. 10.....								X	X	X		X	X	X	
Altoona Power Track.....							B5	B5 15			B5 15		B5 15	B5	
Conemaugh Power Track...							B5	B5 15			B5 15		B5 15	B5	
CRESSON:															
Wye.....								5			5		5		
2 MILE E. OF MILLWOOD:															
Graff Coll. No. 1 & No. 2...							X	X			X	X	X	X	
MILLWOOD:															
Seeger Coll. No. 1.....							X	X		X	X	X	X	X	
DERRY:															
Sand Rock Track.....				X			X	X	X	X	X	X	X	X	
LATROBE:															
Superior Spur.....					5	5	X	X		X	X	X	X	X	
Ind Tracks off Superior Spur.....				X			X	X	X	X	X	X	X	X	
All other industrial tracks...							X	X			X	X	X	X	
PITCAIRN:															
Passenger Yard No. 1 and No. 2 and run-around tracks.....							X	X			X	X	X	X	
WG:															
East Pgh. Connection.....								X			X	X	X	X	

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of over 15,000 Gallons with 8-Wheel Trucks
	B, AS-8, BS-8, ES-8, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-16	C	G, AP, BP, EP, FP-80, AF, BF-30	H, AF, BF-84, AF, BF, EF, FF-80, EH	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP80A, BH-50	L	M	N	Q	T	
Port Perry Branch:															
North and South Legs of Wye at PG.....								10 E 10			5				
Bridge 10.19															
EDGEWOOD: Keller Bros. Industrial Track.....			X	X	X	X	X	X	X	X	X	X	X	X	
WILKINSBURG TO CM: All Industrial Tracks.....			X	X	X	X	X	X	X	X	X	X	X	X	
CM:															
City of Pgh. Industrial Track off east leg of Wye			X	X	X	X	X	X	X	X	X	X	X	X	
Int. crossover No. 4 to Industrial Track.....								X			8		X		
Brilliant Branch Jumpover bridge.....							X	X			X	X	X	X	
West leg of Wye.....							X	5			X	X	X	X	
All industrial tracks.....			X	X	X	X	X	X	X	X	X	X	X	X	
EAST LIBERTY TO DV: All Industrial tracks off No. 4 Track.....			X	X	X	X	X	X	X	X	X	X	X	X	
Interlocked turnouts from Federated Metals Corp. and Gulf Ref. Co. to No. 4 Track.....							X	X	X		X	X	X	X	
SECOND CURVE WEST OF DV: Crossover switches between eastward and westward secondary tracks.....							X	X			X	X	X	X	
33rd ST., PITTSBURGH: Industrial track.....				X	X	X	X	X	X	X	X	X	X	X	
PITT AND WEST THEREOF: Interlocked crossovers and turnouts							5	X			8	5	X	8	
US: (See Note) Through Interlocking.....				B 5			5	X	B 5		X	5	X	5	
CRESSON SECONDARY TRACK: (See Note) Cresson to Fordham.....		15		15	15	15	15	15	X X		X X	X X	X X	X X	
Bridge No. 0.58 Jumpover.....															
Punxsutawney Wye.....															
BLACK LICK SECONDARY TRACK: (See Note).....							B 15	X			X	X	X	X	
Ebensburg Jct. to Ebensburg.....								X			X	X	X	X	
COAL PIT RUN:.....								X			X	X	X	X	
SHUMAN RUN:.....								X			X	X	X	X	
REXIS: (See Note).....							X	X			X	X	X	X	

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of over 15,000 Gallons with 8-Wheel Trucks
	B, AS-8, BS-8, ES-8, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-16	C	G, AP, BP, EP, FP-80, AF, BF-30	H, AF, BF-84, AF, BF, EF, FF-80, EH	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP80A, BH-50	L	M	N	Q	T	
SUSQUEHANNA SECONDARY TRACK:.....							B 10	X		B 10	X	X	X	X	
Tunnel to Bakerton.....								X			X	X	X	X	
LUTHER:.....								X			X	X	X	X	
STERLING No. 1:.....								X			X	X	X	X	
WALNUT RUN:.....								X			X	X	X	X	
PORTER RUN:.....								X			X	X	X	X	
MOSS CREEK SECONDARY TRACK:.....								X			X	X	X	X	
PATTON No. 1 INDUSTRIAL TRACK:.....								X			X	X	X	X	
PATTON No. 2 INDUSTRIAL TRACK:.....							X	X	X		X	X	X	X	
North Leg Patton Wye.....								X			X	X	X	X	
HASTINGS SECONDARY TRACK:.....								X			X	X	X	X	
LA JOSE INDUSTRIAL TRACK:.....								X			X	X	X	X	
McGEES SECONDARY TRACK:.....								X			X	X	X	X	
MAHAFFEY:.....								X			X	X	X	X	
GLEN CAMPBELL:.....								X			X	X	X	X	
McCOY RUN:.....								X			X	X	X	X	
BRADY RUN:.....								X			X	X	X	X	
BEAR RUN:.....								X			X	X	X	X	
HILLMAN:.....								X			X	X	X	X	
ELK RUN INDUSTRIAL TRACK:.....							X	X	X		X	X	X	X	
Br. 0 38 Punxsutawney.....	15			15	15	15	X	X	X	5	X	X	X	X	
IRVONA BRANCH:.....								X	20 15		X	X	X	X	
Stroud.....								X			X	X	X	X	
LILLY INDUSTRIAL TRACK:.....							X	X	X		X	X	X	X	
BEN'S CREEK INDUSTRIAL TRACK:.....															
NY to BC.....								X	X		X	X	X	X	
BC to South End Terminus.....								X	X		X	X	X	X	
MARTIN INDUSTRIAL TRACK:.....							X	X	X		X	X	X	X	
SONMAN:.....								X			X	X	X	X	
SOUTH FORK BRANCH:.....												X	X	X	
Br. 0.04 Jumpover Bridge.....	20			20	20	20	20	20	20	20	20	X	X	X	
West Leg of Wye at So. Fork.....												X	X	X	
Stineman Mine Track.....				X			X	X	X	X	X	X	X	X	
Second curve south of M. P. 1. No 1 and No 2 tracks.....								5			A5	X	X	X	5
SOUTH FORK SECONDARY:.....								X			X	X	X	X	
HC to end of track.....								X			X	X	X	X	
Windber Wye.....								X			X	X	X	X	

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of over 16,000 Gallons with 6-Wheel Trucks
	B, AS-8, BS-8, ES-8, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-18	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60, EH	AS, BS-18, BS-24, FS-20, LS-25	I	J	K, BP60A, BH-50	L	M	N	Q	T	
BEAVER SECONDARY TRACK: Industrial tracks except track leading to Burkett mine (F-78)			X					X			X	X	X	X	
LLANFAIR SECONDARY TRACK:							X	X	X	X	X	X	X	X	
PAINT CREEK BRANCH: Bridge 0.57 Scalp Level	15			15	15	15	10	X	15	15	X	X	X	X	
EUREKA No. 37: Fifth curve south of Jet. with Paint Creek Branch							5	X		5	5	X	X	X	
EUREKA No. 40:								X				X	X	X	
SHADE CREEK BRANCH: Bridge 5.39 Seabor							10	X			X	X	X	X	
REITZ:								X			X	X	X	X	
EUREKA No. 32:								X			X	X	X	X	
WINDBER INDUSTRIAL TRACK:								X			X	X	X	X	
JOHNSTOWN: C to Yard Office east of Br. 0.67								X			X	X	X	X	
Yard Office east of Br. 0.67 to terminus							X	X	X	X	X	X	X	X	
NEW FLORENCE: From connection in No. 1 Track to west end of second curve (1½ mile)							X	X	X		X	X	X	X	
West end of Second curve to terminus	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
BRADENVILLE SECONDARY TRACK: Industrial Tracks				X			X	X	X	X	X	X	X	X	
UNITY SECONDARY TRACK Junction to South end of Unity Yard												X	X	X	
South end of Unity Yard to terminus			X					X			X	X	X	X	
Industrial tracks			X					X			X	X	X	X	
Steel Works Spur				X	5	5	X	X	X	X	X	X	X	X	
LIPPINCOTT: First curve South of Palmer Jet				X				X	X		X	X	X	X	
				X	5	5	X	X	X	5	X	X	X	X	
ALEXANDRIA BRANCH:								X	X		X	X	X	X	
ALEXANDRIA SECONDARY TRACK: Dundale Wye track			X		5	5		X	X	5	X	X	X	X	
Coke tracks at Salem Coke Works beyond coke loading platform and No. 5 track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
JAMISON No. 2 SECONDARY TRACK:								X	X		X	X	X	X	
BRUSH CREEK:							X	X	X		X	X	X	X	
BULL RUN:							X	X	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of over 16,000 Gallons with 6-Wheel Trucks
	B, AS-8, BS-8, ES-8, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-16	C	G, AP, BP, EP, FP-80, AF, BF-30	H, AF, BF-84, AF, BF, EF, FF-80, EH	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60A, BH-50	L	M	N	Q	T	
JEANNETTE:.....			X	X			X	X	X	X	X	X	X	X	
MANOR SECONDARY TRACK:.....								X	X		X	X	X	X	
YOUGHIOGHENY SECONDARY TRACK:....							X	X	X	X	X	X	X	X	
TURTLE CREEK BRANCH:							X	X			X	X	X	X	
Blackburn Wye.....							X	X			X	X	X	X	
BY to Elrico.....			X				X	X	X		X	X	X	X	
Remaleys Indl. Track (5447)															
Wm. Penn Hwy. to end of track.....			X		X	X	X	X	X	X	X	X	X	X	
Elrico to Terminus.....			X					X	X		X	X	X	X	
EAST PITTSBURGH INDUSTRIAL TRACK:....							X	X	X		X	X	X	X	
DUQUESNE WAY:.....			X				X	X	X	X	X	X	X	X	
West of point 500 feet west of eastward interlocking signal at US.....			X	X	X	X	X	X	X	X	X	X	X	X	
MONONGAHELA SECONDARY TRACK:															
Between:															
H and West Brownsville Jct.													X	X	
West Brownsville Jct. and BF			15				15	15	15		15	15	X	X	
WEST BROWNSVILLE SECONDARY TRACK:															
Between:															
West Brownsville and Ten Mile Run Jct.....							X	X			X	X	X	X	X
MONON:															
Carson Street Yard.....							X	X	X	X	X	X	X	X	X
Turnouts to south end of 18th Street yard.....							X	X			X	X	X	X	X
OB:															
Whitehall track.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Industrial tracks.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Crossovers between inbound track and outbound track and turnout from inbound track to old inbound track at north end of OB Interlocking.....								X			X		X	X	
Crossover between No. 3 and No. 4 tracks at south end of OB Interlocking.....								X			X		X	X	
Turnout from No. 0 track to south end No. 2 track 30th Street north extension yard								X			X		X	X	
All turnouts in 30th Street south extension yard.....								X			X		X	X	
HAYS:															
Axle Works track.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Harbison-Walker Trestle.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Other Industrial Tracks.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Streets Run Track.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Industrial Tracks.....			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 with 8-Wheel Trucks
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-18	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-84, AF, BF, EF, FF-60, EH	AS, BS-16, BS-24, FS-20, LS-26	I	J	K, BP60A, BH-50	L	M	N	Q	T	
MESTA:															
Crossover from No. 3 track to south end of Howard middle yard.....								X			X		X	X	
All turnouts in middle and south yards, Howard yard.....								X			X		X	X	
PG:															
Turnouts to north end of No. 4 and No. 6 tracks in Thomson yard.....							X	X	X		X	X	X	X	X
All turnouts in Thomson yard.....											X				
Turnouts to Nos. 4 to 18 tracks incl. in Thomson Storage yard.....							X	X	X	X	X	X	X	X	X
SOUTH DUQUESNE:															
All turnouts in south end McKeesport yard.....								X	X		X		X	X	
All turnouts in north end Cochran yards.....								X	X		X		X	X	
All turnouts in north end McKeesport and south end Cochran yards.....							X	X	X	X	X	X	X	X	X
CLAIRTON:															
P. & W. Va. Ry. Interchange.....							X	X			X	X	X	X	X
Penna. Industrial Chemical Co.....							X	X	X	X	X	X	X	X	X
Carnegie-Illinois Steel Co. yard, south of Clairton.....						5	5	X	X	5	X	5	X	X	5
FLOREFFE:															
Vesta Coal Co. Marine Ways.....							X	X	X	X	X	X	X	X	X
Mississippi Glass Co.—run-around track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
All other tracks.....							X	X	X	X	X	X	X	X	X
SHIRE OAKS:															
Duquesne Light Co.....			X				X	X	X	X	X	X	X	X	X
Loaded car repair tracks.....	5	5	5	5	5	5	X	X	X	X	X	X	X	X	X
Power house track.....							5	X	5	5	X	5	X	X	X
Transfer tipple—low track.....							5	X	5	5	X	5	X	X	X
COURTNEY:															
Pittsburgh Coal Co.....								X			X		X	X	X
MONONGAHELA:															
New Eagle Industrial Tracks.....							X	X	X	5	X	X	X	X	X
Monongahela Iron & Metal Co.....							X	X	X		X	X	X	X	X
Monongahela Iron & Metal Co. River track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
All industrial tracks, Second and Third Wards.....							X	X	X		X	X	X	X	X
DONORA:															
A.S.&W. Co. furnace yard—No. 5 track to clearance point.....			5	5	5	5	5	X	5	5	X	X	X	X	X
A.S.&W. Co. furnace yard—No. 6 track.....			5	5	5	5	X	X	X	X	X	X	X	X	X
A.S.&W. Co. furnace yard, except No. 5 and No. 6 tracks.....			5	5	5	5	X	X	X	5	X	X	X	X	X
CHARLEROI:															
Latchem Transfer Co.....			R				X	X	X	X	X	X	X	X	X
Corning Glass Works Co., A and E Tracks.....							X	X	X	X	X	X	X	X	X
B and C Tracks.....							X	X	X	X	X	X	X	X	X
Charleroi Supply Co.....							X	X	X	X	X	X	X	X	X
Tri-Cities Water Co.....							X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	B, AS-8, BS-8, ES-8, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-18	C	G, AP, BP, EP, FP-80, AF, BF-30	H, AF, BF-84, AF, BF, EF, FF-80, EH	AS BS-18, BS-24, FS-20, LS-25	I	J	K, BP80A, BH-80	L	M	N	Q	T	
ALLENPORT: Pittsburgh Steel Co.....								6			X		X	X	
CALIFORNIA: Crescent No. 2 Mine track... Public Delivery track								X X	X X		X X	X X	X X	X X	X X
BRIDGE 48.50: Vesta No. 4 Mine Supply track Public Delivery tracks				40	40	40	20	15	40	30	30	20	X	30	
WEST BROWNSVILLE JCT.: Turnouts south end West Brownsville Jct. yard tracks No. 5 to No. 10 inclusive								5					X	X	
McKeesport Secondary Tracks: Between north and south ends of McKeesport yard Between south end of McKees- port Yard and McKeesport When two or more engines are used on Bridge 12 19 there must be at least eight cars between engines.	D	D	X	D	D	D	X	X	X	(D 10	X	X	X	X	X
Peters Creek Industrial Tracks: Between Peters Creek Jct. and Pennmont..... South Leg of Wye..... Empire Lumber Co.....			X 5	10 5	10 5	10 5	X X X	X X X	X X X	X X X	X X X	X X X	X X X	X X X	X X X
Peters Creek Branch: Between Pennmont and Gould Piney Fork Mine, South end No. 2 track.....			X X	10 X	10 X	10 X	X X	X X	X X	X X	X X	X X	X X	X X	X X
Ellsworth Secondary Tracks: Between: MC and Marianna..... Scheidler Lumber Co. Trestle.. Bethlehem No. 58 Mine.....	X	X	X 5	X 5	X 5	X 5	X X X	X X X	X X X	X X 6	X X X	X X X	X X X	X X X	X X X
MC Monongahela Public Delivery track			5	5	5	5	X	X	X	X	X	X	X	X	X
GIBSON MINE: Crossover between No. 1 and No. 2 tracks, north of tipple			X	X	X	X	X	X	X	X	X	X	X	X	X
BENTLEYVILLE: Delivery track 0.5 mile north of Bentleyville.....							X	X	X	X	X	X	X	X	X
ELLSWORTH: Bethlehem No. 51 Mine, all tracks under tipple	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bethlehem No. 52 Mine, Mine Supply track			5	5	5	5	X	X	X	X	X	X	X	X	X
Bethlehem No. 52 Mine track under tipple.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Industrial tracks			5	5	5	5	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of over 15,000 Gallons with 8-Wheel Trucks
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-16	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60, EH	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60A, BH-50	L	M	N	Q	T	
Cokeburg Secondary Track: Between Cokeburg Jct. and Cokeburg Bethlehem No. 53 Mine Storehouse track			5	5	5	5	X	X	X	5	X	X	X	X	X
Ontario Industrial Track: Between Ontario Jct. and Ontario mine tipple Beyond Ontario Mine tipple Ontario Mine tracks north of tipple			5	5	5	5	X	X	X	5	X	X	X	X	X
BROWNSVILLE JCT. WYE: North Leg of Wye South Leg of Wye East Leg of Wye	5	5	5	5	5	5	5	X	5	5	5	5	X	X	X
Redstone Secondary Track: Between: BF and 0.5 mile south of Mile Post 54 0.5 mile south of Mile Post 54 and RS		15					15	15	15		15	15	X	X	
		15					15	X	15		X	X	X	X	X
BROWNSVILLE JCT.: Turnouts north end Brownsville Jct. Yard, Tracks No. 1 to No. 13 inclusive Brownsville Junction Yard							5	5	5	5	X	5	X	X	
							5	5	5	5	X	5	X	X	
LINN: Mt. Hope Works American No. 1 Works							X	X	X	X	X	X	X	X	X
							X	X	X	X	X	X	X	X	X
FH: Colonial No. 1 Mine Delivery track			5	5	5	5	X	X	X	X	X	X	X	X	X
			5	5	5	5	X	X	X	X	X	X	X	X	X
WALTERSBURG: Waltersburg track								X	X		X	X	X	X	
VANCE MILL JUNCTION: Phillips Mine			5	5	5	5	X	X	X	X	X	X	X	X	X
RS: Oliver No. 1 Mine North Leg of Wye				5	5	5	X	X	X	X	X	X	X	X	X
							5	X	5	5	X	X	X	X	X
Grindstone Industrial Track:			X				X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	B, AS-8, BS-8, ES-8, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-16	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-84, AF, BF, EF, FF-80 EH	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP80A, BH-50	L	M	N	Q	T	
Vance Mill Secondary Track: Between Vance Mill Jet. and Monarch..... Leisenring No. 3 Mine..... Engines must not be operated under loading tippie or on curves on coke loading track. Leisenring No. 3 Mine..... Engines must not be operated under mine tippie.								X X	X		X X	X X	X X	X X	X X
Southwest Secondary Track: Between:] South end Youngwood Yard and Scottdale..... Scottdale and Mile Post 36..... Mile Post 36 and VA..... Between VA and end of track Industrial Tracks.....				X			X X X	X X X			X X X	X X X	X X X	X X X	X X X
SOUTH GREENSBURG: Hempfield Foundry Co..... Walworth Company..... North Leg of Wye..... Other Industrial Tracks.....							X X 10 X	X X 10 X	X X 10 X	X X 10 X	X X 10 X	X X 10 X	X X X X	X X X X	X X X X
BRIDGE 24.58: South of Connellsville.....	15	15	X	15	15	15	X	X	15	15	X	X	X	X	X
NJ: Connellsville Stone and Work track..... Connellsville Manufacturing & Mine Supply Co..... Other Industrial Tracks.....			X	X	X	X	X X X	X X X	X X X	X X X	X X X	X X X	X X X	X X X	X X X
BRIDGE 34.75: South of RS.....							15	X			X	X	X	X	
Radebaugh Secondary Track: H. E. Fox Co.....				X			X	X	X	X	X	X	X	X	X
Hempfield Secondary Track Between Hempfield Jet. and Gratztown.....			X					X			X	X	X	X	X
Yukon Secondary Track: Between Yukon Jet. and Cowansburg..... Hunker Brick Co. track..... Storage tracks over Bridge 4.39, South of Whyel Jet..... Walta Delivery Track..... Yukon Delivery Track.....			X X X				X X X X	X X X X		X X X	X X X	X X X	X X X	X X X	X X X

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	B, AS-8, BS-6, ES-8, GS-4 BS-7, AS, ES, FS-10, BS-10, ES-12, FS-18	C	G, AP, BP, EP, FP-80, AF, BF-30 H, AF, BF-64, AF, BF, EF, FF-80, EH AS, BS-18, BS-24, FS-20, LS-25	I	J	K, BP80A, BH-50	L	M	N	Q	T				
Whyel Track Hepler Co. track		X		X	X			X	X	X	X		X		
Hunter Run Industrial Track: Between Hunter Run Jct. and End of Track		X			X			X	X	X	X		X		
Sewickley Secondary Track: Between: Youngwood and South end of Storage Track South end of Storage Track and Bessemer Jct.		X		X	X	X	X	X	X	X	X		X		
Hunker Track		X		X	X	X	X	X	X	X	X		X		
Tarr Track		X		X	X	X	X	X	X	X	X		X		
Scottdale Secondary Track Between: Scottdale Jct. and 1.0 mile south thereof 1.0 mile south of Scottdale Jct. and end of track		5 X		5 X	X X	5 X		X X	X X	X X	X X		X X		
Broadford Industrial Track: Between Broadford Jct. and Summit		X		X	X	X		X	X	X	X		X		
Opossum Run Industrial Track: Between Opossum Run Jct. and end of track		X		X	X	X		X	X	X	X		X		
Dunbar Track		X		X	X	X		X	X	X	X		X		
UNIONTOWN: Fayette Milling & Feed Co. Hygeia Ice Co. J. F. Hogsett & Son H. C. Frick Coke Co., Con- tinental No. 1 Mine Other Industrial Tracks		X X X X X	5 X 5 X	5 X 5 X	X X X X X	X X X X X	X X X X X	X X X X X	X X X X X	X X X X X	X X X X X		X X X X X		
Coal Lick Secondary Track: Between VA and SL					X			X	X	X	X				
Coal Lick Industrial Track: Between: SL and end of track					X			X	X	X	X				
Rainey Track					X			X	X	X	X				

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	B, AS-8, BS-8, ES-8, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-16	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60, EH	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60A, BH-50	L	M	N	Q	T	
Fairchance Industrial Track:															
Between Fairchance Jct. and Kyle Coke Works.....	X	...	...	...	X	X	X	X	X	X	X	X	X
Oliphant Industrial Track:															
Between Oliphant Jct. and end of track.....	X	...	...	...	X	X	X	X	X	X	X	X	X

Restriction for backward movement, 5 miles per hour through US Interlocking does not apply to Diesel engines.

1160-A2. Engines and loaded cars are prohibited on cross-over between No. 4 and No. 3 storage tracks on Bridge 4.39 at Magee Mine, Yukon Secondary Track.

1160-A3. Class J engines moving to or from east leg of wye and No. 5 track, Cresson, must not stop with engine fouling No. 5 track account close clearance between east leg of wye and No. 4 main track.

1160-B1. Other Equipment Restrictions.

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., except as follows:

Main Line, Branch or Secondary	Between	And	Bridge	Note
Main Line, including Sang Hollow Ext.	Slope	Pittsburgh		
New Portage Branch	Wye	SF		1
Irvona Branch	Creason	Blandburg		1
South Fork Branch	W	HC		1
Brilliant Branch	CM	Div. Post Cgh. Div.		1
Creason Secondary Track	Creason	Fordham	18.59 27.79	1-2
Black Lick Secondary Track	Ebensburg Jct.	Black Lick	23.81	1-2
Susquehanna Secondary Track	Bradley Jct.	Cherry Tree		1
South Fork Secondary Track	HC	End of Track		1
Monongahela Branch and Monongahela Secondary Tracks	Div. Post (P.H. Div.)	West Brownsville Jct.		
Hempfield Secondary Track	Hempfield Jct. Cowans- burg	Cowansburg Gratztown		1 1-3
Coal Lick Secondary Track	VA	SL		1
Southwest Secondary Track	SW	Scottdale		
Radebaugh Secondary Track	RG	County		

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.

Note 1. Unless two empty cars are placed between derrick and engine.

Note 2. Unless speed of 20 miles per hour is not exceeded.

Note 3. Unless speed of 10 miles per hour is not exceeded.

Overhead Clearance

1163-A1. Employees are prohibited from riding on top of moving box cars, excessive dimension cars or other high equipment, except at the following locations:

MAIN LINE—Between Mile Post 262 and Slope.

All Yard Humps.

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. Account no clearance at the following locations, trainmen and other employees are prohibited from riding on side of moving equipment.

Pittsburgh:

Pittsburgh Passenger Station.

U. S. Post Office Building.

Railway Express Terminal.

33rd Street Bridge.

Conemaugh Loop Track, Gallitzin.

1163-A4. While shifting at freight stations, coal and coke operations, industries, industrial sidings and station platforms, care must be exercised to avoid injury from side obstructions.

1163-A5. Conductors and Enginemen must know they have proper clearance before moving or placing engines, cars, open loads or derricks on any track at industries, tipples, sidings or station tracks.

1163-B2. Storm windows on Cabs of Class J, Class Q, and Class T engines must be closed when passing:

Main Line:

Curves between R and Turtle Creek.

While moving or standing on No. 5 track, Cresson.

Monongahela Branch and Secondary Tracks:

Trains or cars on adjacent tracks.

Third Ward Siding, No. 1 track, Monongahela.

Retaining Wall at Grant Avenue, No. 4 track, Duquesne and South Duquesne.

USE OF TELEPHONES

Trainphone.

1164-A1. Trainphone in service:

	Between	And
Main Line	Slope	PITT
New Portage Branch	WYE	SF
Cresson Secondary track	EP	RE
Susquehanna Secondary track	DF	DC
Black Lick Secondary track	KY	ZD
Turtle Creek Branch	SZ	ER
Brilliant Branch	Divn. Post Cgh. Divn.	CM

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

Pittsburgh

Train Dispatchers in charge as follows:

Main Line Slope to Pittsburgh.

Branches:

New Portage.

Alexandria.

Turtle Creek.

Monongahela, Monon to H.

Port Perry.

Scully Branch, P. H. Divn., No. 1 and No. 2 tracks east of Esplen.

Secondary Tracks:

Monongahela.

Ellsworth.

Southwest.

Radebaugh.

Hempfield.

Redstone.

Coal Lick.

Yukon.

Cresson

Train Dispatchers at Cresson in charge 6.45 A. M., Monday to 6.45 A. M., Saturday and Train Dispatchers at Pittsburgh in charge 6.45 A. M., Saturday to 6.45 A. M., Monday, of:

Branches:

Irvona.

South Fork.

Paint Creek and Shade Creek.

Secondary Tracks:

Cresson.

Susquehanna.

Black Lick.

Train Director at US in charge of Duquesne Way.

Conemaugh Division Train Dispatcher in charge of Brilliant Branch CM to Division Post (Conemaugh Div.).

Monongahela Railway Train Dispatchers at Brownsville in charge of West Brownsville secondary track between West Brownsville Jct. and Ten Mile Run Jct.

Montour R. R. Train Dispatchers at Coraopolis in charge of Peters Creek Branch between Pennmont and Gould.

1204-A1. Referring to Rule 204:

Enginemen of helping engines, except enginemen of pushing engines must be provided with a copy of orders affecting the movement of their trains.

1206-A1. Referring to Rule 206:

Between Slope and MO, when westward trains are hauled by two or more engines, the leading through engine will be designated on train orders as the hauler.

SIGNAL RULES

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, No. 2 and No. 4	Slope	SG
	No. 0	AR	MO
	No. 1, No. 2, No. 3 and No. 5	SG	JD
	No. 1, No. 2, No. 3 and No. 4	JD	SZ
	No. 2, No. 3 & No. 4	SZ	WG
	No. 0, No. 1, No. 2, No. 3 and No. 4	WG	Perry
	No. 1, No. 2, No. 3 and No. 4	Perry	DV
	No. 1 and No. 2	DV	PITT
Brilliant Branch	West Penn No. 1 and No. 2 Valley No. 1 & No. 2	CM	Div. Post (Conemaugh Div.)
Monongahela Branch	Monon No. 1 and Monon No. 2	Division Post (P. H. Div.)	OB
	Scully No. 1 and Scully No. 2	Division Post (P. H. Div.)	OB
	No. 1, No. 2, No. 3 and No. 4	OB	CR
	No. 1 and No. 2	CR	H
Monongahela Secondary	No. 1 and No. 2	H	BF

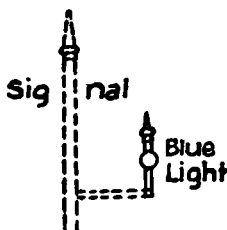
Opposing and Following Movement of Trains by Block
Signals.

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

	Track	Between	And
Main Line	No. 3	SG	Slope
	No. 6	JD	SG

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

Signal Mast Bracket Marker



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

Name —Signal mast bracket marker.

Signal mast bracket markers in service:

Monongahela Branch

Block Signal No. M172 north of Wilson.

Block Signal No. M199 north of West Elizabeth.

Monogahela Secondary Track

Southward Home Signal at West Brownsville Junction.

Southwest Secondary Track

Northward Home Signal at RS Block Station.

Northward Distant Signal for RS Block Station.

1280-A2. Fixed signal aspects not in conformity with typical aspects:

Position Color-Light Type Signals

Note: R—Red.

INTERLOCKING SIGNALS	DISTANT SIGNALS	INDICATION	NAME
		Proceed; Medium Speed within interlocking limits. (Note of Rule 283 to be used where it applies)	Medium Clear
		Proceed prepared to stop at next signal. Slow speed within interlocking limits.	Slow Approach
		Proceed at Restricted Speed.	Restricting
		Stop; Then proceed at Restricted Speed. (Note of Rule 291 to be used where it applies)	Stop and Proceed
		Stop.	Stop Signal

At DV the following position light signals changed to position color-light type signals.

Signal 3512 governing eastward movement on No. 1 track (eastward distant signal), west of DV;



Signal 3497 governing westward movement on No. 3 track (westward distant signal), east of DV;

Signal 3497 governing westward movement on No. 4 track (westward distant signal), east of DV;

Interlocking signals governing eastward movement on No. 1 and No. 3 tracks; and westward movement on No. 3 and No. 4 tracks at DV.

1280-A3. Fixed signal aspects not in conformity with typical aspects:**Position Color-Light Type Signals**

Note: R—Red.

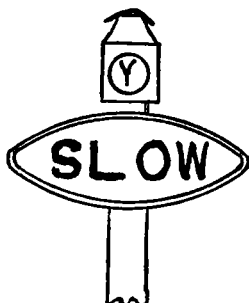
INTERLOCKING SIGNALS	INDICATION	NAME
	Proceed at Restricted Speed.	Restricting
	Stop.	Stop Signal

At DV the following position light signals changed to position color-light type signals.

Interlocking signals governing westward movement on No. 1 track; eastward and westward movement on No. 2 track; eastward movement on No. 4 secondary track; westward movement on industrial track of Gulf Oil Corporation, and westward movement on industrial track of Federated Metals Corporation.

1280-A4. Slow Boards.

Note: Y—Yellow.



Indication: Train exceeding Medium speed must at once reduce to that speed. Approach next signal prepared to stop.

Name—Slowboard.

Slow boards in service:

Redstone Secondary Track—Approaching home signal for RS.

Radebaugh Secondary Track—Approaching home signal for County.

Southwest Secondary Track—Approaching southward block signal for RS.

In lieu of distant signal to home or block signal.

1285A-A1. Distant Switch Indicator.

Note: Y—Yellow; G—Green.



Indication—Switch open.
Name—Caution Indicator.



Indication—Switch closed.
Name—Clear Indicator.

1285A-A2. Distant switch indicators in service:

Location	Indication Displayed for Movements	Distance in feet from switch protected	Switch protected by this Signal
Cresson Secondary track 700 feet north of Mile Post 5	Northward	2500	South end Ebensburg Junction Siding
Cresson Secondary track 480 feet south of Mile Post 11	Northward	3100	Junction switch to Susquehanna Secondary track
Black Lick Secondary track 500 feet west of Mile Post 17	Westward	3100	East end Nanty-glo Siding
Southwest Secondary track 2 miles north of Tarr	Northward	2631	Switch leading to Hunker Industrial track

1290-A1. In the application of **Rule 290**, figure A, westward trains on No. 3 and No. 4 tracks between Slope and Benny; eastward trains on No. 1 and No. 2 tracks between AO and AR will not exceed a speed of 10 miles per hour when cab signal or fixed signal indication **Rule 290**, figure A is displayed.

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, No. 2, No. 3 and No. 4	Slope	UN-AR
	No. 0, No. 1, No. 2, No. 3 and No. 4	UN-AR	MO
	No. 1, No. 2, No. 3 and No. 4	MO	SG
	No. 1, No. 2, No. 3, No. 5 and No. 6	SG	JD
	No. 1, No. 2, No. 3 and No. 4	JD	SZ
	No. 2, No. 3 & No. 4	SZ	WG
	No. 1, No. 2, No. 3 and No. 4	WG	DV
	No. 0	WG	Perry
	No. 1 and No. 2	DV	PITT

For movements against current traffic.

	Track	Between	And
Main Line	No. 3	SG	SLOPE
	No. 3	Home Signal 635 feet East of RG	Westward Home Signal, East End Radebaugh Tunnel.

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
Main Line	No. 6 (Eastward) (Direction)	JD	SG
New Portage Branch	No. 1 and No. 2	WYE	SF
Cresson Secondary Track	Secondary Track	EP	RU
Black Lick Secondary Track	Secondary Track	KY	ZD
Susquehanna Secondary Track	Secondary Track	DF	IR
	No. 1 and No. 2 Secondary Tracks	IR	WC
	Secondary Track	WC	DC
South Fork Branch	No. 1 and No. 2	W	HC
Turtle Creek Branch	Single	SZ	ER
Monongahela Secondary Track	No. 1 and No. 2	H	BF
Redstone Secondary Track	North leg of wye—Single	BF	Connection with Monongahela Ry.
	Secondary Track	BF	RS
	South leg of wye—Single	Connection with Monongahela Ry.	Connection with Redstone Secondary Track, Brownsville Jct.
Southwest Secondary Track	No. 1 and No. 2	SW	County
	Secondary Track	County	VA
Coal Lick Secondary Track	Secondary Track	VA	SL
Radebaugh Secondary Track	Secondary Track	RG	County

NOTE—In the application of Rule 335 and 361, where Rule 261 is in effect, fixed signals and not hand signals used at JD to indicate condition of the block on No. 6 track for eastward trains.

1316-A1. Rule 316 will apply:

For Movements Against Current of Traffic

	Track	Between	And
Main Line	No. 1 and No. 2 No. 4	SF UN	AR SF
Port Perry Branch	No. 4 No. 1 and No. 2	RG Perry	SW PG

1317-A1. Rule 317 will apply:

On Single track;

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

Eastward on No. 6 track between JD and SG.

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

For Movements Against Current of Traffic

Main Line—Between Slope and PITT except points listed under Special Instruction 1316-A1, and except on

No. 3 track between Slope and SG and
No. 3 track between Westward home
signal, east end Radebaugh Tunnel
and RG.

New Portage Branch—Between SF and WYE.

Susquehanna Secondary Tracks No. 1 and No. 2—
Between IR and WC.

South Fork Branch—Between W and HC.

Monongahela Branch—Between Division Post (P.H.
Div.) and H.

Monongahela Secondary Tracks—Between H and
BF.

Southwest Secondary Track—Between SW and
County.

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.

	Track	Between	And
Port Perry Branch	No. 1 and No. 2	Perry	PG
Brilliant Branch	West Penn No. 1 and No. 2	CM	Div. Post (Conemaugh Div.)
	Valley No. 1 and No. 2	CM	Div. Post (Conemaugh Div.)
Monongahela Branch	Monon. No. 1 and Monon. No. 2	Division Post (P. H. Div.)	OB
	Scully No. 1 and Scully No. 2	Division Post (P. H. Div.)	OB
	No. 1, No. 2, No. 3 and No. 4	OB	CR
	No. 1 and No. 2	CR	H

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

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Slope	SG
	No. 0	AR	MO
	No. 6 (Westward Direction)	SG	JD
	No. 1, No. 2, No. 3, and No. 5	SG	JD
	No. 1, No. 2, No. 3 and No. 4	JD	SZ
	No. 2, No. 3 and No. 4	SZ	WG
	No. 0, No. 1, No. 2, No. 3 and No. 4	WG	Perry
	No. 1, No. 2, No. 3 and No. 4	Perry	DV
	No. 1 and No. 2	DV	PITT

For movements against current of traffic.

	Track	Between	And
Main Line	No. 3	SG	Slope
	No. 3	RG	Westward Home Signal, east end Radebaugh Tunnel

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

Signal Located at	On Tracks	Secure clearance card or order through signalman at
West End UN interlocking..	No. 4	AR
Home Signal just west of Johnstown Station.....	No. 2	C
Mile Post 280.....	No. 1	SG
East end of Radebaugh tunnel.....	No. 4	RG
On cantilever pole 808 feet west of East Liberty station.....	No. 1 and No. 2	CM
West End, Port Perry Tunnel.....	No. 1	PG
East End, Port Perry Tunnel.....	No. 2	PG

1515-A2. Cutting-in Sections Located:

	Track	Between	And
Main Line		Westward Trains	
	No. 3 and No. 4	Westward home signal signal for SLOPE	Signal 2373 on eastward home signal bridge for SLOPE
	No. 5	300 feet east of westward fixed signal for SO	Westward fixed signal SO
	No. 5	150 feet east of westward fixed signal west of Pitcairn	Westward fixed signal west of Pitcairn
	No. 2	At fixed signal governing eastward movements, 200 feet west of WG	
New Portage Branch	No. 2	1500 feet east of westward distant signal for SF	Westward distant signal for SF
Turtle Creek Branch	Single	300 feet east of westward distant signal for SZ	Westward distant signal for SZ
Brilliant Branch	West Penn No. 2	Distant signal B13	Home signal for CM
	Valley No. 2	Distant signal B13	Home signal for CM
		Eastward Trains	
Main Line	No. 6 (eastward trains)	3641 feet west of eastward distant signal S32 for SG	Signal S32
	No. 1	310 feet west of signal 3364 (westward home signal for SZ)	Signal 3364
	Eastward Secondary track	1500 feet west of eastward home signal for DV	Eastward home signal for DV
	No. 1	PITT	Home signal No. 1 track, 400 feet east of PITT

	Track	Between	And
Cresson Second- ary Track	(Trains routed to No. 0)	300 feet west of east- ward fixed signal to Cresson Secondary Track, 1860 feet east of MO	Eastward fixed signal 1860 feet east of MO
Port Perry Branch	No. 1	Signal P118 (west of East Pittsburgh)	Home signal at Perry
		Northward Trains	
South Fork Branch	No. 2	600 feet south of north- ward distant signal 2656 for W	Signal 2656
Latrobe Industrial Track	Latrobe Industrial Track	564 feet south of north- ward home signal KR	Northward home signal for KR
Unity Second- ary Track	Secondary	300 feet south of fixed signal	Fixed signal
Southwest Second- ary	No. 1	Northward distant sig- nal S10	Northward home signal for SW
Rade- baugh Second- ary	Single	1500 feet south of northward distant signal R08	Signal R08
Monon- gahela Branch	Monon No. 1	1.0 Mile South of Northward Home Signal Monon	Northward Home Signal Monon

1515-B1. Rule 515—following exceptions authorized:

Shifting movements between **SG** and **AO** are authorized to move as non-equipped trains.

Between Perry and **WG**, trains to and from Port Perry Branch are authorized to move as non-equipped trains.

Between Pittsburgh and **WG**, trains to and from the Cone-
maugh Division, yard engines and helping engines are authorized
to move as non-equipped trains.

Between Pittsburgh and Trafford empty passenger equipment
trains, when running backwards, are authorized to move as non-
equipped trains, not to exceed speed of 20 miles per hour.

Movements between interlockings, of wire, work and wreck
trains, ballast cleaners, etc., to and from work, are authorized to
move as non-equipped trains.

INTERLOCKING

**1601-A1. Emergency Signals—Whistle or Horn, in service as
follows:**

At all interlockings.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION**

Pittsburgh, Pa., September 20, 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 issued in general orders up to and including No. 609, 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.

(b) **RULES 515 AND 516 MODIFIED**

The movement of a train by an engine not equipped with cab signal apparatus is prohibited except as provided by time-table or by permission of the Signalman when authorized by the Superintendent, and then only at not exceeding 20 miles per hour governed by fixed signal indication unless otherwise instructed.

When instructed orally by the Signalman to proceed at authorized speed governed by fixed signal indications but not exceeding 75 miles per hour, the train must not pass a Stop-and-Proceed or Restricting Signal unless permitted by the Signalman when authorized by the Superintendent.

Applies in Zones D and F

- (c) **Following Sidings blocked with stored cars.**

Cresson Secondary Track:

Munster
Ebensburg Jct., north end.
Bradley Jct., Northward siding.
Welshdale.

Irvona Branch:

Condron
Sandy Run.

Susquehanna Secondary Track:

Dishart.
BN

Black Lick Secondary Track:

Twin Rocks.
Ritter
Beulah.

Ellsworth Secondary Track:

Frye Siding.

Applies in Zone E

- (d) **MONONGAHELA BRANCH**

CR

CR Block and Interlocking Station closed.

Page 7, changed.

Routes will be lined for movement from No. 1 to No. 1 and from No. 2 to No. 2 tracks and blocks extended. Movements over these routes will be governed by fixed signal aspects displayed.

Applies in Zone F

- (e) **MONONGAHELA SECONDARY TRACKS
DONORA—WEST MONESSEN**

Trains and engines on No. 1 and No. 2 Secondary Tracks must not exceed a speed of 10 miles per hour between Mile Post 36 and Mile Post 38, looking out for rocks obstructing track.

Special Instruction 1157-F1, changed.

Applies in Zone B

- (f) **TICKET OFFICES OPEN FOR SALE OF TICKETS
DERRY**

Ticket office Derry open 7:30 A.M. to 4:30 P.M., Monday to Friday. Closed Saturday, Sunday, November 25, December 25, January 1 and February 22.

Page 37, changed.

- (g) **PROTECTION FOR PUBLIC HIGHWAY CROSSINGS
AT GRADE**

Latrobe Industrial Track—Kingston.

State Route No. 680 relocated 1000 feet from end of track. Also new crossing at grade, 1500 feet from end of track, Ligonier Street Extension, in service.

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

Special Instruction 1103-C1, changed.

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

N. L. FLECKENSTINE,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION**

Pittsburgh, Pa., September 27, 1954

GENERAL ORDER NO. 702

Effective 10.01 A.M., Monday, October 4, 1954

Applies in Zone A

(a) MAIN LINE

US

Home signal governing westward movements on No. 5 station track, located 755 feet east of US Interlocking Station, relocated 716 feet east of US Interlocking Station, in service.

Home signal governing westward movements on No. 4 station track, located 830 feet east of US Interlocking Station, relocated 716 feet east of US Interlocking Station, in service.

Home signal governing westward movements on No. 3 station track, located 830 feet east of US Interlocking Station, relocated 625 feet east of US Interlocking Station, in service.

Home signal governing westward movements on westward extension of No. 5 station track, located 428 feet east of US Interlocking Station, out of service.

Facing interlocked turnout for eastward movements, located 600 feet east of US Interlocking Station, connecting No. 4 station track to No. 5 station track, out of service.

Facing interlocked turnout for eastward movements, located 679 feet east of US Interlocking Station, connecting No. 3 station track to No. 4 station track, out of service.

Facing interlocked turnout for eastward movements, located 480 feet east of US Interlocking Station, connecting No. 4 station track to No. 3 station track, in service.

Facing interlocked turnout for eastward movements, located 565 feet east of US Interlocking Station, connecting No. 5 station track to No. 4 station track, in service.

(b) MAIN LINE

PITT

Home signal governing eastward movements on No. 3 station track, located 830 feet east of US Interlocking Station, relocated 625 feet east of US Interlocking Station, in service.

Home signal governing eastward movements on No. 4 station track, located 830 feet east of US Interlocking Station, relocated 716 feet east of US Interlocking Station, in service.

Home signal governing eastward movements on No. 5 station track, located in overhead train shed structure 755 feet east of US Interlocking Station, relocated in overhead train shed structure 716 feet east of US Interlocking Station, in service.

Sheet 2 of 2 Sheets

Applies in Zone C

(c) U.S. MAIL WORK

CRESSON AND GALLITZIN

No. 70 will deliver mail at Cresson and Gallitzin daily except Sunday (¹/_D).

No. 11 will stop at Cresson on request of R.P.O. Clerk to discharge U.S. Mail (W).

No. 14, withdrawn.

Employees must correct page 38, in ink.

(d) NEW PORTAGE BRANCH

WYE—PS

No. 1 track blocked with cars between Wye and PS.

Applies in Zone G

(e) SOUTHWEST SECONDARY TRACK
COUNTY

Facing hand-operated crossover for southward movement, one mile south of County, connecting Southwest Secondary Track to Youngwood Yard Pull-out track, out of service.

Applies in Zone A

(f) BRILLIANT BRANCH

CM—DIVN. POST (CONEMAUGH DIVN.)

Rule 317 will apply on Valley No. 1 and No. 2 and West Penn No. 1 and No. 2 tracks between CM and Division Post Conemaugh Division.

Special Instruction 1317-A1, changed.

N. L. FLECKENSTINE,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION**

Pittsburgh, Pa., October 19, 1954.

GENERAL ORDER No. 703

Effective 12.01 A.M., Sunday, October 24, 1954

Applies in Zone B

**(a) MAIN LINE
JD—DR**

Trains and engines on No. 4 track must not exceed a speed of 30 miles per hour between signal bridge No. 2983 and a point 2000 feet west thereof, account track conditions.

Special Instruction 1157-F1, changed.

Effective 12.01 A.M., Sunday, October 31, 1954

Applies in All Zones

(b) TIME-TABLE AUTHORITY

Schedule of No. 70, changed.

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

No. 70 over corresponding schedule, page 27.

(c) SPEED RESTRICTIONS

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

Special Instruction 1157-A1, minimum running time for passenger trains either direction, annulled.

Applies in Zone A

(d) BRILLIANT BRANCH

CM—DIVN. POST (CONEMAUGH DIVN.)

Paragraph (f) General Order No. 702, referring to application of Rule 317 on Valley and West Penn tracks between CM and Divn. Post Conemaugh Division, annulled.

(e) BRILLIANT BRANCH

CM—DIVN. POST (CONEMAUGH DIVN.)

Rule 317 will apply for movements against the current of traffic on Valley No. 1 and No. 2 and West Penn No. 1 and No. 2 tracks between CM and Division Post Conemaugh Division.

Applies in Zone G

**(f) MAXIMUM SPEEDS, UNLESS OTHERWISE
SPECIFIED**

SOUTHWEST SECONDARY TRACK

Trains and engines will not exceed a speed of 10 miles per hour over public grade crossing 5620 feet south of Youngwood.

Special Instruction 1157-F1, changed.

**N. L. FLECKENSTINE,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION**

Pittsburgh, Pa., November 2, 1954.

GENERAL ORDER NO. 704

Effective 12.01 A.M., Friday, November 5, 1954

Applies in Zones A, B and C

- (a) MAXIMUM SPEEDS UNLESS OTHERWISE
SPECIFIED
MAIN LINE**

Maximum speed on cars carrying major Calibre gun barrels with breech end forward between Slope and Pittsburgh, 30 miles per hour.
Special Instruction 1157-C25, changed.

Applies in All Zones

- (b) TICKET OFFICES OPEN FOR SALE OF TICKETS
CRESSON**

Ticket office Cresson open for sale of tickets, 6.30 A.M. to 5.00 P.M., Monday to Friday. Closed Saturday and Sunday.
Page 37, changed.

Applies in Zone E

- (c) MONONGAHELA BRANCH
CR**

CR Block and Interlocking Station and Interlocking in service part-time as follows:
6.00 A.M. to 10.00 P.M., daily except Sunday and Monday.
Page 7, changed.

Applies in Zone A

- (d) MAIN LINE
US**

Home signal governing eastward movements on No. 1 construction track, located 580 feet east of US Interlocking Station, out of service.
Home signal governing westward movements on No. 1 station track, located 720 feet east of US Interlocking Station, relocated 580 feet east of US Interlocking Station, in service.

**N. L. FLECKENSTINE,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION**

Pittsburgh, Pa., November 10, 1954.

GENERAL ORDER NO. 705

Effective 12.01 A.M., Monday, November 15, 1954

Applies in All Zones

- (a) **FREIGHT TRAIN OPERATION**
INSTRUCTIONS FOR PREPARATION AND HANDLING OF FREIGHT TRAINS ON GRADES, ETC.
Special Instruction 1155-A1, changed.

Sticker pages 74, 75, 76, 77 and 78 attached to sticker form of this General Order must be detached and pasted over corresponding pages in time-table.

- (b) **MINIMUM RUNNING TIMES AND SPEEDS ON DESCENDING GRADES—FREIGHT TRAINS**

The following minimum running times for freight trains hauled by engines using the dynamic brake in conjunction with the pressure maintaining method of braking are established.

Trains having an average of 55 tons or less per operative brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
UN-AR to SF	1.39 to 2.36	1.1	12	5
SF to MG	1.73 to 2.36	3.8	20	11
MG to SLOPE	1.45 to 1.85	6.2	23	16
TOTAL	—————	11.1	—	32

Trains having over 55 tons per operative brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
UN-AR to SF	1.39 to 2.36	1.1	12	5
SF to MG	1.73 to 2.36	3.8	17	13
MG to SLOPE	1.45 to 1.85	6.2	19	19
TOTAL	—————	11.1	—	37

Special Instruction 1157-B2, added.

N. L. FLECKENSTINE,
Superintendent.

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

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

On loaded trains, all retaining valves will be turned up in high pressure position on the following grades:

Turtle Creek Branch—M.P. 13 to Divn. Post Cgh. Divn.
Twin Rocks to Shuman Run Junction
Coal Pit Run
IR to Barnesboro Yard
Hillman Summit to McGees
Hillman Summit to Rossiter Junction
Sterling No. 10 to foot of grade west of Hastings Jct.
McCoy Run

Retaining valves will be turned up on eastward trains from Cresson before departure.

On all grades where the use of retaining valves is required in either high or low pressure position the conductor must be out on the train. The position of the flagman is out on the rear end of the train. The conductor will be responsible for properly instructing the trainmen and seeing that they are stationed on top of the cars in a position to give and receive signals promptly and know that the handles of retaining valves are turned to the proper position.

Retainers must not be released until engineman gives the whistle signal to release brakes.

Eastward freight trains requiring use of retainer valves will not exceed a speed of eight (8) miles per hour while trainmen are turning up retaining valves approaching AR.

Eastward freight trains must not exceed a speed of four (4) miles per hour from the time front end of train passes Car Inspector's Building located west of AR until it reaches west portal of Gallitzin Tunnel.

Gallitzin to Slope or Wye

On solid mineral freight trains the brake pipe pressure must be 105 pounds, on other loaded trains 100 pounds and on empty trains 80 pounds, before descending grade.

The above brake pipe pressure must be obtained before passing MO.

When the pusher engine next to the train has passed **MO** the engineman will observe the brake pipe pressure. If the brake pipe pressure on the pusher engine next to the train registers less than 90 lbs. on mineral freight trains, less than 85 lbs. on other freight trains or less than 70 lbs. on empty trains, the engineman will give the whistle signal to apply brakes and the train will stop before fouling switches just west of "AR", and not proceed until the required pressure has been obtained and a road test of the brakes has been made.

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

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

Instructions in connection with and supplementary to the Brake and Train Air Signal Instruction No. 99-D-1, for controlling freight trains with power brakes on the following descending grades will apply:

Gallitzin to Slope or Wye

Engines Not Equipped With Dynamic Brake And Pressure Maintaining Brake Valve Or Dynamic Brake And Pressure Maintaining Brake Valve Inoperative

On such loaded freight trains the following instructions will apply:

Arranged Service Freight Trains When The Tons Per Effective Brake Do Not Exceed 75.

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

Arranged Service Freight Trains When The Tons Per Effective Brake Exceed 75, And All Slow Freight Trains.

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

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

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

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

In starting eastward freight trains between Gallitzin and Slope, or Wye, the following instructions will govern:

When train is stopped it must be secured by hand brakes, after which trainmen will begin at the rear of the train and turn down retaining valves, sufficient to permit the engineman to start the train without having to take the slack. Engineman will not attempt to start train until signal is received from the trainman that sufficient retaining valves have been released. The retaining valves turned down must again be turned up, as soon as the Air brake on the car is released.

After the retaining valves have been released and re-set as specified, the trainmen will signal the engineman to proceed. The engineman will then call the flagman and the hand brakes will be released, beginning from the rear of the train. After the hand brakes have been released and flagman has returned the trainmen will signal the engineman to proceed. The engine should then be moved not more than two feet at a time, allowing ample time after each stop to permit the slack in train to adjust itself until entire train moves. Should it be necessary to take the slack, exceptional care must be exercised.

South Fork Branch—M.P. 9 to Lovett

The same instructions will apply as between Gallitzin and Slope, or Wye, except the two-position retaining valve will be computed as an effective grade brake for 50 tons, and the three position retaining valve for 95 tons.

Beaver and Llanfair Secondary Tracks

The same instructions will apply as between Gallitzin and Slope, or Wye, except the two-position retaining valves will be computed as an effective grade brake for 50 tons, and the three position retaining valve for 95 tons, and the brake pipe pressure must not be less than 110 pounds.

Engines Equipped With Operative Dynamic Brakes And Pressure Maintaining Brake Valves

On such trains the following tonnage will govern:

2 diesel-electric units— 5500 tons or less

3 diesel-electric units— 8500 tons or less

4 diesel-electric units—11000 tons or less

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

Retaining valves will not be set up in low or high pressure position. On solid mineral freight trains, retaining valves must be set in slow direct exhaust position (45 degrees above center) on all except the rear 10 cars. This must be done at the time the terminal air brake test is made and so remain enroute.

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

Should the train be stopped for any other cause a sufficient number of hand brakes must be immediately applied before train brakes are released.

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

**THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION**

Pittsburgh, Pa., November 24, 1954.

GENERAL ORDER NO. 706

Effective 12.01 A.M., Sunday, November 28, 1954

Applies in All Zones

(a) TIME-TABLE AUTHORITY

No. 513 will leave Pitcairn at 7.24 A.M. instead of 7.27 A.M.

Employees must correct column 2, page 18, in ink.

Applies in Zone C

**(b) MAXIMUM SPEEDS UNLESS OTHERWISE
SPECIFIED
SOUTH FORK BRANCH**

Speed restriction of 10 miles per hour between Maple Street Crossing and Mile Post 1, annulled.

Special Instruction 1157-F1, changed.

N. L. FLECKENSTINE,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION**

Pittsburgh, Pa., December 4, 1954.

GENERAL ORDER NO. 707

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

Applies in All Zones

**(a) 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.

**(b) 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.

Effective 10.01 AM., Monday, December 6, 1954

Applies in Zone A

**(c) MAIN LINE
US**

Home signal governing westward movements on No. 5 station track, located 716 feet east of US Interlocking Station, relocated 578 feet east of US Interlocking Station, in service.

Home signal governing westward movements on No. 4 station track, located 716 feet east of US Interlocking Station, relocated 578 feet east of US Interlocking Station, in service.

Home signal governing westward movements on No. 3 station track, located 625 feet east of US Interlocking Station, out of service.

Facing interlocked turnout for eastward movements, located 480 feet east of US Interlocking Station, connecting No. 4 station track to No. 3 station track, out of service.

Facing interlocked turnout for eastward movements, located 565 feet east of US Interlocking Station, connecting No. 5 station track to No. 4 station track, relocated 425 feet east of US Interlocking Station, in service.

**(d) MAIN LINE
PITT**

Home signal governing eastward movements on No. 3 station track, located 625 feet east of US Interlocking Station, relocated 440 feet east of US Interlocking Station, in service.

Sheet 2 of 2 Sheets

Home signal governing eastward movements on No. 4 station track, located 716 feet east of US Interlocking Station, relocated 578 feet east of US Interlocking Station, in service.

Home signal governing eastward movements on No. 5 station track, located in overhead train shed structure 716 feet east of US Interlocking Station, relocated on ground 578 feet east of US Interlocking Station, in service.

Applies in Zone C

**(e) MAIN LINE
CONEMAUGH**

In the application of Special Instruction 1014-A3, for car attention trains will stop west of interlocking C Block Station and opposite enginehouse for engine attention.

Special Instruction 1014-A3, changed.

N. L. FLECKENSTINE,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION**

Pittsburgh, Pa., December 20, 1954.

GENERAL ORDER NO. 708

Effective 12.01 A.M., Monday, December 27, 1954

Applies in All Zones

(a) FREIGHT TRAIN OPERATION

Maximum locomotive power used on head or rear end of freight trains must not exceed 6400 horsepower.

If operating conditions develop whereby it becomes necessary to attach locomotive units to either head or rear end with operative units in excess of 6400 horsepower, a sufficient number of units must be isolated so as not to exceed 6400 horsepower on either end of train.

In the judgment of hauling engineman, to avoid stalling train on heavy part of grade, one isolated unit may be cut in temporarily.

Applies in Zone D

**(b) BLACK LICK—CRESSON SECONDARY TRACKS
EBENSBURG JCT.**

That portion of Black Lick Secondary Track between KY Block-Limit Station on Black Lick Secondary track and switch leading to siding, Ebensburg Jct., together with that portion of Ebensburg Jct. siding between switch at Ebensburg Jct. and spring switch at south end of siding leading to Cresson Secondary Track changed to Ebensburg Jct. Secondary Track of no assigned direction, controlled by Operator at EP. Special Instruction 1151-D1, changed.

Maximum speed between KY and Spring Switch 15 miles per hour.

Special Instruction 1157-H1, changed.

Applies in Zone F

**(c) ELLSWORTH SECONDARY TRACK
COKEBURG JCT.—MARIANNA**

That portion of the Ellsworth Secondary Track between Cokeburg Jct. and Marianna changed to Marianna Secondary Track of no assigned direction, controlled by Operator at MC.

Limits of Ellsworth Secondary Track changed to extend between MC and Cokeburg Jct.

Page 9 and Special Instruction 1151-D1, changed.

Sheet 2 of 2 Sheets

Northward trains must stop at Cokeburg Jct. and secure permission from Operator at MC before entering Ellsworth Secondary Track.

Maximum speed between Cokeburg Jct. and Marianna, 15 miles per hour.

Special Instruction 1157-H1, changed.

**(d) SOUTHWEST SECONDARY TRACK
COUNTY**

Facing hand-operated crossover for southward movement, one mile south of County, connecting Southwest Secondary Track to Youngwood Yard Pull-out track, in service.

Paragraph (e) General Order No. 702, annulled.

N. L. FLECKENSTINE,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION**

Pittsburgh, Pa., January 4, 1955.

GENERAL ORDER NO. 709

Effective 10.01 A.M., Monday, January 10, 1955

Applies in Zone A

**(a) MAIN LINE
US**

Home signal governing westward movements on No. 5 station track, located 578 feet east of US Interlocking Station, relocated 613 feet east of US Interlocking Station, in service.

**(b) MAIN LINE
PITT**

Home signal governing eastward movements on No. 5 station track, located on ground 578 feet east of US Interlocking Station, relocated in overhead train shed structure 613 feet east of US Interlocking Station, in service.

N. L. FLECKENSTINE,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION**

Pittsburgh, Pa., January 31, 1955.

GENERAL ORDER NO. 710

Effective 11.30 A.M., Thursday, February 3, 1955

Applies in Zone D

(a) SUSQUEHANNA SECONDARY TRACK

IR—WC

That portion of No. 2 Secondary Track between facing point switch leading to north end of siding and trailing point switch south end of siding, at BN, changed to BN Siding of no assigned direction, capacity 65 cars.

No. 2 southward Secondary Track between IR and south end of BN Siding changed to Secondary Track of no assigned direction and extended through siding to connection with No. 1 Secondary Track at south leg of Spangler Wye, controlled by EP.

No. 2 southward Secondary Track between BN Siding and WC changed to Barnesboro Pull-out Track of assigned direction southward, in charge of Operator EP and Manual Block Signal System, out of service.

No. 1 northward Secondary Track between IR and south leg of Spangler Wye, out of service.

No. 1 northward Secondary Track between south leg of Spangler Wye and WC changed to Secondary Track of no assigned direction, controlled by EP.

Rules 305 to 373 inclusive, except Rule 316, will apply. Special Instruction 1151-C1, 1151-D1, 1305-A1 and 1317-A1, changed.

(b) SUSQUEHANNA SECONDARY TRACK

IR

Spring switch at IR, out of service.

Special Instruction 1104-E1 and 1157-D1, changed.

Fixed signal governing northward movements on Susquehanna Secondary Track, located 2112 feet south of IR, out of service.

NOTE 2 of Special Instruction 1104-E1, changed.

Facing hand-operated switch for northward movement in Susquehanna Secondary Track, at IR, leading to Tunnel Siding, in service.

(c) SUSQUEHANNA SECONDARY TRACK

BN

Trailing spring switch for southward movement in Susquehanna Secondary Track, at BN, leading from Barnesboro Pull-out Track, with normal position for northward movement to Susquehanna Secondary Track; route for which sprung, southward movement from Barnesboro Pull-out Track to Susquehanna Secondary Track.

Maximum speed through spring switch; trailing-springing switch through turnout, 15 miles per hour; facing, 15 miles per hour; trailing-not springing switch, 20 miles per hour.

Special Instruction 1104-E1 and 1157-D1, changed.

Southward trains not having authority to pass BN must stop clear of switch north end of siding.

Sheet 2 of 3 Sheets

- (d) Distant switch indicator governing northward movement, on Susquehanna Secondary Track, 2112 feet south of BN, in service. When yellow aspect is displayed, indication switch open, when green aspect is displayed, indication switch is closed.
Special Instruction 1285A-A1, changed.
- (e) **SUSQUEHANNA SECONDARY TRACK
CARROLLTOWN—STERLING JCT.**
Trailing point crossover between No. 1 and No. 2 Susquehanna Secondary Tracks, Carrolltown, out of service.
Facing hand-operated switch for northward movement, with hand-operated derail, Carrolltown, leading to team track, in service.
Facing hand-operated switch for northward movement, with hand-operated derail, 640 feet south of Mile Post 20, leading to Miller Run Siding, in service.
Facing hand-operated switch for southward movement, 800 feet north of Mile Post 20, leading to Miller Run Siding, in service.
- (f) **BLACK LICK SECONDARY TRACK
NANTYGLO**
Facing spring switch for westward movement, 4200 feet east of Nantyglo, out of service.
Distant switch indicator governing westward movement, 7300 feet east of Nantyglo, out of service.
Special Instruction 1104-E1 and 1157-D1, changed.
Facing hand-operated switch for westward movement, 4200 feet east of Nantyglo, leading to siding, in service.

Effective 11.30 A.M., Friday, February 4, 1955

Applies in Zone C

- (g) **NEW PORTAGE BRANCH
DIVN. POST (MID. DIVN.)—SF**
No. 1 eastward main track between Wye (Middle Divn.) and PS, out of service.
That portion of No. 1 eastward main track, between SF and PS changed to SF siding of assigned direction eastward, in charge of Operator AR and Manual Block Signal System, out of service.
No. 2 westward main track between Wye and SF, changed to New Portage Secondary Track of no assigned direction, controlled by AR.
Page 4 and Special Instruction 1151-B1 and 1151-D1, changed.
Third, fourth and fifth paragraphs Rule 105 and Rules 201 and 223 inclusive, will not apply, except trains and engines will not protect against following movements on sidings.
All other Rules for Conducting Transportation as they apply to main tracks and sidings are in effect.
Extra trains, except passenger extras, will run on verbal permission of the Operator when authorized by the Superintendent; authority for the movement of passenger extras must be in writing. Special Instruction 1154-A4, annulled.

Sheet 3 of 3 Sheets

Westward movements at Wye and eastward movements at SF will be made on signal indication in lieu of verbal permission.

Train Dispatchers located at Pittsburgh in charge.

Special Instruction 1201-A1, changed.

Rules 305 to 373 inclusive, except Rule 316 in effect between Wye and SF.

Special Instruction 1305-A1 and 1317-A1, changed.

All maximum speeds on curves, bridges, etc., Engine Restrictions, Other Equipment Restrictions and General Instructions as they formerly applied between Wye and SF, remain in effect.

Maximum speed between Wye and SF, 20 miles per hour.

Special Instruction 1157-C1 and 1157-H1, changed.

Block signal governing eastward movement on No. 1 eastward main track SF, out of service.

Block signal governing eastward movement on New Portage Secondary track, 540 feet east of connection to Main Line at SF, in service.

Facing hand-operated switch for westward movement, in New Portage Secondary Track, with hand-operated derail, leading to SF siding, in service.

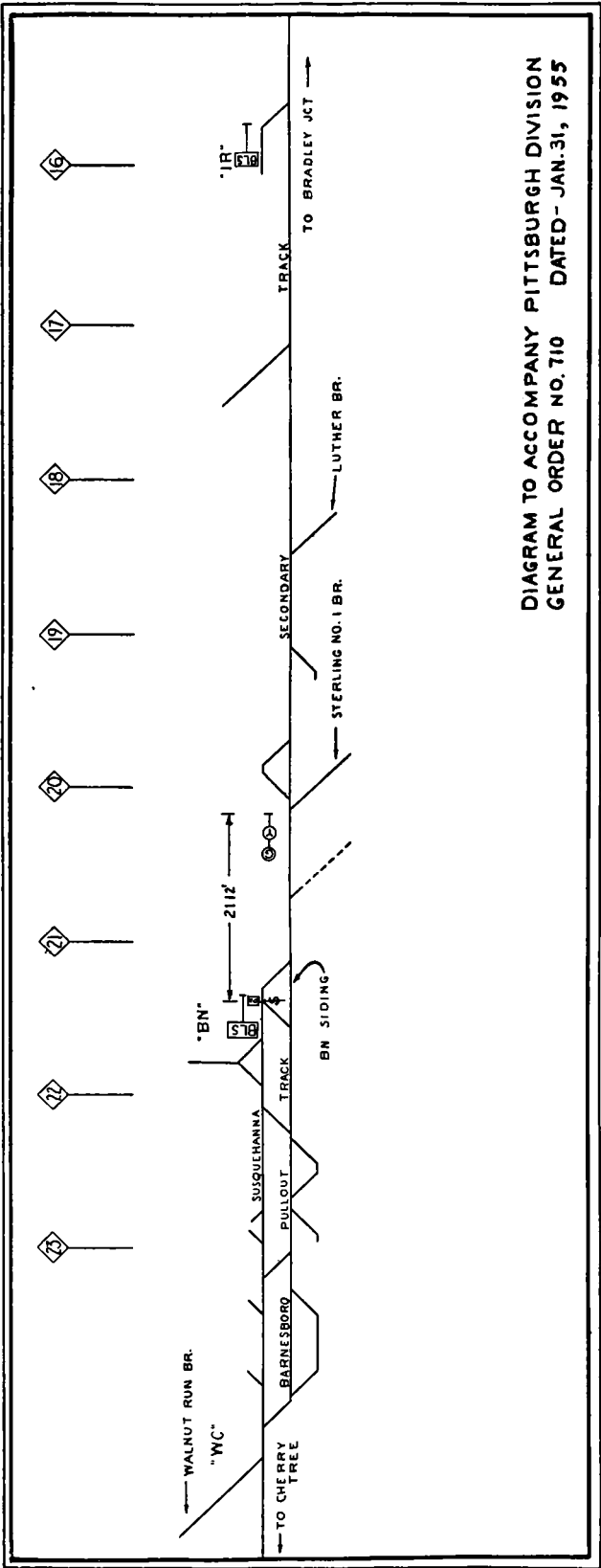
Facing hand-operated switches connected with Block Signal governing eastward movement on New Portage Secondary Track, 1336 and 2136 feet respectively, east of SF, in service.

Special Instruction 1037-C1, changed.

Diagrams attached to sticker form of this General Order showing track layout, mile posts, switch locations and emergency block stations, etc., must be detached and pasted in time-table with this General Order.

Paragraph (d) General Order No. 702, referring to No. 1 track, New Portage Branch, blocked with cars, annulled.

N. L. FLECKENSTINE,
Superintendent.



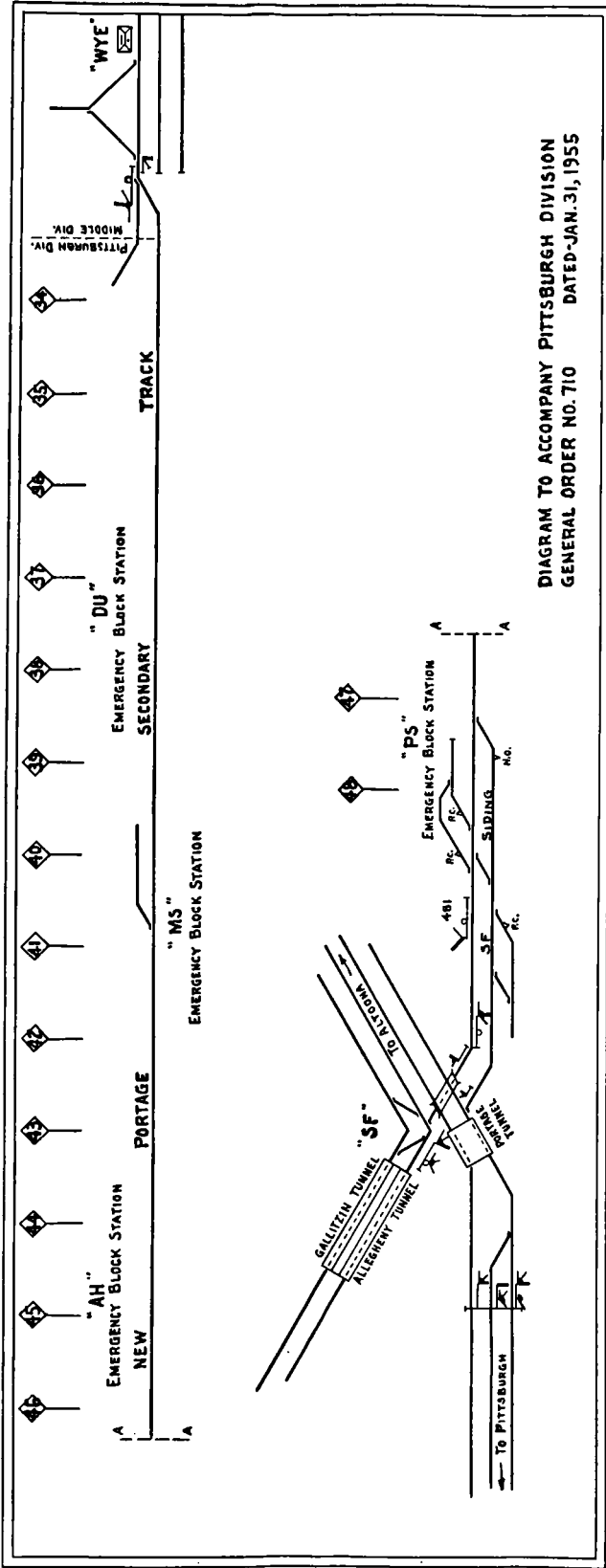


DIAGRAM TO ACCOMPANY PITTSBURGH DIVISION
GENERAL ORDER NO. 710 DATED-JAN. 31, 1955

**THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION**

Pittsburgh, Pa., February 15, 1955.

GENERAL ORDER NO. 711

Effective 8.59 A.M., Sunday, February 20, 1955

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 87, No. 85 and No. 86, withdrawn.

Schedule of No. 23 and No. 54, changed.

No. 11 changed to run Daily Except Monday.

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

Blank coupon over No. 87, No. 85 and No. 86, pages 20, 21 and 23.

No. 23, No. 54 and No. 11 over corresponding schedules, pages 23, 29 and 20.

K stop for No. 67 at Johnstown, at 5.12 A.M., page 17, added.

▲—For No. 66, withdrawn.

Employees must correct page 17 and 23, in ink.

Applies in Zone C

PASSENGER TRAIN OPERATION

(b) JOHNSTOWN—CONEMAUGH

No. 11, Sundays only, will stop west of switches at C Interlocking to cut off mail-express car.

Special Instruction 1154-A3, changed.

**(c) SECONDARY TRACKS OF ASSIGNED
DIRECTION**

JOHNSTOWN—CONEMAUGH

1S track from JW to C changed to extend from JW to clearance point, East End Woodvale Yard.

Special Instruction 1151-C1, changed.

Applies in Zone B

**(d) EXTRA STOPS—PASSENGER TRAINS
DERRY**

Nos. 636, 638 and 642 will stop at Derry Yard Office for employees.

Page 38 changed.

**(e) MAIN LINE
MANOR**

Trailing hand-operated switch in No. 1 track, 13 feet east of Mile Post 329, Manor, leading to West Penn Power Company, out of service.

**(f) MAIN LINE
RG—SW**

Sheet 2 of 4 Sheets

Freight trains on No. 1 track must not exceed a speed of 40 miles per hour between RG and SW account track condition.

Speed-limit signs not in service.

Applies in Zone D

(g) SUSQUEHANNA SECONDARY TRACK
WC—BN

Hand-operated derails in BN siding, 200 feet from north and south ends of siding, in service.

Maximum speed on Barnesboro Pullout Track between WC and BN, 15 miles per hour.

Applies in Zone F

(h) PROTECTION FOR PUBLIC CROSSINGS AT
GRADE

ELLSWORTH SECONDARY TRACK—
MONONGAHELA

At Main Street, State Highway Route 88, MC, no crossing watchman on duty between the hours of 7.01 A.M., Saturday and 7.01 A.M., Monday.

Special Instruction 1103-B1, changed.

Effective 2.01 P.M., Wednesday, February 23, 1955

Applies in Zone G

(i) SOUTHWEST SECONDARY TRACK
COUNTY

Distant signal governing northward movement on the Southwest Secondary track located 2550 feet south of County Block and Interlocking Station, out of service.

Distant signal governing northward movement on the Youngwood Pullout track located 2550 feet south of County Block and Interlocking Station, out of service.

Block signal located 640 feet south of County Block and Interlocking Station, governing southward movement on Southwest Secondary track, out of service.

Block signal located 350 feet north of County Block and Interlocking Station, governing northward movement on No. 1 Southwest Secondary track, out of service.

Block signal located 647 feet north of County Block and Interlocking Station, governing northward movement on Radebaugh Secondary track, out of service.

Distant signal located 4376 feet north of County Block and Interlocking Station, governing southward movement on No. 2 Southwest Secondary track, out of service.

Facing hand-operated switch for northward movement, in Southwest Secondary Track located 1320 feet north of Mile Post 3, leading to Youngwood Pullout track, in service.

Facing hand-operated switch for northward movement, in Youngwood Pullout track located 1450 feet north of Mile Post 3, leading to Extension track, in service.

Special Instruction 1037-C1, changed.

Youngwood Pullout track and Extension track terminated at a point 1200 feet north of Mile Post 3.

(j) SOUTHWEST SECONDARY TRACK
SW

Cutting-in section located on No. 1 Southwest Secondary Track between northward distant signal S-10 and northward home signal for SW, out of service.

Distant signal located 6448 feet south of SW Block and Interlocking Station governing northward movement on No. 1 Southwest Secondary Track, out of service.

Block signal located 1620 feet south of SW Block and Interlocking Station governing southward movement on No. 2 Southwest Secondary Track, out of service.

Home signal located 1620 feet south of SW Block and Interlocking Station governing northward movements entering SW Interlocking, out of service.

Low home signal located 1620 feet south of SW Block and Interlocking Station governing northward movement entering SW Interlocking, in service.

Special Instruction 1515-A2, changed.

(k) RADEBAUGH SECONDARY TRACK
RG—COUNTY

Slow board located 3387 feet south of Mile Post 1, governing approach to home signal for County, out of service.

Special Instruction 1280-A4, changed.

(l) SOUTHWEST SECONDARY TRACK
SW—COUNTY

Manual Block Signal System on No. 1 and No. 2 Southwest Secondary tracks between SW and County, out of service.

Special Instruction 1305-A1, changed.

No. 2 Southwest Secondary Track between north leg of wye and south leg of wye County, out of service.

Hand-operated switch and hand-operated derail leading from north leg of wye County, to No. 2 Southwest Secondary Track, out of service.

No. 1 Southwest Secondary track between SW and County changed to No. 1 Greensburg Industrial Track and extended north through SW Interlocking to connection to Naught Track (Main Line) and extended south to connection to Southwest Secondary Track, 1320 feet north of Mile Post 3, assigned direction northward.

No. 2 Southwest Secondary track between SW and north leg of wye County, changed to No. 2 Greensburg Industrial Track and extended to connection to Radebaugh Secondary Track, assigned direction southward.

No. 1 and No. 2 Greensburg Industrial Tracks controlled by Operator at SW, when in service and by RG when SW is not in service. Permission must be secured from Operator to use these tracks at any point.

Maximum speed on Nos. 1 and 2 Greensburg Industrial tracks, 15 miles per hour.

Sheet 4 of 4 Sheets

Special Instructions 1103-A5, 1151-C1, 1151-D1, 1157-C2, 1157-C3, 1157-H1, 1160-C1, 1305-A1 and 1317-A1, changed.

County Block and Interlocking Station and Interlocking, abandoned.

Page 10, changed.

(m) MAIN LINE

SW

Home signal located 939 feet east of SW Block and Interlocking Station, governing eastward movement to No. 0 track, out of service.

Low home signal located 939 feet east of SW Block and Interlocking Station, governing eastward movement to No. 0 track, in service.

Cutting-in section located on No. 1 Greensburg Industrial Track between 1166 feet south of eastward fixed signal to Naught track, 939 feet east of SW and eastward fixed signal 939 feet east of SW, in service.

Special Instruction 1515-A2, changed.

(n) RADEBAUGH SECONDARY TRACK

RG—COUNTY

Radebaugh Secondary track changed to Southwest Secondary track and block extended RG to YU.

Junction of No. 2 Greensburg Industrial Track with Southwest Secondary Track, 3 miles south of RG named County Junction.

Yard limits indicated by Yard limit boards, out of service.

Page 10, Special Instructions, 1027-A1, 1075-A4, 1093-A1, 1156-A10, 1157-C2, 1157-C3, 1157-F1, 1175-H1, 1160-A1, 1160-C1, 1201-A1 and 1305-A1, changed.

(o) SOUTHWEST SECONDARY TRACK

RG—VA

Block Limit Stations YU, HN, SY, NJ and VA controlled by RS when RS is in service and by BF located at West Brownsville when RS is not in service. RS Block Limit Station controlled by BF.

Page 10, changed.

Diagram in sticker form attached to this General Order showing track layout, mile posts, switch locations, signals, etc., must be detached and pasted in timetable with General Order.

(p) COAL LICK SECONDARY TRACK

VA—SL

Block Limit Stations VA and SL controlled by BF when RS is not in service.

Page 11, changed.

Special Instruction 1156-A23 referring to permission to use Rainey Jct. wye, annulled. Page 11 and Special Instruction 1156-A23, changed.

N. L. FLECKENSTINE,
Superintendent.

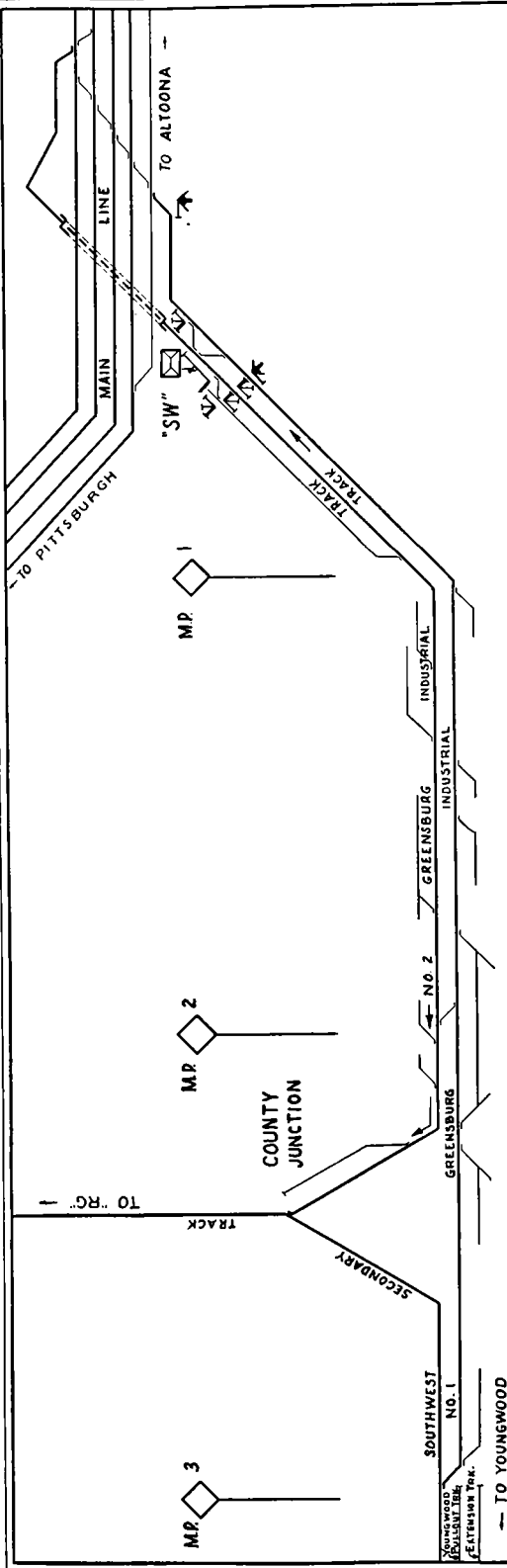


DIAGRAM TO ACCOMPANY PITTSBURGH DIVISION
GENERAL ORDER NO. 711 DATED FEB. 15, 1955

**THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION**

Pittsburgh, Pa., March 9, 1955.

GENERAL ORDER NO. 712

Effective 10.01 A.M., Monday, March 14, 1955

Applies in Zone E

**(a) TICKET OFFICES OPEN FOR SALE OF TICKETS
CLAIRTON**

Ticket office Clairton open 7.15 A.M. to 5.00 P.M.,
Monday to Friday.

Closed Saturday and Sunday.

Page 37, changed.

Applies in Zone A

**(b) MAIN LINE
PITT**

Home signal governing westward movements on No.
2 track of Main Line, located 2384 feet east of Pitt
Interlocking Station, displaying aspects Rule 292 Fig.
A, Rule 288 Fig. A, Rule 290 Fig. A, out of service.

Home signal governing westward movements on No.
2 track of Main Line, located on mast, 2384 feet east
of Pitt Interlocking Station, displaying aspects Rule
292 Fig. B, Rule 287 Fig. A, Rule 288 Fig. B, Rule 290
Fig. B, in service.

Applies in Zone D

**(c) BLACK LICK—EBENSBURG JCT.
SECONDARY TRACKS
EBENSBURG JCT.**

KY Block-limit station, Black Lick Secondary track,
relocated at clearance point of spring switch leading
from Ebensburg Jct. Secondary track to Cresson Sec-
ondary track.

Ebensburg Jct. Secondary track changed to Black Lick
Secondary track.

Maximum speed 15 miles per hour.

Page 14, Special Instructions 1104-E1 and 1157-D1,
changed.

Special Instruction 1156-A9, annulled.

Paragraph (b) General Order No. 708, annulled.

Applies in Zone B

**(d) MAXIMUM SPEEDS UNLESS OTHERWISE
SPECIFIED
MAIN LINE**

Freight trains must not exceed a speed of 50 miles per
hour on No. 2 track between DR and KR and No. 2
track between SW and RG.

Special Instruction 1157-C1, changed.

Applies in All Zones

**(e) FREIGHT TRAIN OPERATION
INSTRUCTIONS FOR PREPARATION AND
HANDLING OF FREIGHT TRAINS ON
GRADES, ETC.**

Special Instruction 1155-A1, changed.

Sticker coupon attached to sticker form of this Gen-
eral Order must be detached and pasted in Time-Table
over last 2 paragraphs, Page 75.

**N. L. FLECKENSTINE,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION**

Pittsburgh, Pa., April 8, 1955.

GENERAL ORDER NO. 714

Effective 9.01 A.M., Wednesday, April 13, 1955

Applies in Zone E

**(a) MONONGAHELA BRANCH
OB—HAYS**

Trailing hand operated switch for southward movement on No. 4 track with pipe connected derail, located 800 feet south of Mile Post 3, leading to South Pittsburgh Water Company Track, in service.

Effective 1.30 P.M., Wednesday, April 13, 1955

Applies in Zone G

**(b) SOUTHWEST SECONDARY TRACK
OPPOSUM RUN INDUSTRIAL TRACK
CONNELLSVILLE—NJ (WEST CRAWFORD AVE.)**

Automatic highway crossing protection at grade, located 350 feet north of NJ Block-limit Station, in service.

“CC” sign located 330 feet north of crossing and “CC” sign located 350 feet south of crossing on Southwest Secondary Track, in service.

“CC” sign located 600 feet south of crossing on Opposum Run Industrial Track, in service.

“CC” sign located 295 feet south of crossing on siding, east side of Opposum Run Industrial Track, in service.

“CC” sign located 75 feet north of crossing on siding, west side of Opposum Run Industrial Track, in service.

Special Instructions 1103-A2 and 1103-A4, changed.

**N. L. FLECKENSTINE,
Superintendent.**

LIGHTHOUSE FOR THE IRON HORSE

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

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

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

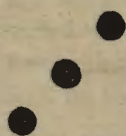
Always remember that NO job is of such great importance that you cannot take the time to do that job SAFELY."

"Safety First"



THINK

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



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

SAFETY FIRST