

THE PENNSYLVANIA RAILROAD

PITTSBURGH REGION

Time Table No. 1

In effect 2.01 A.M., Sunday, April 29, 1956

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

J. D. MORRIS,
General Manager Transportation.

M. S. SMITH,
Vice-President-Regional Manager.

W. G. DORWART,
Superintendent Transportation.

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2024

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MAIN LINE HARRISBURG TO PITTSBURGH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		HARRISBURG (Phila. Reg.)	104.6			
X	X	X-O		ROCKVILLE	109.9			
				BANKS	113.2			
				REGION POST (Phila. Reg.)	113.4			
				PERDIX	114.3			
				COVE	115.3			
X	X	X-O		VIEW	118.9			
				DUNCANNON	119.4			
				AQUEDUCT	122.6			
				IROQUOIS SHOP TRACK	125.4			
				BAILEY	127.5			
				NEWPORT	132.0			
X	X	X-O		PORT	133.4			
				MILLERSTOWN	137.3			
				THOMPSONTOWN	142.3			
				VANDYKE	145.4			
				TUSCARORA	147.6			
				PORT ROYAL	150.8			
X	X	X-O		MIFFLIN	153.6			
X				WEST MIFFLIN	155.2			
X				EAST WALL	155.8			
				DENHOLM	156.2	112	157	
X				WALL	157.0			
				HAWSTONE	160.5			
				LEWISTOWN	165.2			
X	X	X-O		LEWIS	166.4			
				GRANVILLE	169.6			
				LONGFELLOW SHOP TRACK	173.2			
				McVEY TOWN	177.1			
				RYDE	181.3			
				VINEYARD SHOP TRACK	184.2			
				NEWTON HAMILTON	187.8			
				MOUNT UNION	190.4			
X	X	X-O		JACKS	191.4			
				MAPLETON	193.7			
				BRIDGEPORT	196.0			
				MILL CREEK SHOP TRACK	196.3			
				MILL CREEK	196.9			
				HUNTINGDON	202.3			
X	X	X-O		HUNT	202.3			
X				DEER	204.7			
				WARRIOR RIDGE	206.5			
				PETERSBURG	208.6			
X				PETE	209.0			
				BARREE	211.9			
X				TUNNEL	212.9			
X	X	X-O		SPRUCE	214.1			
				SPRUCE CREEK	214.5			
				UNION FURNACE	216.1			
				BIRMINGHAM	219.5			
X	X	X-O		FORGE	220.9			
				TYRONE	221.9			
X	X	X-O		GRAY	223.1			
				TIPTON	225.9			
				BELLWOOD	229.3			
X	X	X-O		BELL	230.0			
X	X	X-O		ANTIS	232.1			
X	X			WORKS	235.5			
				ALTOONA	236.1			
X	X	X-O		ALTO	236.3			
X	X	X-O		SLOPE	237.2			
X	X	X-O		MC	243.4			
X				BENNY	246.4			
				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			

MAIN LINE

HARRISBURG TO PITTSBURGH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East	West	Both
X	X	X-O		JOHNSTOWN.....	275.1			
		★		SC.....	277.3			
		★		BW.....	280.4			
		★		DP.....	283.2			
				CV.....	287.4			
X	X	X-O		NEW FLORENCE.....	288.7			
				JD.....	290.6			
X				TORRANCE.....	299.9			
				MILLWOOD.....	305.6			
X	X	X-O		DERRY.....	307.3			
				DR.....	307.8			
X	X	X-O		LATROBE.....	312.3			
				KR.....	312.7			
				DONOHUE.....	317.6			
				GREENSBURG JCT.....	320.5			
				GREENSBURG.....	322.1			
				RADEBAUGH.....	323.9			
X	X	X-O		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.....	339.3			
				WG.....	339.7			
X				TURTLE CREEK.....	340.3			
				PERRY.....	340.5			
X	X	X-O		EAST PITTSBURGH.....	340.8			
				R.....	341.6			
				BESSEMER.....	342.2			
				BRADDOCK.....	342.9			
				COPELAND.....	343.5			
				HAWKINS.....	344.1			
X				SWISSVALE.....	345.0			
				WK.....	345.5			
				EDGEWOOD.....	345.8			
				WILKINSBURG.....	346.5			
X	X	X-O		HOMEWOOD.....	347.4			
				CM.....	347.8			
				EAST LIBERTY.....	348.6			
				ROUP.....	349.4			
				SHADYSIDE.....	349.9			
X	B	B-O		DV.....	350.3			
X	X	X		PITT.....	352.7			
				PITTSBURGH.....	353.1			
X	X	X		PH.....	353.2			

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone.

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

AR is Block Station for No. 1 and No. 2 tracks, only.

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

Distance—Altoona to Pittsburgh is 113.8 miles.

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

Station	Hours in service
NY	12.01 A. M. Monday to 12.01 A. M. Saturday, except closed May 30, July 4, and Sept. 3.
DV	4.01 P. M. to 8.01 A. M. daily except Saturday and Sunday, except closed May 30, July 4 and Sept. 3.

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
West Mifflin	Mifflin
East Wall	Mifflin
Wall	Mifflin
Deer	Hunt
Pete	Hunt
Tunnel	Spruce
Benny	AR
SF	AR
UN	AR
BC	NY
W	SO
AO	C
JW	C
Millwood	DR
UJ	SZ
Perry	WG
WK	CM

MAIN LINE—CONEMAUGH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from JD	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		JD.....	2.1			
				LOCKPORT.....	3.6			
X				MILE POST 0.....	5.9			
				TOMS RUN.....	6.4			148
X				BENNETT.....	7.5			
X	X	X-O		ALUM BANK.....	10.0			
				BI.....	17.3			
				ATLAS.....	17.4			
				SALTSBURG INDUSTRIAL TRACK.....	26.1			
				AVONMORE INDUSTRIAL TRACK.....	26.7			
X	X	X-O		SALINA.....	30.8			112
X				TRUXALL.....	34.3			
				APOLLO.....	34.9			
				WEST APOLLO.....	37.5			
X	B	B		VANDERGRIFF.....	38.4			
				GI.....	39.2		86	
				PINE RUN.....	41.6			
				HYDE PARK.....	42.9			
				LEECHBURG.....	43.6			
X	X	X-O		WEST LEECHBURG.....	47.8			
				AJ.....	47.8			
				KISKIMINETAS JCT.....	49.1			
				FREEPORT.....	49.8			
				BUTLER SECONDARY TRACK.....	49.8			
X				HARRIS.....	49.8			137
X				BEALE.....	51.4			
				NATRONA.....	53.9			
				BRACKENRIDGE.....	54.8			
				TARENTUM.....	55.8			
				WEST TARENTUM.....	56.5			
		B		HIGGINS.....	57.1			
				CREIGHTON.....	57.4			
				SPRINGDALE.....	60.7			
				CHESWICK.....	62.8			
X				ACME.....	63.1			
X				HARMAR.....	64.6			133
				BLAWNOK.....	68.2			
				ASPINWALL.....	70.2			
X	X	X-O		UY.....	70.4			
X				SHARPSBURG.....	72.3			
X	X	X		ETNA.....	72.4			
X	X	X		CQ.....	75.9			
				FEDERAL STREET.....	77.2			

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

O Indicates trainphone.

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

The distance from JD to Federal Street is 78.6 miles.

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

Station	Hours in service
GI	10.01 A. M. to 6.01 P. M. Daily except Saturday and Sunday and May 30, July 4, Sept. 3.
Higgins	5.45 A. M. to 9.45 P. M. Daily except Saturday and Sunday and May 30, July 4, Sept. 3.

Interlockings—Remote controlled as follows:

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

MAIN LINE—EASTERN

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		PITTSBURGH.....				
X	X	X		PITT.....	0.3			
X	X	X		FEDERAL STREET.....	0.9			
				PENNSYLVANIA AVE.....	1.8			
				COLUMBUS AVE.....	2.2			
				ISLAND AVENUE.....	2.7			
X	X	X-O		WOODS RUN.....	3.4			
				JACKS RUN.....	4.8			
				BELLEVUE.....	5.1			
				AVALON.....	6.0			
				BEN AVON.....	6.5			
				EMSWORTH.....	7.0			
				GLENFIELD.....	9.4			
				HAYSVILLE.....	11.0			
				GLEN OSBORNE.....	11.9			
				SEWICKLEY.....	12.5			
				EDGEWORTH.....	13.4			
X	B	B		SHIELDS.....	14.0			
				LEETSDALE.....	15.0			
				AMBRIDGE.....	16.5			
				BADEN.....	20.6			
X	X	X-O		EAST CONWAY.....	20.8			
				CONWAY.....	22.6			
				FREEDOM.....	23.9			
X	X	X		WEST CONWAY.....	24.5			
X	X	X-O		ROCHESTER.....	25.9			
X	X	X-O		WEST ROCHESTER.....	26.3			
				REGION POST (Lake Reg.).....	26.6			
X	X	X		ALLIANCE (Lake Reg.).....	83.0			
X	X	X		CRESTLINE (Lake Reg.).....	188.7			

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone.

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

Station	Hours in service
Leetsdale.....	11.59 P. M. Sunday to 11.59 P. M. following Saturday.

Interlockings—Remote controlled as follows:

Interlockings	Controlled by
West Rochester—Track No. 2	Rochester

MAIN LINE—PANHANDLE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		PITTSBURGH	0.1			
				PH	0.6			
X	X	X		FOURTH AVENUE.....	1.1			
				MONON.....	1.3			
				SMITHFIELD STREET.....	2.2			
				POINT BRIDGE.....	3.2			
X	X	X		ELLIOTT.....	4.5			
				CORLISS.....	5.4			
				INGRAM.....	6.0			
				CRAFTON.....	6.8			
X	X	X-O		IDLEWOOD.....	7.8			
				WAGNER.....	7.8			
				ROSSLYN.....	8.5			
X				CARNEGIE.....	9.4			
				CH.....	9.8			
				FORT PITT.....	11.0			
				WALKERS MILL.....	11.8			
				RENNERDALE.....	13.5			
X				GREGG.....	14.8			
				OAKDALE.....	15.6			
				NOBLESTOWN.....	16.8			
X	X	X		STURGEON.....	17.8			
				LAUREL HILL.....	18.3			
				MCDONALD.....	19.8			
				PRIMROSE.....	21.5			
X				MIDWAY.....	23.7			
				BULGER.....	25.6			
X	X	X-O		RACCOON.....	26.8			
				BURGETTS.....	27.5			
				BURGETTSTOWN.....	29.9			
				BERTHA.....	32.1			
				HANLIN.....	35.6			
X				COLLIER.....	35.8			
X				CO.....	39.7			
X	X	X-O		NC.....	41.0			
X				WEIRTON JCT.....	41.7			
				SB.....	43.2			
				STEUBENVILLE.....	44.1			
X	X	X-O		HD.....	46.3	203		
X				MINGO JCT.....	49.0			190
				GOULD.....	50.3			
				REGION POST (Buckeye Reg.).....				
				DENNISON (Buckeye Reg.).....	90.3			
				COLUMBUS (Buckeye Reg.).....	190.7			

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

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
CH	Wagner
Oakdale	Laurel Hill
Bulger	Laurel Hill
CO	Weirton Jct.
NC	Weirton Jct.
SB	Weirton Jct.
HD	Mingo Jct.
Gould	Mingo Jct.

BALD EAGLE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyrone	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East	West	Both
X	X	X-O		LOCK HAVEN.....	54.2			
X				POST (Nor. Reg.).....	52.5			164
				REGION POST (Nor. Reg.).....	52.0			
				MILL HALL.....	51.3			
X				EAST BEECH.....	47.2			
				BEECH CREEK.....	45.9			211
X				WEST BEECH.....	45.1			
				EAGLEVILLE.....	44.3			
X				WOOD.....	40.9			
				HOWARD.....	39.7			61
X				MT. EAGLE.....	36.6			
				SAND.....	35.9			
X	X	X-O		CURTIN.....	34.4			
				MILES.....	30.8			
				MILESBURG.....	30.8			123
X				SNOW SHOE INT.....	29.5			
				BAKER.....	29.4			
X				UNIONVILLE.....	25.9			
				EAST JULIAN.....	21.5			
X				JULIAN.....	21.4			129
				WEST JULIAN.....	20.1			
				MARTHA.....	17.2			
				PORT MATILDA.....	13.8			116
				HANNAH.....	10.6			
X				BEAVER.....	9.7			
				DIX.....	8.1			
X				EAGLE.....	6.1			367
				BALD EAGLE.....	5.0			
X				VAIL.....	3.1			
X	X	X		PARK.....	1.5			144
X	X	X		PARK.....	1.5			
				TYRONE (Clearfield Beh.).....				

NOTE—X indicates in service continuously.

O indicates trainphone.

The direction from Park to Lock Haven is eastward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Post	Lock Haven
East Beech	Miles
West Beech	Miles
Wood	Miles
Sand	Miles
Baker	Miles
East Julian	Miles
West Julian	Miles
Beaver	Miles
Eagle	Miles
Vail	Miles

CLEARFIELD BRANCH CLEARFIELD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyrone	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
				GRAMPIAN.....	52.5			
				STRONACH.....	50.8			
				CURWENSVILLE.....	47.1			
			X	CUR.....	46.8			
				CLEARFIELD.....	40.5			
			X	FIELD.....	30.1			
				WOODLAND.....	34.3			26
				BIGLER.....	31.0			
				WALLACETON.....	20.4			29
			X	LACE.....	29.4			
				BLUE BALL.....	27.1			
				GRAHAM.....	25.3			
X	X		X	RG. (N.Y.C.R.R.) (*)	23.7			
				PHIL.....	23.5			
				PHILIPSBURG.....	23.2			
				MAPLE.....	20.8			
			B	MILLS.....	10.2			
				OSCEOLA MILLS.....	18.8			
				RETORT.....	15.5			
				SANDY RIDGE.....	14.8			
			X	SUMMIT.....	13.1			67
				VAIL.....	3.1			
X	X	X		N. END CLASS'FN. YARD.....	1.0			
				PARK.....	1.5			
X	X	X		PARK.....	1.5			
				17th STREET, TYRONE.....	0.0			
				TYRONE.....				

NOTE—X indicates in service continuously.

B indicates in service part-time.

The direction from Park to Tyrone is southward.

(*) No operator on duty. Signals will be set normally for movement of P. R. R. trains. If a train is stopped by signal the conductor or engineman must immediately communicate with operator in control of the block.

Block-Limit Station in service part-time as follows:

Station	Hours in Service
Mills	10.59 P. M. to 6.59 A. M. daily; 6.59 A. M. to 10.59 P. M. Sunday.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Cur	Park
Field	Park
Lace	Park
Phil	Park
Mills	Park
Summit	Park

NOTE:

O indicates

The direction of

DU, MS, AH and **FS** are controlled by block stations, and will be in service only when opened by train order.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Spring	Wye
Frank	Wye
Holly	Wye

Block Station—Remote controlled as follows:

Block Station	Controlled by
Pete	Hunt (Main Line)
SF	AR (Main Line)

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Pete	Hunt (Main Line)
ELDO	Wye
SF	AR (Main Line)

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	7.01 A. M. Monday to 7.01 A. M. Saturday, except closed May 30, July 4, and Sept. 3. On day following above holiday, in service, 7.01 A. M. May 31, July 5 and Sept. 4, to 7.01 A. M. Saturday.

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).....				
				PAINT CREEK BR. JCT.....	1.1			
				SHADE CREEK BR. JCT.....	1.8			
				HUSKIN SIDING.....	13.3			45
				CAIRNBROOK.....	16.9			
				CENTRAL CITY.....	18.2			

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 Jct. 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			
				EXPORT.....	10.1			
			X	JG.....	10.3			
				END OF TRACK.....	11.6			

NOTE—X indicates in service continuously.

O indicates trainphone.

The direction from SZ to End of Track is eastward.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
BY JG	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				PERRY.....				
X				U JCT.....	1.1			
X	X	X		PG.....	2.1			

NOTE—X indicates in service continuously.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Perry	WG
U Jct.	R

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
X	X	X		MONON.....				
X	X	X		OB.....	2.7			
				HAYS.....	4.8			
				HOMESTEAD.....	6.4			
X				KENNY.....	9.3			
*X	*X	*X		PG.....	10.1			
				DUQUESNE.....	10.8			
				SOUTH DUQUESNE.....	11.6			
X	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.....	25.0			
				MONONGAHELA.....	27.0			
X	B	B		MC.....	29.8			
				DONORA.....	29.9			
				WEST MONESSEN.....	34.2			
				CHARLEROI.....	38.4		72	
				BELLE VERNON.....	30.5			
				ALIENPORT.....	40.9			
				ROSCOE.....	43.5			
				CALIFORNIA.....	45.6			
				WEST BROWNSVILLE JCT.....	48.9			
X	X	X		BF.....	51.8			
					52.4			

*Does not apply on No. 3 track.

NOTE—X indicates in service continuously.

B indicates in service part-time.

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

Station	Hours in service
CR	6.01 A. M. Tuesday to 6.01 A. M. Sunday
MC	6.01 A. M. Monday to 6.01 A. M. Saturday, except closed May 30, July 4 and Sept. 3. On day following above holiday, in service, 6.01 A. M., May 31, July 5 and Sept. 4, to 6.01 A. M. Saturday.

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.

BRILLIANT BRANCH—WEST PENN

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from UY	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East	West	Both
X	X	X-O		UY.....				
X	X	X-O		CM.....	1.8			

NOTE—X indicates in service continuously.

O indicates trainphone.

The direction from UY to CM is westward.

NO. 101 AND NO. 102 SECONDARY TRACKS

BRILLIANT BRANCH—VALLEY
ALLEGHENY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from 11th St. Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
				PITTSBURGH 11TH ST.....				
				29TH STREET.....				
				SOUTH END.....	No. 101			
				COLEMAN YARD.....	and 102			
				NORTH END.....	Secondary			
				COLEMAN YARD.....	Tracks			
				NADINE.....	7.8			
				PITTSBURGH STATION.....				
X	X	X-O		CM.....				
				NADINE (Brilliant Branch—Valley).....				
		X		NADINE.....	7.8			
				DN.....	10.1			
				VERONA.....	10.3			
				OAKMONT.....	11.1			
				HILLMAN.....	14.8			
				BARKING.....	15.2			
				PARNAUSSUS.....	17.4			
				NEW KENSINGTON.....	18.1			
				ARNOLD.....	18.9			
				BRAEBURN.....	22.8			71
				GARVERS FERRY.....	27.3			
X	X	X-O		AJ.....	28.7			
				KISKIMINETAS JCT.....	28.7			
				SCHENLEY.....	29.1			
				ALADDIN.....	29.8			
				GODFREY.....	31.9			
				LOGANSPOUT.....	36.7			
X	B	B		FD.....	40.0	66	65	
				FORD CITY.....	40.9			
				KITTANNING.....	44.5			
				NEAL.....	46.4			
				TEMPLETON.....	53.6			
				RIMERTON.....	59.4			
				REGION POST (Nor. Reg.).....	63.4			
X	X	X-O		RED BANK (Nor. Reg.).....	63.5			
				BRADY (Nor. Reg.).....	64.6			

NOTE—X indicates in service continuously.

B indicates in service part-time.

O indicates trainphone.

The distance from Pittsburgh, Pennsylvania Station to CM is 5.0 miles; CM to Nadine is 3.8 miles; Nadine to Region Post (Nor. Reg.) is 55.6 miles; Total distance Pittsburgh to Region Post (Nor. Reg.) is 64.4 miles.

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

Station	Hours in Service	
FD	7.01 A. M. to 11.01 P. M. Daily except Sunday.	During the hours FD Block and Interlocking Station is not in service, block extends from Brady (Nor. Reg.) to AJ. From 11.01 P.M. to 7.01 A.M. daily, and from 11.01 P.M. Saturday to 7.01 A.M. following Monday, interlocking signals at FD govern movement through interlocking only and convey no Manual Block Indication. When the route is properly lined, Interlocking Signals on No. 1 and No. 2 track governing movements with the current of traffic will display aspect Rule 281, Fig. A, and Interlocking Signals on No. 1 and No. 2 track governing movements against the current of traffic will display aspect Rule 290, Fig. B.

SCULLY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Monon.	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X	.....	MONON.....	2.1			
X	X	X-O	.....	ELLIOTT.....	3.4			
				ESPLEN.....				
				DUFF.....	5.2			
X	X	X	.....	SCULLY.....	6.5			
X				RG (P.C.&Y.R.R.).....	8.4			
X				KY (P.C.&Y.R.R.).....	10.8			
X	X	X-O	.....	WAGNER.....	9.4			

NOTE—X indicates in service continuously.

O indicates trainphone.

The direction from Wagner to Monon. is eastward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Elliott	Esplen
RG	Wagner
KY	Wagner

OHIO CONNECTING BRIDGE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Esplen	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O	.....	ESPLEN.....				
X				ISLAND AVENUE JCT.....	0.5			
X				ISLAND AVENUE JCT.....	0.5			
				ISLAND AVENUE.....	1.1			
X	X	X	.....	PENNSYLVANIA AVENUE.....	2.0			
X				ISLAND AVENUE JCT.....	0.5			
X	X	X-O	.....	JACKS RUN.....	2.4			

NOTE—X indicates in service continuously.

O indicates trainphone.

The direction from Esplen to Island Avenue Junction is westward; from Island Avenue Junction to Pennsylvania Avenue is eastward; from Island Avenue Junction to Jacks Run is westward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Island Avenue Junction	Esplen

BURGETTS BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Burgetts	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		BURGETTS.....				
				CENTER AVE.....	0.7			
			X	CN◆.....	0.8			

NOTE—X indicates in service continuously.
 O indicates trainphone.
 ◆ indicates Block-Limit station for eastward trains only.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
CN	Burgetts

CHARTIERS BRANCH

WASHINGTON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Carnegie	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		WAGNER (Main Line).....				
X				CARNEGIE.....				
				KEY.....	0.7			
				GLENN.....	1.0			
		X		LD ▲.....	1.6			
				WOODVILLE.....	1.9			
				ROWER HILL.....	2.8			
				KIRWAN.....	3.4			
			X	BD.....	3.9			
				BRIDGEVILLE.....	4.0	40		
				MAYVIEW.....	6.4			
				BOYCE.....	7.6			
				HILLS.....	8.6			
			X	MO.....	9.6			
			X	MO.....	9.6			
				VAN EMMAN.....	11.6			
				MORGANZA.....	12.6			
				RICHFOL.....	13.2			
				CANONSBURG.....	14.2			
				HOUSTON.....	15.3			
		X		MY.....	18.0			
				MEADOW LANDS.....	18.0			
			X	ARDEN.....	20.0			
				WS.....	20.7			
				TYLERDALE.....	21.9			
				CHESTNUT ST.....	22.8			
			X	WH ♦.....	23.5			
				WASHINGTON (Waynesburg Sec. Trk)	23.6			

NOTE—X indicates in service continuously.

O indicates trainphone.

▲ indicates Block Station for westward trains on No. 2 track only.

♦ indicates Block-Limit Station for eastward trains only.

The direction from MO to Wagner is eastward.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
BD MO MY WS WH	Wagner

Block Station—Remote controlled as follows:

Block Station	Controlled by
LD	Wagner

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
KY	Wagner

TERMINAL BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Ohio Jct.	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
			X	OHIO JCT.....	0.1			
				WT.....	1.6			
				MARTINS FERRY.....	2.7			
				PENINSULA.....	4.4			
			X	CHAPLINE.....	4.5			
X	X	X		NY.....	5.5			
				ZANE.....				

NOTE—X indicates in service continuously.
The direction from Zane to Ohio Jct. is eastward.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
WT NY	Zane

NEW CUMBERLAND BRANCH NEW CUMBERLAND SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mile Post 0	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				KOBUTA (Industrial Track).....	34.4			
			X	CHESTER.....	21.7			29
				HS▲.....	21.7			
				FIRST STREET.....	20.7			
			X	NEWELL.....	19.2			23
				N.....	19.2			
				KENILWORTH.....	17.2			
			X	CONGO.....	16.6			
				NG.....	16.6			
				ARROYO.....	13.6			
				BROWNSDALE.....	12.2			
			X	MOSCOW.....	11.2			
				KI.....	11.1			
				GLOBE.....	10.4			
				NEW CUMBERLAND.....	7.6			
			X	TENBURY.....	7.1			
				CU.....	7.1			
				EAST TORONTO.....	5.0			
				KINGS CREEK.....	4.1			
			X	EAST WEIRTON.....	2.0			
				WN.....	1.8			
			X	WN.....	1.8			
			X	WEIRTON.....	1.3			
X	X	X-O		CY◆.....	0.3			
				WEIRTON JCT.				

NOTE—X indicates in service continuously.
O indicates trainphone.
▲ indicates Block-Limit Station for westward trains only.
◆ indicates Block-Limit Station for eastward trains on Weirton Secondary Track only.
The direction from Weirton Jct. to WN is eastward.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
HS N NG KI CU WN CY	Weirton Jct.

RIVER BRANCH POWHATAN SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Yellow Creek	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		YELLOW CREEK.....	0.7			
X				BRANCH.....	2.4			
				PORT HOMER.....	4.3		84	
				CLAYPORT.....	5.5			
				EMPIRE.....	7.5			
				CROXTON.....	8.7			
				TORONTO.....	13.5			
				KINGS.....	17.4			
				STEUBENVILLE.....	18.1			
				LA BELLE.....	19.4			
X	X	X-O		ROCKVILLE.....	20.2			
				MINGO JCT.....	23.6			
			X	GR+.....				
			X	GR+.....	23.6			
				BRILLIANT.....	23.8			
				JEFFERSON.....	24.1			
				RUSH RUN.....	28.7			
				W. & L. E. JCT.....	29.4			
				SHANNON.....	29.6			110
			X	RU.....	29.7			
				RAYLAND.....	31.0			
				TILTONVILLE.....	32.3			
				YORKVILLE.....	33.2			105
			X	OHIO JCT.....	36.1			
				OJ.....	36.2			
				MARTINS FERRY.....	37.7			
				AETNAVILLE.....	38.4			
				BRIDGEPORT.....	39.7			
				BELLAIRE.....	43.8			145
			X	BR.....	43.8			
				SHADYSIDE.....	46.8			
			X	AM.....	47.4			
				AMBLER.....	47.4			
				WEGEE.....	48.6			
				DILLE.....	51.3			
				AULT.....	52.8			
				JOHNSON.....	53.6			
				PIPE CREEK.....	53.9			
				STEWART.....	56.8			
				CAPTINA JCT.....	58.4			
				POWHATAN.....	58.6			
			X	PN◆.....	58.7			
				WEST POWHATAN.....	59.3			
				KREBS RUN.....	61.6			

NOTE—X indicates in service continuously.

O indicates trainphone.

+ indicates Block-Limit Station for westward trains on Powhatan Secondary Track only.

◆ indicates Block-Limit Station for eastward trains only.

The direction from GR to Yellow Creek is eastward.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
GR RU OJ BR AM PN	Rockville

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Branch	Yellow Creek

LOW GRADE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Rochester	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		ROCHESTER.....				
				REGION POST (Lake Reg.).....	0.7			
				FETTERMAN (Lake Reg.).....	4.6			

NOTE—X indicates in service continuously.

O indicates trainphone.

The direction from Rochester to Reg. Post (Lake Reg.) is westward.

BAYARD BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Rochester	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		ROCHESTER.....				
				BEAVER.....	0.9			
				VANPORT.....	3.5			
				MERRILL.....	4.4			
				INDUSTRY.....	7.9			
				MIDLAND.....	10.5			
				MIDSTEEL.....	11.0			
				SMITHS FERRY.....	13.5			
				EAST DRY RUN.....	14.5			
				DRY RUN.....	15.9		153	
				LAUGHLIN.....	16.5			
				EAST LIVERPOOL.....	18.3			
				JETHRO.....	18.6			
				WELLSVILLE THIRD ST.....	22.3			
				WELLSVILLE.....	23.4	145	142	
X	X	X-O		YELLOW CREEK.....	25.3			
				REGION POST (Lake Reg.).....	26.4			
X				RIVER (Lake Reg.).....	26.5			

NOTE—X indicates in service continuously.

O indicates trainphone.

MIDSTEEL is an emergency block station and will be in service only when opened by train order or general order.

The direction from Rochester to Region Post (Lake Reg.) is westward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
River	Yellow Creek

BEDFORD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Altoona	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
			X	BROOKES MILLS.....	14.2			
				BROOK.....	14.2			
				EAST FREEDOM.....	15.7			
				CLAYSBURG.....	20.3			
				SPROUL.....	21.6			
				QUEEN.....	23.4			
				IMLER.....	27.2			17
				OSTERBURG.....	20.9			
				REYNOLDSDALE.....	32.3			
				FISHERTOWN.....	34.5			
				CESSNA.....	36.8			46
				YOUNTS.....	41.5			
				DUNNINGS CREEK JCT.....	44.7			
			X	CREEK.....	44.7			
			X	BEDFORD.....	45.8			
				FORD.....	45.8			
				WOLFSBURG.....	48.7			
				MAN'S CHOICE.....	53.7			
				BUFFALO MILLS.....	58.9			46
				BARD.....	60.4			
				MADLEY.....	62.6			
				HYNDMAN.....	68.8			
			X	STATE.....	75.0			
				STATE LINE.....	76.2			
				CUMBERLAND (W. M. Ry.).....	82.8			

NOTE—X indicates in service continuously.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Brook	Wye (Hollidaysburg & Petersburg Brch.)
Creek	Wye (Hollidaysburg & Petersburg Brch.)
Ford	Wye (Hollidaysburg & Petersburg Brch.)
State	Wye (Hollidaysburg & Petersburg Brch.)

MT. DALLAS SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Dunning's Creek Jct.	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
			X	DUNNINGS CREEK JCT.....				
				CREEK.....				
				CLIFFS.....	0.5			
				LUTZVILLE.....	3.6			
				ASHCOM.....	5.2			
				MT. DALLAS.....	6.0			
			X	DALLAS.....	6.9			

NOTE—X indicates in service continuously.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Creek	Wye (Hollidaysburg & Petersburg Brch.)
Dallas	Wye (Hollidaysburg & Petersburg Brch.)

BELLEFONTE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyrone	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East	West	Both
X	X	X-O		MILES.....} Bald Eagle Branch	30.8			
				MILESBURG.....	30.8			
			X	BELLEFONTE.....	33.5			
				FONT.....	33.6			
			X	PLEASANT GAP.....	37.0			
				WHITE.....	37.4			
				REGION POST (Nor. Reg.).....	37.4			

NOTE—X indicates in service continuously.

O indicates trainphone.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Font	Miles
White	Miles

BELL-SLOPE SECONDARY TRACKS

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bell	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East	West	Both
X	X	X-O		BELL (Main Line).....				
X	X	X-O		EAST END HOMER YARD.....	1.5			
				ANTIS.....	2.1			
				HOMER.....	2.7			
				FARM.....	3.1			
				FURNACE.....	3.3			
X	X			ROSE.....	4.0			
				BRUSH.....	4.6			
				JUNIATA SHOPS.....	4.8			
X	X			WORKS.....	5.5			
X	X			SOUTH.....	5.5			
				7th ST., ALTOONA.....	5.7			
X	X	X-O		ALTO.....	6.4			
X	X	X-O		SLOPE.....	7.0			

NOTE—X indicates in service continuously.

O indicates trainphone.

MORRISON COVE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Altoona	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
			X	HOLLY (Jct. H.&P. Secondary Track)	7.8			
			X	BROOK.....	14.2			
				BROOKES MILLS.....	14.2			
				McKEE.....	15.2			
				ROARING SPRING.....	17.4			
				ORE HILL.....	20.3			
				MARTINSBURG JCT.....	21.5			
				MARTINSBURG.....	22.2			
				CURRY.....	24.0			

NOTE—X indicates in service continuously.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Brook	Wye (Hollidaysburg & Petersburg Brch.)
Holly	Wye (Hollidaysburg & Petersburg Brch.)

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			
				VANCE MILL JCT.	62.2			55
		B	B	RS	65.0			

NOTE—X indicates in service continuously.

B indicates in service part-time.

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

Station	Hours in Service
RS (Block Station)	2.00 P. M. to 10.00 P. M. Daily, except Sunday, May 30, July 4 and Sept. 3.
RS (Block-Limit Station)	10.00 P. M. to 2.00 P. M. Daily 2.00 P. M. to 10.00 P. M. Sunday and May 30, July 4 and Sept. 3.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
FH	BF
RS	BF

ELLSWORTH SECONDARY TRACK MARIANNA 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
X	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			
				COKEBURG JCT.	11.9			
				SCENERY HILL	14.0			48
				MARIANNA	19.2			

NOTE—X indicates in service continuously.

B indicates in service part-time.

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

Station	Hours in Service
MC	6.01 A. M. Monday to 6.01 A. M. Saturday, except closed May 30, July 4 and Sept. 3. On day following above holiday, in service, 6.01 A. M. May 31, July 5 and Sept. 4, to 6.01 A. M. Saturday.

SOUTHWEST 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			
				HAYDEN JCT.....	3.2			
				COUNTY JCT.....	3.9			
				YOUNGWOOD.....	5.3			
			X	YU.....	5.5			
				YUKON JCT.....	8.8			
			X	HN.....	8.9			
				TARR.....	12.1			
				SCOTTDAL JCT.....	16.7			
				SCOTTDAL.....	17.3			68
				BROADFORD JCT.....	17.5			
			X	SY.....	17.6			
				CONNELLSVILLE.....	24.5			
				OPOSSUM RUN JCT.....	24.9			
			X	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.

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, May 30, July 4 and Sept. 3.
RS (Block-Limit Station)	10.00 P. M. to 2.00 P. M. Daily. 2.00 P. M. to 10.00 P. M. Sunday and May 30, July 4 and Sept. 3.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
YU HN SY NJ VA	RS BF when RS is not in service.
RS	BF

WEST BROWNSVILLE SECONDARY TRACK

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

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
				EBENSBURG JCT.....	6.0			50
			X	KY.....	6.1			
				LORETTO ROAD.....	6.9			
				BRADLEY JUNCTION.....	11.3			75
			X	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.

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..... DF	11.3 11.3			
			X	DISHART..... IR	14.7 15.6			43
				CARROLLTOWN..... LUTHER JCT.	17.0 18.3			
				BAKERTON..... STERLING JCT.	18.7 20.4			
			X	BN SPANGLER	21.4 21.9			65
			X	WC BARNESBORO	23.3 23.4			
			X	JA MOSS CREEK JCT.	25.3 25.4			
				GARMAN..... EMIGH RUN JCT. N.Y.C.	25.8 27.1			
			X	CHERRY TREE JCT..... CJ	28.5 28.5			
			X	CHERRY TREE..... DC	28.8 28.8			

NOTE—X indicates in service continuously.

O indicates trainphone.

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	KY EBENSBURG JCT.	5.2 6.0			
				WINTERSET..... EBENSBURG	7.9 10.9			55
			X	FL BEULAH	10.9 13.6			72
			X	NW NANTYGLO	18.2 18.2			74
			X	TWIN ROCKS..... SR	20.0 22.6			40
			X	VINTONDALE..... VF	23.5 24.0			28
			X	REXIS JCT..... RITTER	24.2 24.2			46
			X	CH NI	35.1 41.8			50
			X	JOSEPHINE (B. & O. Jct.)..... ZD	41.8 42.9			
				BLACK LICK.....	42.9			

NOTE—X indicates in service continuously.

O indicates trainphone.

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			60
				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.....	0.9			
				SHAFTON.....	1.8			

NOTE—X indicates in service continuously.

INDIANA SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mile Post 0	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
				END OF TRACK				
				BLAIRSVILLE.....	Blairsville Industrial Track	2.3		
			X	D ●		3.6		
			X	BLACK LICK.....		7.6		
			X	ZD		7.7		
			X	GRACETON.....		10.4		
			X	MR.....		12.9		
			X	HOMER CITY.....		13.2		
			X	NM.....		18.9		
				INDIANA.....		18.9		

NOTE—X indicates in service continuously.

● indicates Block-Limit Station for Northward trains only.

Block-Limit stations controlled as follows:

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

BUTLER SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from JB	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
			X	JCT. MAIN LINE.....				
			X	JB LANE.....	0.6			
			X	WINFIELD JUNCTION.....	3.8			
			X	WA.....	3.8			
			X	SARVER.....	7.6			
			X	SUMMIT.....	10.2		37	
			X	CABOT.....	10.5			
			X	MARWOOD.....	11.5			
			X	DILKS.....	13.1		65	
			X	KD.....	13.1			
			X	HERMAN.....	15.8			
			X	WEST END BUTLER WYE.....	19.5			
			X	VO.....	20.8			
				BUTLER.....	21.1			

NOTE—X indicates in service continuously.

Block-Limit stations controlled as follows:

Block-Limit Stations	Controlled by
KD WA JB	Truxall (Main line)

O SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from 29th Street	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
				20th STREET.....				
X	X	X		PITT.....	0.6			

NOTE—X indicates in service continuously.

NO. 103 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from UY West Penn	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		UY (Brilliant Branch West Penn).....				
				SOUTH END COLEMAN YARD.....	1.2			

NOTE—X indicates in service continuously.

NO. 27 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Corliss	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		CORLISS (Main Line).....				
X	X	X-O		ESPLEN (Scully Branch).....	1.3			

NOTE—X indicates in service continuously.

O indicates trainphone.

WHEELING SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mile Post 0	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		WEIRTON JCT.....	1.6			
				EAST STEUBENVILLE.....	2.3			
				LOWER FERRY.....	4.1			
				FOLLANSBEE.....	4.1			22
			X	FA.....	4.2			
				LAZEARVILLE.....	6.7			56
				WELLSBURG.....	7.6			
				BROOK.....	8.6			
				BEECH BOTTOM.....	12.2			93
			X	KR.....	14.6			
				SHORT CREEK.....	15.1			54
				EAST WARWOOD.....	19.4			
				WARWOOD.....	20.0			
			X	WD.....	23.9			
				WHEELING.....	24.0			13
X	X	X	X	UN.....	24.1			
				ZANE.....	25.2			
				BENWOOD.....	26.5			

Wheeling Secondary Track

Yard Tracks

NOTE—X indicates in service continuously.

O indicates trainphone.

The distance from Weirton Jct. to Mile Post 0 is 0.7 Mile.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
FA KR WD UN	Zane

NO. 101 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Federal Street	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		FEDERAL STREET..... EAST END BRIDGE 0.33.....	0.6			

NOTE—X indicates in service continuously.

YELLOW CREEK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from River	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X				RIVER (Bayard Branch)..... BRANCH (River Branch).....	0.9			

NOTE—X indicates in service continuously.

HARRISBURG TO PITTSBURGH

STATIONS	FIRST CLASS			
	#0633 DAILY EX. SAT. & SUN.	#35 DAILY EX. SUN.	#0635 DAILY EX. SAT. & SUN.	
	A. M.	A. M.	A. M.	
Leave				
HARRISBURG (Phila.Reg.)		\$ 1.00		
BANKS		1.15		
VIEW		1.22		
PORT		1.35		
MIFFLIN		1.55		
LEWISTOWN (Lewis)		2.08		
MOUNT UNION				
JACKS		2.31		
HUNTINGDON		2.41		
SPRUCE		2.53		
FORGE		3.03		
TYRONE				
GRAY		3.07		
BELL		3.13		
ALTOONA		\$ 3.23		
		# 3.30		
SLOPE		3.33		
MC		3.45		
GALLITZIN		3.56		
CRESSON (MO)		3.59		
NY	Will Not	4.06	Will Not	
SO	Run	4.13	Run	
C	May 30,	4.23	May 30,	
JOHNSTOWN	July 4,	\$ 4.29	July 4,	
SG	Sept. 3.	4.33	Sept. 3.	
JD		4.46		
TORRANCE		\$ 4.57		
DERRY (DR)	\$ 4.35	\$ 5.07	\$ 5.15	
LATROBE (KR)	\$ 4.46	\$ 5.14	\$ 5.25	
GREENSBURG	\$ 5.00	\$ 5.29	\$ 5.40	
RADEBAUGH (RG)	F 5.05	5.34	5.45	
GRAPEVILLE	F 5.09	Will Not		
JEANNETTE	\$ 5.12	Run	\$ 5.48	
PENN	\$ 5.16	May 30 and	\$ 5.51	
MANOR	\$ 5.19	July 2 to	\$ 5.54	
SHAFTON	\$ 5.22	Sept. 8.		
IRWIN	\$ 5.25		\$ 5.58	
LARIMER (CP)	\$ 5.28	5.42	\$ 6.00	
ARDARA	\$ 5.32			
TRAFFORD (SZ)	\$ 5.36	5.45	6.04	
PITCAIRN	\$ 5.41			
WILMERDING (WG)	\$ 5.45	5.49	6.08	
TURTLE CREEK	\$ 5.49			
EAST PITTSBURGH	\$ 5.51		\$ 6.10	
BESSEMER (R)	\$ 5.53	5.53	6.12	
BRADDOCK	\$ 5.55		\$ 6.15	
COPELAND	\$ 5.57			
HAWKINS	\$ 5.59			
SWISSVALE (WK)	\$ 6.02	5.59	6.22	
EDGEWOOD	\$ 6.04		\$ 6.24	
WILKINSBURG	\$ 6.06		\$ 6.27	
HOMEWOOD (CM)	\$ 6.10	6.04	6.30	
EAST LIBERTY	\$ 6.13	\$ 6.15	\$ 6.32	
ROUP	\$ 6.15			
SHADYSIDE (DV)	\$ 6.17	6.20	6.35	
PITTSBURGH	\$ 6.25	\$ 6.30	\$ 6.42	
Arrive	A. M.	A. M.	A. M.	
	633	35	635	

[illegible]

STATIONS	FIRST CLASS			
	#0641 DAILY EX. SAT. & SUN.	163 SUN. ONLY	#61 DAILY EX. SUN.	
	A. M.	A. M.	A. M.	
Leave				
HARRISBURG (Phila. Reg.)		\$ 2.15	\$ 2.31	
BANKS		2.30	2.46	
VIEW		2.36	2.52	
PORT		2.49	3.05	
MIFFLIN		3.07	3.23	
LEWISTOWN (Lewis)		3.20	3.36	
MOUNT UNION				
JACKS		3.42	3.58	
HUNTINGDON		\$ 3.54	4.08	
SPRUCE		4.09	4.19	
FORGE		4.18	4.29	
TYRONE				
GRAY		4.22	4.32	
BELL		4.30	4.39	
ALTOONA		\$ 4.40	\$ 4.49	
		# 4.50	# 4.55	
SLOPE		4.53	4.58	
MG		5.05	5.10	
GALLITZIN		5.18	5.22	
CRESSON (MO)		5.21	5.25	
NY	Will Not	5.28	5.33	
SO	Run	5.35	5.40	
C	May 30,	5.46	5.50	
JOHNSTOWN	July 4,	\$ 6.00	\$ 5.55	
SG	Sept. 3.	6.10	6.03	
JD		6.23	6.17	
TORRANCE		6.33	6.27	
DERRY (DR)	\$ 6.22	6.40	6.34	
LATROBE (KR)	\$ 6.33	\$ 6.48	\$ 6.40	
GREENSBURG	\$ 6.48	\$ 7.00	\$ 6.53	
RADEBAUGH (RG)	6.53	7.06	7.00	
GRAPEVILLE		Will Run	Will Not	
JEANNETTE	\$ 6.56	May 30,	Run	
PENN		July 4,	May 30,	
MANOR	\$ 7.02	Sept. 3.	July 4,	
SHAFTON			Sept. 3.	
IRWIN	\$ 7.06			
LARIMER (CP)	7.08	7.14	7.11	
ARDARA				
TRAFFORD (SZ)	7.12	7.17	7.15	
PITCAIRN				
WILMERDING (WG)	7.16	7.21	7.19	
TURTLE CREEK				
EAST PITTSBURGH			D 7.21	
BESSEMER (R)	7.19	7.24	7.24	
BRADDOCK				
COPELAND				
HAWKINS				
SWISSVALE (WK)	7.24	7.30	7.30	
EDGEWOOD				
WILKINSBURG				
HOMEWOOD (CM)	7.27	7.33	7.33	
EAST LIBERTY	\$ 7.29	\$ 7.38	\$ 7.35	
ROUP				
SHADYSIDE (DV)	7.33	7.43	7.40	
PITTSBURGH	\$ 7.40	\$ 7.50	\$ 7.50	
Arrive	A. M.	A. M.	A. M.	
	641	63	61	

Pgh. Reg. C.O. No. 106, Page 36, Column 3.

PGH. REG. G.O. NO. 120, PAGE 37, COLUMN 3

HARRISBURG TO PITTSBURGH

STATIONS	FIRST CLASS			
	#00 DAILY EX. SUN. & MON.	017 DAILY	025 DAILY	
	A. M.	A. M.	A. M.	
Leave	A. M.	A. M.	A. M.	
HARRISBURG (Phila. Reg.)	E# 9.25	# 9.54	S 10.48	
BANKS	9.41	10.07	11.03	
VIEW	9.48	10.13	11.09	
PORT	10.02	10.26	11.22	
MIFFLIN	10.22	10.42	11.41	
LEWISTOWN (Lewis)	10.37	S 10.54	S 11.51	
MOUNT UNION				
JACKS	11.00	11.18	12.18	
HUNTINGDON	11.13	11.27	12.28	
SPRUCE	11.25	11.37	12.39	
FORGE	11.38	11.46	12.49	
TYRONE			S 12.51	
GRAY	11.43	11.49	12.56	
BELL	11.54	11.56	1.04	
ALTOONA	E 12.10	S 12.04	S 1.17	
	# 12.20	# 12.07	# 1.21	
SLOPE	12.30	12.09	1.24	
MG	12.42	12.20	1.36	
GALLITZIN	12.55	12.30	1.48	
CRESSON (MO)	12.58	12.32	1.51	
NY	1.06	12.39	1.59	
SO	1.14	12.45	2.06	
C	1.25	12.55	2.16	
JOHNSTOWN	E 1.40	S 12.59	S 2.20	
SG	1.47	1.03	2.23	
JD	2.00	1.15	2.36	
TORRANCE	2.10	1.25	2.46	
DERRY (DR)	2.18	1.32	2.53	
LATROBE (KR)	2.24	1.36	2.58	
GREENSBURG		S 1.45	S 3.09	
RADEBAUGH (RG)	2.38	1.52	3.14	
GRAPEVILLE	Will Not			
JEANNETTE	Run			
PENN.	May 31,			
MANOR	July 5,			
SHAFTON	Sept. 4.			
IRWIN				
LARIMER (CP)	2.47	1.59	3.22	
ARDARA				
TRAFFORD (SZ)	2.51	2.02	3.25	
PITCAIRN				
WILMERDING (WG)	2.55	2.05	3.29	
TURTLE CREEK				
EAST PITTSBURGH				
BESSEMER (R)	2.58	2.08	3.33	
BRADDOCK				
COPELAND				
HAWKINS				
SWISSVALE (WK)	3.04	2.13	3.38	
EDGEWOOD				
WILKINSBURG				
HOMEWOOD (CM)	3.09	2.16	3.41	
EAST LIBERTY			S 3.43	
ROUP				
SHADYSIDE (DV)	3.14	2.19	3.47	
PITTSBURGH	S 3.30	S 2.25	S 3.55	
Arrive	P. M.	P. M.	P. M.	
	9	17	25	

FIRST CLASS

	#0527 DAILY EX. SAT. & SUN.	#0529 DAILY EX. SAT. & SUN.	#923 DAILY EX. SAT. & SUN.	#015 DAILY EX. SUN. & MON.	033 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
				# 2.25	\$ 2.45
				2.40	3.00
				2.46	3.06
				2.59	3.19
				3.18	3.37
				3.31	\$ 3.47
				3.53	4.14
				4.03	4.24
				4.14	4.35
				4.24	4.45
				4.27	4.48
				4.35	4.55
				\$ 4.45	\$ 5.05
				# 4.52	# 5.11
				4.55	5.14
				5.07	5.26
				5.19	5.38
				5.22	5.41
	Will Not	Will Not	Will Not	5.30	5.48
	Run May 30, July 4, Sept. 3.	Run May 30, July 4, Sept. 3.	Run May 30, July 4, Sept. 3.	5.37	5.55
				5.47	6.05
				\$ 5.53	\$ 6.08
				6.06	6.13
				6.17	6.26
				6.24	6.36
				6.30	6.43
				6.43	6.48
				Will Not Run May 31, July 5, Sept. 4.	7.00
				6.51	7.08
				6.54	7.11
	\$ 3.27	\$ 3.53			
	\$ 3.31	\$ 3.57			
	\$ 3.35	\$ 4.01		6.58	7.15
	\$ 3.38				
	\$ 3.40	\$ 4.10			
	\$ 3.44	\$ 4.14		7.01	7.18
	\$ 3.46	\$ 4.16			
	\$ 3.48	\$ 4.18			
	\$ 3.50	\$ 4.20			
	\$ 3.53	\$ 4.23		7.07	7.23
	\$ 3.55	\$ 4.25			
	\$ 3.57	\$ 4.27			
	\$ 4.00	\$ 4.30	\$ 4.56	7.11	7.26
	\$ 4.03	\$ 4.33	\$ 4.58		
	\$ 4.05	\$ 4.35			
	\$ 4.07	\$ 4.37	\$ 5.01	7.15	7.29
	\$ 4.15	\$ 4.45	\$ 5.08	\$ 7.25	\$ 7.36
	P. M.	P. M.	P. M.	P. M.	P. M.
	527	529	923	15	33

STATIONS	FIRST CLASS			
	23	49	29	51
	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.
Leave				
HARRISBURG (Phila. Reg.)	\$ 4.35	# 7.25	#U 8.06	# 10.30
BANKS	4.50	7.40	8.21	10.45
VIEW	4.56	7.46	8.27	10.52
PORT	5.09	7.59	8.40	11.05
MIFFLIN	5.27	8.17	8.58	11.23
LEWISTOWN (Lewis)	\$ 5.37	8.30	9.11	11.36
MOUNT UNION	\$ 6.04			
JACKS	6.07	8.52	9.33	11.58
HUNTINGDON	\$ 6.18	9.02	9.43	\$ 12.08
SPRUCE	6.32	9.13	9.54	12.21
FORGE	6.42	9.23	10.04	12.31
TYRONE	\$ 6.44			
GRAY	6.49	9.26	10.07	12.34
BELL	6.58	9.32	10.13	12.41
ALTOONA	{ \$ 7.08	{ \$ 9.42	{ U 10.21	{ \$ 12.50
	# 7.14	# 9.47	# 10.25	# 12.58
SLOPE	7.17	9.50	10.28	1.01
MG	7.29	10.02	10.40	1.13
GALLITZIN	7.41	10.14	10.51	1.24
CRESSON (MO)	7.44	10.17	10.54	1.28
NY	7.51	10.25	11.01	1.35
SO	7.58	10.32	11.08	1.42
C	8.08	10.42	11.18	1.52
JOHNSTOWN	\$ 8.12			
SG	8.17	10.47	11.23	1.58
JD	8.30	11.00	11.36	2.11
TORRANCE	8.40	11.10	11.46	2.21
DERRY (DR)	8.47	11.17	11.53	2.28
LATROBE (KR)	\$ 8.53	11.22	11.58	2.33
GREENSBURG	\$ 9.05			
RADEBAUGH (RG)	9.11	11.35	12.11	2.45
GRAPEVILLE				
JEANNETTE				
PENN				
MANOR				
SHAFTON				
IRWIN				
LARIMER (CP)	9.19	11.43	12.19	2.53
ARDARA				
TRAFFORD (SZ)	9.22	11.46	12.22	2.56
PITCAIRN				
WILMERDING (WG)	9.26	11.50	12.26	3.00
TURTLE CREEK				
EAST PITTSBURGH				
BESSEMER (R)	9.29	11.53	12.29	3.03
BRADDOCK				
COPELAND				
HAWKINS				
SWISSVALE (WK)	9.34	11.58	12.35	3.08
EDGEWOOD				
WILKINSBURG				
HOMEWOOD (CM)	9.37	12.01	12.38	3.11
EAST LIBERTY	\$ 9.39			
ROUP				
SHADYSIDE (DV)	9.42	12.04	12.41	3.14
PITTSBURGH	\$ 9.50	\$ 12.12	\$ 12.50	\$ 3.23
Arrive	P. M.	A. M.	A. M.	A. M.
	23	49	29	51

PGH. REG. G. O. No. 117, PAGE 40, COLUMN 4.

[illegible]

PITTSBURGH TO HARRISBURG

STATIONS	FIRST CLASS			
	48	58	28	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila.Reg.)	D 4.50	S 5.00	D 5.18	
BANKS.....	4.35	4.45	5.03	
VIEW.....	4.29	4.39	4.57	
PORT.....	4.16	4.26	4.44	
MIFFLIN.....	3.58	4.08	4.26	
LEWISTOWN (Lewis).....	3.45	3.55	4.13	
MOUNT UNION.....				
JACKS.....	3.24	3.34	3.52	
HUNTINGDON.....	3.15	3.25	3.43	
SPRUCE.....	3.04	3.14	3.32	
FORGE.....	2.54	3.04	3.22	
TYRONE.....				
GRAY.....	2.51	3.01	3.19	
BELL.....	2.45	2.55	3.13	
ALTOONA.....	# D 2.38	# S 2.47	# D 3.06	
	D 2.33	S 2.43	D 3.03	
SLOPE.....	2.30	2.41	3.00	
MG.....	2.19	2.30	2.49	
GALLITZIN.....	2.08	2.19	2.39	
CRESSON (MO).....	2.05	2.16	2.36	
NY.....	1.56	2.05	2.26	
SO.....	1.49	1.58	2.19	
C.....	1.39	1.47	2.09	
JOHNSTOWN.....				
SG.....	1.33	1.41	2.03	
JD.....	1.21	1.28	1.51	
TORRANCE.....	1.11	1.18	1.41	
DERRY (DR).....	1.04	1.11	1.34	
LATROBE (KR).....	12.59	1.06	1.29	
GREENSBURG.....				
RADEBAUGH (RG).....	12.47	12.53	1.17	
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER (CP).....	12.39	12.44	1.09	
ARDARA.....				
TRAFFORD (SZ).....	12.36	12.41	1.06	
PITCAIRN.....				
WILMERDING (WG).....	12.32	12.37	1.02	
TURTLE CREEK.....				
EAST PITTSBURGH.....				
BESSEMER (R).....	12.29	12.34	12.59	
BRADDOCK.....				
COPELAND.....				
HAWKINS.....				
SWISSVALE (WK).....	12.25	12.30	12.55	
EDGEWOOD.....				
WILKINSBURG.....				
HOMEWOOD (CM).....	12.21	12.26	12.51	
EAST LIBERTY.....				
ROUP.....				
SHADYSIDE (DV).....	12.18	12.23	12.48	
PITTSBURGH.....	#● 12.11	# 12.16	# 12.41	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	◇48	◇58	●28	

PGH. REG. G. O. No. 111. PAGE 43. COLUMN 3

STATIONS	FIRST CLASS			
	520	522	32	
	A. M.	A. M.	P. M.	
Arrive				
HARRISBURG (Phila.Reg.)			\$ 12.04	
BANKS.....			11.49	
VIEW.....			11.43	
PORT.....			11.30	
MIFFLIN.....			11.12	
LEWISTOWN (Lewis).....			10.59	
MOUNT UNION.....				
JACKS.....			10.37	
HUNTINGDON.....			10.27	
SPRUCE.....			10.16	
FORGE.....			10.06	
TYRONE.....				
GRAY.....			10.03	
BELL.....			9.57	
ALTOONA.....			# 9.49	
			\$ 9.45	
SLOPE.....			9.42	
MC.....			9.31	
GALLITZIN.....			9.20	
CRESSON (MO).....			9.17	
NY.....			9.07	
SO.....	Will Not	Will Not	8.59	
C.....	Run	Run	8.49	
JOHNSTOWN.....	May 30,	May 30,	\$ 8.45	
SG.....	July 4,	July 4,	8.40	
JD.....	Sept. 3.	Sept. 3.	8.27	
TORRANCE.....			8.17	
DERRY (DR).....			8.10	
LATROBE (KR).....			8.05	
GREENSBURG.....			\$ 7.56	
RADEBAUGH (RG).....			7.51	
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER (CP).....			7.43	
ARDARA.....				
TRAFFORD (SZ).....	8.15	7.02	7.40	
PITCAIRN.....	\$ 6.11	\$ 6.58		
WILMERDING (WG).....	\$ 6.07	\$ 6.54	7.36	
TURTLE CREEK.....	\$ 6.04	\$ 6.51		
EAST PITTSBURGH.....	\$ 6.02	\$ 6.49		
BESSEMER (R).....	\$ 5.58	\$ 6.45	7.33	
BRADDOCK.....	\$ 5.56	\$ 6.42		
COPELAND.....	\$ 5.53	\$ 6.39		
HAWKINS.....	\$ 5.51	\$ 6.37		
SWISSVALE (WK).....	\$ 5.49	\$ 6.34	7.29	
EDGEWOOD.....	\$ 5.46	\$ 6.31		
WILKINSBURG.....	\$ 5.44	\$ 6.29		
HOMEWOOD (CM).....	\$ 5.41	\$ 6.26	7.25	
EAST LIBERTY.....	\$ 5.38	\$ 6.23		
ROUP.....	\$ 5.35	\$ 6.20		
SHADYSIDE (DV).....	\$ 5.33	\$ 6.18	7.22	
PITTSBURGH.....	\$ 5.25	\$ 6.10	\$ 7.15	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	EX. SAT.	EX. SAT.		
	& SUN.	& SUN.		
	#0520	#0522	032	

FIRST CLASS

	54	26	24	636	638
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 1.33	\$ 4.00	\$ 6.40		
	1.18	3.45	6.25		
	1.12	3.38	6.18		
	12.59	3.24	6.04		
	12.40	3.05	5.45		
	\$ 12.26	\$ 2.46	\$ 5.30		
	12.02	2.20	5.06		
	11.52	\$ 2.08	4.54		
	11.41	1.56	4.42		
	11.31	1.46	4.32		
		\$ 1.44	\$ 4.30		
	11.28	1.42	4.28		
	11.22	1.36	4.22		
	# 11.14	# 1.28	# 4.14		
	\$ 11.10	\$ 1.24	\$ 4.10		
	11.05	1.21	4.07		
	10.53	1.10	3.55		
	10.41	1.00	3.44		
	10.38	12.57	3.41		
	10.27	12.47	3.29	Will Not	Will Not
	10.20	12.40	3.22	Run	Run
	10.09	12.29	3.11	May 30,	May 30,
	\$ 10.05	\$ 12.23	\$ 3.05	July 4,	July 4,
	10.00	12.18	3.00	Sept. 3.	Sept. 3.
	9.48	12.05	2.47		
	9.38	11.55	2.37		
	9.31	11.48	2.30	\$ 4.25	\$ 4.40
	F 9.23	\$ 11.40	\$ 2.22	\$ 4.10	\$ 4.28
	\$ 9.11	\$ 11.25	\$ 2.09	\$ 3.54	\$ 4.14
	9.05	11.20	2.04	3.42	F 4.10
				\$ 3.39	F 4.06
				\$ 3.36	\$ 4.04
				\$ 3.30	\$ 4.00
				\$ 3.26	\$ 3.57
				\$ 3.21	\$ 3.54
				\$ 3.18	\$ 3.51
	8.57	11.11	1.56	\$ 3.14	\$ 3.48
				\$ 3.10	\$ 3.45
	8.54	11.08	1.53	\$ 3.06	\$ 3.41
				\$ 3.01	\$ 3.37
	8.50	11.04	1.49	\$ 2.56	\$ 3.32
				\$ 2.49	\$ 3.29
	8.47	11.01	1.46	F 2.42	\$ 3.27
				\$ 2.40	\$ 3.23
				\$ 2.38	\$ 3.21
				\$ 2.36	\$ 3.19
	8.43	10.57	1.42	\$ 2.33	\$ 3.17
				\$ 2.31	\$ 3.14
				\$ 2.29	\$ 3.11
	8.39	10.53	1.38	\$ 2.26	\$ 3.09
	\$ 8.37	\$ 10.50	\$ 1.35	\$ 2.23	\$ 3.06
	8.32	10.47	1.32	\$ 2.18	\$ 3.03
	\$ 8.25	\$ 10.40	\$ 1.25	\$ 2.10	\$ 2.59
					\$ 2.52
	A. M.	A. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	54	26	24	EX. SAT.	EX. SAT.
				& SUN.	& SUN.
				#636	#638

STATIONS	FIRST CLASS			
	16	46	642	
	P. M.	P. M.	P. M.	
Arrive				
HARRISBURG (Phila.Reg.)	S 7.24	S 8.47		
BANKS.....	7.13	8.32		
VIEW.....	7.07	8.25		
PORT.....	6.56	8.06		
MIFFLIN.....	6.39	S 7.45		
LEWISTOWN (Lewis).....	S 6.27	S 7.28		
MOUNT UNION.....		S 7.00		
JACKS.....	6.04	6.58		
HUNTINGDON.....	5.55	S 6.46		
SPRUCE.....	5.44	6.33		
FORGE.....	5.35	6.23		
TYRONE.....		S 6.21		
GRAY.....	5.32	6.18		
BELL.....	5.26	6.12		
ALTOONA.....	{# 5.20	# 6.04		
	{S 5.17	S 5.57		
SLOPE.....	5.15	5.54		
MC.....	5.04	5.42		
GALLITZIN.....	4.54	5.30		
CRESSON (MO).....	4.51	5.26		
NY.....	4.43	5.13	Will Not	
SO.....	4.37	5.05	Run	
C.....	4.27	4.54	May 30,	
JOHNSTOWN.....	S 4.23	S 4.50	July 4,	
SG.....	4.19	4.44	Sept. 3.	
JD.....	4.07	4.31		
TORRANCE.....	3.57	S 4.18		
DERRY (DR).....	3.50	4.11	S 5.30	
LATROBE (KR).....	3.46	S 4.02	S 5.17	
GREENSBURG.....	S 3.37	S 3.48	S 5.04	
RADEBAUGH (RG).....	3.34	3.42	S 5.00	
GRAPEVILLE.....			F 4.56	
JEANNETTE.....			S 4.54	
PENN.....			S 4.50	
MANOR.....			S 4.46	
SHAFTON.....				
IRWIN.....			S 4.42	
LARIMER (CP).....	3.26	3.33	S 4.39	
ARDARA.....			S 4.36	
TRAFFORD (SZ).....	3.23	3.30	S 4.33	
PITCAIRN.....			S 4.29	
WILMERDING (WG).....	3.19	3.26	S 4.25	
TURTLE CREEK.....			S 4.21	
EAST PITTSBURGH.....			S 4.19	
BESSEMER (R).....	3.16	3.23	S 4.15	
BRADDOCK.....			S 4.14	
COPELAND.....			S 4.12	
HAWKINS.....			S 4.10	
SWISSVALE (WK).....	3.12	3.19	S 4.08	
EDGEWOOD.....			S 4.06	
WILKINSBURG.....			S 4.04	
HOMEWOOD (CM).....	3.09	3.15	S 4.01	
EAST LIBERTY.....		S 3.12	S 3.57	
ROUP.....			S 3.55	
SHADYSIDE (DV).....	3.05	3.08	S 3.53	
PITTSBURGH.....	S 3.00	S 3.01	S 3.45	
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY EX. SAT. & SUN.	
	●16	46	#642	

FIRST CLASS

14		502	18		644	528	914
A. M.		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
E	12.15		\$ 11.10				
	12.00		10.55				
	11.52		10.47				
	11.39		10.32				
	11.21		10.12				
	11.08		\$ 9.52				
	10.47		9.23				
	10.37		\$ 9.08				
	10.26		8.52				
	10.16		8.42				
			\$ 8.38				
	10.13		8.34				
	10.07		8.28				
#	9.59		8.20				
E	9.50		\$ 8.10				
	9.47		8.07				
	9.36		7.55				
	9.26		7.45				
	9.23		\$ 7.40				
	9.11	Will Not	7.19		Will Not	Will Not	
	9.04	Run	7.11		Run	Run	
E	8.53	May 30,	7.00		May 30,	May 30,	
	8.45	July 4,	\$ 6.55		July 4,	July 4,	
	8.39	Sept. 3.	6.23		Sept. 3.	Sept. 3.	
	8.26		6.10				
			\$ 5.58				
	8.16		V 5.50	\$ 6.00			
	8.09		\$ 5.30	\$ 5.49			
	8.04		\$ 5.08	\$ 5.36			
	7.52		5.01	5.30			
			V 4.55	\$ 5.29			
				\$ 5.28			
			V 4.51	\$ 5.25			
			V 4.48	\$ 5.21			
	7.43		4.46	\$ 5.17			
	7.40		4.43	\$ 5.12	\$ 5.15		
				\$ 5.08	\$ 5.12		
	7.36		4.39	\$ 5.04	\$ 5.08		
			Will Not		\$ 5.04		
			Run		\$ 5.02		
	7.33		4.36	4.58	\$ 4.58		
			Sept. 3.	\$ 4.55	\$ 4.56		
				\$ 4.53	\$ 4.54		
				\$ 4.51	\$ 4.52		
	7.28	\$ 4.36	4.31	\$ 4.48	\$ 4.49		
		\$ 4.34		\$ 4.46	\$ 4.47		
		\$ 4.31		\$ 4.44	\$ 4.45		
	7.25	\$ 4.27	4.28	\$ 4.41	\$ 4.42	4.55	
		\$ 4.23	\$ 4.25	\$ 4.37	\$ 4.38	\$ 4.53	
		\$ 4.21			\$ 4.35	\$ 4.50	
					\$ 4.33	\$ 4.48	
	7.22	\$ 4.18	4.22	4.32	\$ 4.33	\$ 4.48	
E	7.15	\$ 4.10	\$ 4.15	\$ 4.25	\$ 4.25	\$ 4.40	
P. M.		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY		DAILY	DAILY	SAT.	DAILY	DAILY	DAILY
EX. SAT.		EX. SAT.	EX. SAT.	ONLY	EX. SAT.	EX. SAT.	EX. SUN.
#14		#502	#18	644	#528	#528	#914

PGH. REG. G. O. No. 111, PAGE 47, COLUMN 1.

PGH. REG. G. O. No. 114, PAGE 47, COLUMN 3.

PITTSBURGH TO HARRISBURG

STATIONS	FIRST CLASS			
	924	646	22	
	P. M.	P. M.	A. M.	
Leave				
HARRISBURG (Phila.Reg.)			S 2.53	
BANKS			2.38	
VIEW			2.30	
PORT			2.13	
MIFFLIN			1.50	
LEWISTOWN (Lewis)			S 1.32	
MOUNT UNION				
JACKS			1.07	
HUNTINGDON			S 12.55	
SPRUCE			12.43	
FORGE			12.33	
TYRONE			S 12.31	
GRAY			12.29	
BELL			12.23	
ALTOONA			# 12.15	
			S 12.10	
SLOPE			12.07	
MC			11.53	
GALLITZIN			11.45	
CRESSON (MO)			11.41	
NY	Will Not	Will Not	11.28	
SO	Run	Run	11.21	
C	May 30,	May 30,	11.10	
JOHNSTOWN	July 4,	July 4,		
SG	Sept. 3.	Sept. 3.	11.05	
JD			10.52	
TORRANCE			10.42	
DERRY (DR)		S 6.35	10.35	
LATROBE (KR)		S 6.20	10.30	
GREENSBURG		S 6.06		
RADEBAUGH (RG)		F 6.01	10.18	
GRAPEVILLE		F 5.57	Will Not	
JEANNETTE		S 5.54	Run	
PENN		F 5.50	May 29,	
MANOR		S 5.47	July 3,	
SHAFTON			Sept. 2.	
IRWIN		S 5.42		
LARIMER (CP)		S 5.39	10.09	
ARDARA				
TRAFFORD (SZ)		S 5.35	10.06	
PITCAIRN		S 5.31		
WILMERDING (WG)		S 5.27	10.02	
TURTLE CREEK		S 5.24		
EAST PITTSBURGH		S 5.22		
BESSEMER (R)		5.20	9.59	
BRADDOCK		S 5.18		
COPELAND		S 5.16		
HAWKINS		S 5.14		
SWISSVALE (WK)		S 5.11	9.55	
EDGEWOOD		S 5.09		
WILKINSBURG		S 5.07		
HOMEWOOD (CM)	5.00	S 5.04	9.51	
EAST LIBERTY	S 4.57	S 5.01		
ROUP	S 4.55			
SHADYSIDE (DV)	S 4.53	4.57	9.47	
PITTSBURGH	S 4.45	S 4.50	S 9.40	
Arrive	P. M.	P. M.	P. M.	
	DAILY EX. SAT. & SUN. #0924	DAILY EX. SAT. & SUN. #0646	DAILY EX. SAT. #022	

FIRST CLASS

62	60	36	4	38	40
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
S 8.13	S 3.15	S 3.25	S 3.57	S 4.12	S 4.34
2.58	3.00	3.10	3.42	3.57	4.19
2.49	2.52	3.02	3.34	3.49	4.13
2.35	2.38	2.48	3.21	3.36	4.00
2.15	2.19	2.29	3.03	3.18	3.42
S 1.55	2.05	2.15	2.50	3.05	3.29
1.30	1.42	1.52	2.28	2.43	3.07
S 1.18	1.32	1.42	2.18	2.33	2.57
1.05	1.21	1.31	2.07	2.22	2.46
12.54	1.11	1.21	1.57	2.12	2.36
S 12.52					
12.49	1.08	1.18	1.54	2.09	2.33
12.43	1.02	1.12	1.48	2.03	2.27
# 12.35	# 12.54	# 1.04	# 1.40	# 1.55	# 2.19
S 12.25	S 12.50	S 1.00	D 1.36	S 1.50	S 2.15
12.22	12.45	12.57	1.33	1.47	2.12
12.11	12.33	12.46	1.22	1.35	2.01
12.01	12.22	12.35	1.12	1.25	1.51
11.58	12.19	12.31	1.09	1.22	1.48
11.48	12.06	12.18	12.58	1.12	1.37
11.41	11.58	12.10	12.51	1.04	1.30
11.31	11.47	11.59	12.40	12.53	1.19
S 11.25	S 11.40	S 11.55			
11.19	11.35	11.49	12.34	12.47	1.13
11.06	11.22	11.36	12.21	12.34	1.00
10.56	11.12	11.26	12.11	12.24	12.50
10.49	11.05	11.19	12.04	12.17	12.43
S 10.40	S 10.58	S 11.11	11.59	12.12	12.38
S 10.26	S 10.45	S 10.57			
10.20	10.40	10.51	11.46	12.01	12.25
Will Run May 29, July 3, Sept. 2.	Will Not Run May 29, July 3, Sept. 2.	Will Not Run May 29 and July 1 to Sept. 7.			
10.12	10.32	10.42	11.37	11.52	12.16
10.09	10.29	10.39	11.34	11.49	12.13
10.05	10.25	10.35	11.30	11.45	12.09
10.02	10.22	10.32	11.27	11.41	12.06
9.58	10.18	10.28	11.23	11.37	12.02
9.54	10.14	10.24	11.19	11.33	11.58
S 9.52	S 10.12	S 10.22			
9.47	10.07	10.17	11.15	11.29	11.55
S 9.40	S 10.00	S 10.10	# 11.08	# 11.22	S 11.48
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SAT. ONLY 162	DAILY EX. SAT. #60	DAILY EX. SAT. #036	DAILY 04	DAILY 038	DAILY 040

STATIONS	FIRST CLASS			
	◇49	●29	◇59	
	DAILY	DAILY	DAILY	
	A. M.	A. M.	A. M.	
Leave				
PITTSBURGH.....	#● 12.17 #	12.55 #	1.47	
FEDERAL STREET.....	12.21	12.59	1.51	
BELLEVUE.....	12.27	1.05	1.57	
AVALON.....				
BEN AVON.....				
EMSWORTH.....				
GLENFIELD.....				
GLEN OSBORNE.....				
SEWICKLEY.....				
EDGEWORTH.....				
SHIELDS.....				
LEETSDALE.....	12.36	1.14	2.06	
AMBRIDGE.....				
BADEN.....	12.41	1.19	2.11	
FREEDOM.....				
WEST CONWAY.....	12.45	1.23	2.15	
ROCHESTER.....	12.47	1.25	2.17	
NEW BRIGHTON(Lake Reg.).....				
BEAVER FALLS.....				
HOMEWOOD JCT.....	12.57	1.35	2.27	
FOURTH AVE.(Pgh. Reg.).....				
MONON.....				
SMITHFIELD ST.....				
CORLISS.....				
INGRAM.....				
CRAFTON.....				
IDLEWOOD.....				
WAGNER.....				
ROSSLYN.....				
CARNEGIE.....				
FORT PITT.....				
WALKERS MILL.....				
RENNERDALE.....				
GREGG.....				
OAKDALE.....				
NOBLESTOWN.....				
STURGEON.....				
LAUREL HILL.....				
McDONALD.....				
PRIMROSE.....				
MIDWAY.....				
BULGER.....				
RACCOON.....				
BURGETTS.....				
CENTER AVE.(BurgettsBr).....				
CO.....				
WEIRTON JCT.....				
STEUBENVILLE.....				
MINGO JCT.....				
ACRE (Buckeye Reg.).....				
Arrive	A. M.	A. M.	A. M.	
	49	29	59	

FIRST CLASS

	41	69	31	3	39
	DAILY	DAILY	DAILY	DAILY	DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
#	2.02	S 2.10	# 2.25	# 4.25	S 4.25
		2.14			4.29
		2.20			4.35
		2.29			4.44
		2.34			4.49
		2.38			4.53
		2.40			4.55
		2.50			5.08
	2.07		2.30	4.30	
	2.13		2.36	4.36	
	2.19		2.42	4.42	
	2.35		2.57	4.57	
	2.41		3.03	5.03	
	2.45		3.07	5.07	
	2.59		3.21	5.21	
	3.07		3.28	5.29	
			W	5.35	
	3.15		3.36	5.40	
	3.28		3.49	5.53	
	A. M.	A. M.	A. M.	A. M.	A. M.
	41	69	31	3	39

STATIONS	FIRST CLASS			
	51	361	55	
	DAILY	DAILY	DAILY	
	A. M.	A. M.	A. M.	
Leave				
PITTSBURGH.....	\$ 4.35	\$ 7.20	\$ 8.15	
FEDERAL STREET.....	4.39	7.24	8.19	
BELLEVUE.....	4.45	7.30	8.25	
AVALON.....				
BEN AVON.....				
EMSWORTH.....				
GLENFIELD.....				
GLEN OSBORNE.....				
SEWICKLEY.....		\$ 7.36		
EDGEWORTH.....				
SHIELDS.....				
LEETSDALE.....	4.54	7.40	8.34	
AMBRIDGE.....				
BADEN.....	4.59	7.45	8.39	
FREEDOM.....				
WEST CONWAY.....	5.03	7.48	8.43	
ROCHESTER.....	5.05	\$ 7.50	8.45	
NEW BRIGHTON(Lake Reg.).....				
BEAVER FALLS.....		\$ 7.56	Y 8.50	
HOMEWOOD JCT.....	5.15	8.01	8.55	
FOURTH AVE.(Pgh. Reg.).....				
MONON.....				
SMITHFIELD ST.....				
CORLISS.....				
INGRAM.....				
CRAFTON.....				
IDLEWOOD.....				
WAGNER.....				
ROSSLYN.....				
CARNEGIE.....				
FORT PITT.....				
WALKERS MILL.....				
RENNERDALE.....				
GREGG.....				
OAKDALE.....				
NOBLESTOWN.....				
STURGEON.....				
LAUREL HILL.....				
McDONALD.....				
PRIMROSE.....				
MIDWAY.....				
BULGER.....				
RACCOON.....				
BURGETTS.....				
CENTER AVE.(Burgetts Br.).....				
CO.....				
WEIRTON JCT.....				
STEUBENVILLE.....				
MINGO JCT.....				
ACRE (Buckeye Reg.).....				
Arrive	A. M.	A. M.	A. M.	
	51	361	55	

	77	Δ11	53	0363	
	DAILY EX. SUN.	DAILY EX. MON.	DAILY	DAILY	
	A. M.	A. M.	A. M.	P. M.	
	S 9.40	S 10.48	S 11.00	S 4.10	
			11.04	4.14	
			11.10	4.20	
			F 11.18		
			11.22	4.29	
			11.28	4.34	
			11.33	4.37	
			S 11.36	4.39	
			S 11.42		
			11.49	4.49	
	9.44	10.51			
	9.50	10.57			
	9.56	11.03			
	10.10	11.18			
	10.16	11.24			
	10.20	11.28			
	10.34	11.42			
	10.41	11.50			
	S 10.52	S 11.58			
	10.57	12.03			
	11.10	12.16			
	A. M.	P. M.	A. M.	P. M.	
	77	11	53	363	

STATIONS	FIRST CLASS			
	#0427 DAILY EX. SAT. & SUN.	#0715 DAILY EX. SAT. & SUN.	#0429 DAILY EX. SAT. & SUN.	
	P. M.	P. M.	P. M.	
Leave				
PITTSBURGH.....	S 4.15	S 4.15	S 4.30	
FEDERAL STREET.....	S 4.19		S 4.34	
BELLEVUE.....	4.25		S 4.41	
AVALON.....			S 4.43	
BEN AVON.....			S 4.45	
EMSWORTH.....	S 4.28		S 4.47	
GLENFIELD.....			S 4.50	
GLEN OSBORNE.....	S 4.34		S 4.54	
SEWICKLEY.....	S 4.37	Will Not	S 4.56	
EDGEWORTH.....	S 4.39	Run	S 4.58	
SHIELDS.....	S 4.41	May 30,		
LEETSDALE.....	4.43	July 4,	5.01	
AMBRIDGE.....	S 4.46	Sept. 3.	S 5.04	
BADEN.....	S 4.51		S 5.09	
FREEDOM.....	S 4.57		S 5.15	
WEST CONWAY.....	4.58		5.16	
ROCHESTER.....	S 5.01		S 5.19	
NEW BRIGHTON(Lake Reg.)	S 5.06		S 5.24	
BEAVER FALLS.....	D 5.10		D 5.28	
HOMEWOOD JCT.....				
FOURTH AVE.(Pgh. Reg.)		S 4.19		
MONON.....		4.20		
SMITHFIELD ST.....		S 4.21		
CORLISS.....		S 4.29		
INGRAM.....		S 4.32		
CRAFTON.....	Will Not	S 4.35	Will Not	
IDLEWOOD.....	Run	S 4.37	Run	
WAGNER.....	May 30,	4.39	May 30,	
ROSSLYN.....	July 4,	S 4.40	July 4,	
CARNEGIE.....	Sept. 3.	S 4.44	Sept. 3.	
FORT PITT.....		F 4.48		
WALKERS MILL.....		B 4.50		
RENNERDALE.....		S 4.53		
GREGG.....		B 4.57		
OAKDALE.....		S 5.01		
NOBLESTOWN.....		S 5.04		
STURGEON.....		S 5.08		
LAUREL HILL.....		5.10		
McDONALD.....		S 5.13		
PRIMROSE.....		S 5.16		
MIDWAY.....		S 5.22		
BULGER.....		S 5.27		
RACCOON.....		S 5.30		
BURGETTS.....		5.33		
CENTER AVE.(Burgetts Br.)		S 5.37		
CO.....				
WEIRTON JCT.....				
STEUBENVILLE.....				
MINGO JCT.....				
ACRE (Buckeye Reg.).....				
Arrive	P. M.	P. M.	P. M.	
	427	715	429	

FIRST CLASS

	#810 DAILY EX. SAT. & SUN.	#717 DAILY EX. SUN.	#431 DAILY EX. SUN.	7 DAILY	
	P. M.	P. M.	P. M.	P. M.	
	S 4.33	S 4.40	S 5.00	S 5.20	
			S 5.04		
			S 5.11		
			F 5.13		
			S 5.15		
			S 5.17		
			S 5.20		
			S 5.24		
		Will Not Run	S 5.28		
		May 30,	S 5.28		
		July 4,	F 5.30		
		Sept. 3.	S 5.32		
			S 5.35		
			S 5.40		
			S 5.46		
			S 5.47		
			S 5.50		
			S 5.55		
			D 6.00		
	S 4.36	S 4.43			
	4.38	4.45		5.25	
		S 4.46			
		S 4.53		5.31	
		S 4.56			
	Will Not Run	S 4.59	Will Not Run		
	May 30,	S 5.01	May 30,		
	July 4,	S 5.03	July 4,	5.37	
	Sept. 3.	S 5.04	Sept. 3.		
		S 5.06			
		S 5.12			
		S 5.14			
		S 5.17			
		S 5.21			
		S 5.23			
		S 5.26			
		S 5.28		5.53	
		S 5.30			
		S 5.33			
		S 5.38			
		S 5.42		5.59	
		S 5.45			
		S 5.48		6.04	
		S 5.51			
				6.18	
				6.26	
				S 6.40	
				6.48	
				7.01	
	P. M.	P. M.	P. M.	P. M.	
	810	717	431	7	

STATIONS	FIRST CLASS			
	●45	◇33		
	DAILY EX. SUN.	DAILY		
	P. M.	P. M.		
Leave				
PITTSBURGH.....	\$ 5.40	\$ 8.01		
FEDERAL STREET.....	5.44			
BELLEVUE.....	5.50			
AVALON.....				
BEN AVON.....				
EMSWORTH.....				
GLENFIELD.....				
GLEN OSBORNE.....				
SEWICKLEY.....				
EDGEWORTH.....				
SHIELDS.....				
LEETSDALE.....	5.59			
AMBRIDGE.....				
BADEN.....	6.04			
FREEDOM.....				
WEST CONWAY.....	6.08			
ROCHESTER.....	6.10			
NEW BRIGHTON (Lake Reg.).....				
BEAVER FALLS.....	\$ 6.20			
HOMEWOOD JCT.....	6.28			
FOURTH AVE. (Pgh. Reg.).....				
MONON.....		8.06		
SMITHFIELD ST.....				
CORLISS.....		8.12		
INGRAM.....				
CRAFTON.....				
IDLEWOOD.....				
WAGNER.....		8.18		
ROSSLYN.....				
CARNEGIE.....				
FORT PITT.....				
WALKERS MILL.....				
RENNERDALE.....				
GREGG.....				
OAKDALE.....				
NOBLESTOWN.....				
STURGEON.....				
LAUREL HILL.....		8.33		
McDONALD.....				
PRIMROSE.....				
MIDWAY.....				
BULGER.....		8.39		
RACCOON.....				
BURGETTS.....		8.43		
CENTER AVE. (Burgetts Br.).....				
CO.....		8.57		
WEIRTON JCT.....		9.05		
STEUBENVILLE.....		Q 9.10		
MINGO JCT.....		9.15		
ACRE (Buckeye Reg.).....		9.28		
Arrive	P. M.	P. M.		
	45	33		

FIRST CLASS

	#65	◇23	79		
	DAILY EX. SAT.	DAILY	DAILY		
	P. M.	P. M.	P. M.		
	S 10.00	S 10.30	S 10.40		
	10.04	10.34			
	10.10	10.40			
	S● 10.18	S 10.48			
	10.23	10.53			
	10.28	10.58			
	10.32	11.02			
	S● 10.35	S 11.05			
	S● 10.43	S 11.13			
	10.52	11.22			
			10.45		
			10.51		
	Will Not Run May 29, July 3, Sept. 2.		10.57		
			11.12		
			11.18		
			11.22		
			11.38		
			11.44		
			S 11.59		
			12.05		
			12.18		
	P. M.	P. M.	A. M.		
	65	23	79		

STATIONS	FIRST CLASS			
	50	712	78	
	A. M.	A. M.	A. M.	
Arrive				
PITTSBURGH.....	S 4.16	S 6.30	S 6.40	
FEDERAL STREET.....	4.12			
BELLEVUE.....	4.06			
AVALON.....				
BEN AVON.....				
EMSWORTH.....				
GLENFIELD.....				
GLEN OSBORNE.....				
SEWICKLEY.....		Will Not		
EDGEWORTH.....		Run		
SHIELDS.....		May 30,		
LEETSDALE.....	3.57	July 4,		
AMBRIDGE.....		Sept. 3.		
BADEN.....	3.52			
FREEDOM.....				
WEST CONWAY.....	3.48			
ROCHESTER.....	3.46			
NEW BRIGHTON (Lake Reg.).....				
BEAVER FALLS.....				
HOMEWOOD JCT.....	3.36			
FOURTH AVE. (Pgh. Reg.).....		D 6.27		
MONON.....		6.24	6.34	
SMITHFIELD ST.....		S 6.23		
CORLISS.....		S 6.17	6.27	
INGRAM.....		S 6.14		
CRAFTON.....		S 6.11		
IDLEWOOD.....		S 6.08		
WAGNER.....		6.06	6.18	
ROSSLYN.....		S 6.05		
CARNEGIE.....		S 6.03		
FORT PITT.....		S 5.58		
WALKERS MILL.....		S 5.56		
RENNERDALE.....		S 5.54		
GREGG.....		S 5.51		
OAKDALE.....		S 5.48		
NOBLESTOWN.....		S 5.45		
STURGEON.....		S 5.42		
LAUREL HILL.....		5.39	6.00	
McDONALD.....		S 5.38		
PRIMROSE.....		S 5.35		
MIDWAY.....		S 5.32		
BULGER.....		S 5.28	5.52	
RACCOON.....		S 5.24		
BURGETTS.....		5.21	5.46	
CENTER AVE. (Burgetts Br.).....		S 5.18		
CO.....			5.31	
WEIRTON JCT.....			5.23	
STEUBENVILLE.....			S 5.17	
MINGO JCT.....			5.04	
ACRE (Buckeye Reg.).....			4.51	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	050	EX. SAT. & SUN. #0712	78	

	32	422	807	424	64
	A. M.	A. M.	A. M.	A. M.	A. M.
	S 6.50	S 6.50	S 7.05	S 7.15	S 7.20
		D 6.45		D 7.10	7.18
		S 6.37		7.02	7.10
		S 6.35		S 7.00	
		S 6.33			
		S 6.31		S 6.56	
		S 6.26			
		S 6.22			
		S 6.20	Will Not	S 6.48	B 6.58
		S 6.18	Run	S 6.46	
		F 6.16	May 30,		
		6.14	July 4,	6.43	6.54
		S 6.12	Sept. 3.	S 6.41	
		S 6.07		S 6.36	6.47
		S 6.02		S 6.31	
		6.00		6.29	6.42
		S 5.58		S 6.27	6.40
		S 5.53		S 6.23	
		S 5.50		S 6.20	B 6.31
					6.24
	6.45		D 7.02		
			7.00		
	6.40				
	6.32	Will Not		Will Not	Will Not
		Run		Run	Run
		May 30,		May 30,	May 30,
		July 4,		July 4,	July 4,
		Sept. 3.		Sept. 3.	Sept. 3.
	6.14				
	6.08				
	6.04				
	S 5.50				
	5.42				
	5.37				
	5.27				
	5.14				
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
		EX. SAT.	EX. SAT.	EX. SAT.	EX. SUN.
		& SUN.	& SUN.	& SUN.	
	32	422	807	424	64

STATIONS	FIRST CLASS			
	714	426	54	
	A. M.	A. M.	A. M.	
Arrive				
PITTSBURGH.....	S 7.20	S 7.45	S 7.57	
FEDERAL STREET.....		D 7.40	7.53	
BELLEVUE.....		S 7.32	7.47	
AVALON.....				
BEN AVON.....		S 7.29		
EMSWORTH.....		S 7.27		
GLENFIELD.....		F 7.23		
GLEN OSBORNE.....		S 7.19		
SEWICKLEY.....	Will Not	S 7.17	B 7.39	
EDGEWORTH.....	Run	S 7.15		
SHIELDS.....	May 30,	S 7.13		
LEETSDALE.....	July 4,	7.11	7.36	
AMBRIDGE.....	Sept. 3.	S 7.08		
BADEN.....		S 7.03	7.31	
FREEDOM.....		S 6.57		
WEST CONWAY.....		6.55	7.27	
ROCHESTER.....		S 6.53	7.25	
NEW BRIGHTON(Lake Reg.).....		S 6.48		
BEAVER FALLS.....		S 6.45	B 7.15	
HOMEWOOD JCT.....			7.08	
FOURTH AVE.(Pgh. Reg.)..	D 7.15			
MONON.....	7.10			
SMITHFIELD ST.....	S 7.09			
CORLISS.....	S 7.02			
INGRAM.....	S 6.57			
CRAFTON.....	S 6.54	Will Not		
IDLEWOOD.....	S 6.50	Run		
WAGNER.....	6.48	May 30,		
ROSSLYN.....	6.47	July 4,		
CARNEGIE.....	S 6.44	Sept. 3.		
FORT PITT.....	F 6.39			
WALKERS MILL.....	F 6.37			
RENNERDALE.....	S 6.35			
GREGG.....	F 6.32			
OAKDALE.....	S 6.29			
NOBLESTOWN.....	S 6.28			
STURGEON.....	S 6.23			
LAUREL HILL.....	6.21			
McDONALD.....	S 6.19			
PRIMROSE.....	S 6.15			
MIDWAY.....	S 6.11			
BULGER.....	S 6.08			
RACCOON.....	S 6.01			
BURGETTS.....	5.58			
CENTER AVE.(Burgetts Br.)	S 5.55			
CO.....				
WEIRTON JCT.....				
STUEBENVILLE.....				
MINGO JCT.....				
ACRE (Buckeye Reg.).....				
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN. #714	DAILY EX. SUN. #426	DAILY 54	

	360	44	6	012	
	A. M.	P. M.	P. M.	P. M.	
S	9.30	S 12.30	S 12.30	S 5.15	
	9.26	12.26			
	9.20	12.20			
		S 12.11			
	9.11	12.06			
	9.06	12.01			
	9.02	11.57			
	9.00	S 11.55			
		S 11.42			
	8.49	11.32			
			12.25	5.10	
			12.19	5.03	
			12.12	4.56	
			11.56	4.41	
			11.50	4.35	
			11.46	4.30	
			11.31	4.15	
			11.23	4.07	
			S 11.19	S 4.03	
			11.10	3.54	
			10.57	3.41	
	A. M.	A. M.	A. M.	P. M.	
	DAILY	DAILY	DAILY	SUN.	
	360	EX. MON.	66	ONLY	
	44	44	06	012	

STATIONS	FIRST CLASS			
	12	52	364	362
	P. M.	P. M.	P. M.	P. M.
Arrive				
PITTSBURGH.....	\$ 5.40	\$ 6.45	\$ 7.00	\$ 7.20
FEDERAL STREET.....		6.41	6.56	7.16
BELLEVUE.....		6.35	6.50	7.10
AVALON.....				
BEN AVON.....				
EMSWORTH.....				
GLENFIELD.....				
GLEN OSBORNE.....				
SEWICKLEY.....		\$ 6.26	B 6.44	B 7.03
EDGEWORTH.....				
SHIELDS.....				
LEETSDALE.....		6.21	6.41	7.00
AMBRIDGE.....				
BADEN.....		6.17	6.36	6.55
FREEDOM.....				
WEST CONWAY.....		6.12	6.32	6.51
ROCHESTER.....		\$ 6.10	6.29	6.49
NEW BRIGHTON(Lake Reg.).....				
BEAVER FALLS.....		\$ 6.00		
HOMEWOOD JCT.....		5.52	6.19	6.39
FOURTH AVE.(Pgh. Reg.).....				
MONON.....	5.35			
SMITHFIELD ST.....				
CORLISS.....	5.28			
INGRAM.....				
CRAFTON.....			Will Run	Will Not
IDLEWOOD.....			May 30,	Run
WAGNER.....	5.21		July 4,	May 30,
ROSSLYN.....			Sept. 3.	July 4,
CARNEGIE.....				Sept. 3.
FORT PITT.....				
WALKERS MILL.....				
RENNERDALE.....				
GREGG.....				
OAKDALE.....				
NOBLESTOWN.....				
STURGEON.....				
LAUREL HILL.....	5.05			
McDONALD.....				
PRIMROSE.....				
MIDWAY.....				
BULGER.....	4.59			
RACCOON.....				
BURGETTS.....	4.54			
CENTER AVE.(Burgetts Br.).....				
CO.....	4.38			
WEIRTON JCT.....	4.30			
STEUBENVILLE.....	\$ 4.25			
MINGO JCT.....	4.13			
ACRE (Buckeye Reg.).....	3.59			
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN. & MON. 12	DAILY 52	SAT. & SUN. ONLY †0364	DAILY EX. SAT. & SUN. ‡0362

PGH. REG. G. O. No. 114, PAGE 62, COLUMN 2.

FIRST CLASS

	76	22	4	38	
	P. M.	P. M.	P. M.	P. M.	
	S 8.15	S 9.20	S 10.50	S 11.04	
		9.16		11.00	
		9.10		10.54	
				S 10.45	
		9.01		10.40	
		8.58		10.35	
		8.52		10.31	
		8.50		S 10.29	
	S 8.42			S 10.20	
	8.35			10.11	
	8.10		10.45		
	8.04		10.40		
	7.58		10.34		
	7.43		10.19		
	7.37		10.13		
	7.33		10.09		
	7.19		9.55		
	S 7.11		9.47		
	7.07		S 9.43		
	6.53		9.37		
	6.40		9.24		
	P. M.	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	DAILY	
	EX. SUN.				
	b76	022	4	38	

STATIONS	FIRST CLASS			
	40	68	58	
	P. M.	P. M.	A. M.	
Arrive				
PITTSBURGH.....	\$ 11.20	\$ 11.23	\$ 12.01	
FEDERAL STREET.....		11.19	11.57	
BELLEVUE.....		11.13	11.51	
AVALON.....				
BEN AVON.....				
EMSWORTH.....				
GLENFIELD.....				
GLEN OSBORNE.....				
SEWICKLEY.....				
EDGEWORTH.....				
SHIELDS.....				
LEETSDALE.....		11.04	11.42	
AMBRIDGE.....				
BADEN.....		10.59	11.37	
FREEDOM.....				
WEST CONWAY.....		10.55	11.33	
ROCHESTER.....		10.53	11.31	
NEW BRIGHTON (Lake Reg.).....				
BEAVER FALLS.....				
HOMEWOOD JCT.....		10.43	11.20	
FOURTH AVE. (Pgh. Reg.).....				
MONON.....	11.17			
SMITHFIELD ST.....				
CORLISS.....	11.12			
INGRAM.....				
CRAFTON.....				
IDLEWOOD.....				
WAGNER.....	11.06			
ROSSLYN.....				
CARNEGIE.....				
FORT PITT.....				
WALKERS MILL.....				
RENNERDALE.....				
GREGG.....				
OAKDALE.....				
NOBLESTOWN.....				
STURGEON.....				
LAUREL HILL.....	10.52			
McDONALD.....				
PRIMROSE.....				
MIDWAY.....				
BULGER.....	10.46			
RACCOON.....				
BURGETTS.....	10.42			
CENTER AVE. (Burgetts Br.).....				
CO.....	10.28			
WEIRTON JCT.....	10.21			
STEUBENVILLE.....	\$ 10.17			
MINGO JCT.....	10.12			
ACRE (Buckeye Reg.).....	9.59			
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	40	68	58	

[illegible]

STATIONS	FIRST CLASS			
	#941 DAILY EX. SAT. & SUN.	#923 DAILY EX. SAT. & SUN.		
	A. M.	P. M.		
	Will Not Run May 30, July 4, Sept. 3.	Will Not Run May 30, July 4, Sept. 3.		
KISKIMINETAS JCT.....	S 6.05	F 3.45		
FREEPORT.....	S 6.08	S 3.51		
HARRIS.....	6.10	3.53		
BEALE.....	6.12	3.55		
NATRONA.....	S 6.15	S 4.01		
BRACKENRIDGE.....	S 6.19	S 4.06		
TARENTUM.....	S 6.22	S 4.12		
HIGGINS.....	6.25	4.15		
CREIGHTON.....	F 6.26	S 4.18		
SPRINGDALE.....	S 6.32	S 4.25		
CHESWICK.....	S 6.36	S 4.32		
ACME.....	6.37	4.34		
HARMAR.....	6.39	4.36		
BLAWNOX.....	S 6.44	S 4.44		
ASPINWALL.....	S 6.48	S 4.48		
UY.....	6.49	4.49		
CM.....	6.56	4.56		
PITTSBURGH.....	S 7.10	S 5.08		
Arrive	A. M.	P. M.		
	941	923		

ALADDIN TO PITTSBURGH—SOUTHWARD

STATIONS	FIRST CLASS			
	#913 DAILY EX. SUNDAY	#923 DAILY EX. SAT. & SUN.		
	A. M.	P. M.		
	Will Not Run May 30, July 4, Sept. 3.	Will Not Run May 30, July 4, Sept. 3.		
ALADDIN.....		S 3.40		
SCHENLEY.....		S 3.42		
KISKIMINETAS JCT.....	S 6.08	F 3.45		
GARVERS FERRY.....	S 6.12			
BRAEBURN.....	S 6.21			
ARNOLD.....	S 6.28			
NEW KENSINGTON.....	S 6.32			
PARNASSUS.....	S 6.35			
BARKING.....	F 6.41			
OAKMONT.....	S 6.48			
VERONA.....	S 6.51			
DN.....	6.52			
CM.....	7.06			
PITTSBURGH.....	S 7.20			
Arrive	A. M.	P. M.		
	913	923		

STATIONS	FIRST CLASS			
	922	924		
	A. M.	P. M.		
	Will Not Run May 30, July 4, Sept. 3.	Will Not Run May 30, July 4, Sept. 3.		
KISKIMINETAS JCT.....	F 6.35	F 5.52		
FREEPORT.....	S 6.30	S 5.46		
HARRIS.....	6.18	5.44		
BEALE.....	6.16	5.42		
NATRONA.....	S 6.12	S 5.38		
BRACKENRIDGE.....	S 6.07	S 5.35		
TARENTUM.....	S 6.03	S 5.32		
HIGGINS.....	5.54	5.29		
CREIGHTON.....	S 5.53	S 5.28		
SPRINGDALE.....	S 5.49	S 5.23		
CHESWICK.....	S 5.44	S 5.19		
ACME.....	5.39	5.18		
HARMAR.....	5.37	5.16		
BLAWNOX.....	S 5.32	S 5.11		
ASPINWALL.....	S 5.26	S 5.07		
UY.....	5.25	5.05		
CM.....	5.19	5.00		
PITTSBURGH.....	S 5.05	S 4.45		
Leave	A. M.	P. M.		
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.		
	‡922	‡924		

PITTSBURGH TO ALADDIN—NORTHWARD

STATIONS	FIRST CLASS			
	922	914	924	
	A. M.	P. M.	P. M.	
	Will Not Run May 30, July 4, Sept. 3.	Will Not Run May 30, July 4, Sept. 3.	Will Not Run May 30, July 4, Sept. 3.	
ALADDIN.....	S 6.40			
SCHENLEY.....	S 6.38		S 5.54	
KISKIMINETAS JCT.....	F 6.35	S 5.45	F 5.52	
GARVERS FERRY.....		S 5.41		
BRAEBURN.....		S 5.35		
ARNOLD.....		S 5.29		
NEW KENSINGTON.....		S 5.25		
PARNASSUS.....		S 5.19		
BARKING.....		F 5.16		
OAKMONT.....		S 5.09		
VERONA.....		S 5.06		
DN.....		5.05		
CM.....		4.55		
PITTSBURGH.....		S 4.40		
Leave	A. M.	P. M.	P. M.	
	DAILY EX. SAT. & SUN.	DAILY EX. SUNDAY	DAILY EX. SAT. & SUN.	
	‡922	‡914	‡924	

MONONGAHELA BRANCH—SOUTHWARD

STATIONS	FIRST CLASS			
	#810 DAILY EX. SAT. & SUN.			
	P. M.			
	Will Not Run May 30, July 4, Sept. 3.			
PITTSBURGH.....	S 4.33			
FOURTH AVENUE.....	S 4.36			
MONON.....	4.38			
OB.....	4.43			
HOMESTEAD.....	S 4.51			
KENNY.....	4.55			
DUQUESNE.....	S 4.58			
SOUTH DUQUESNE.....	S 5.01			
CR.....	5.05			
DRAVOSBURG.....	S 5.07			
WILSON.....	F 5.13			
CLAIRTON.....	S 5.18			
WEST ELIZABETH.....	S 5.22			
FLOREFFE.....				
ELRAMA.....	S 5.26			
H.....	5.31			
Arrive	P. M.			
	810			

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.	
	Will Not Run May 30, July 4, Sept. 3.	Will Not Run May 30, July 4, Sept. 3.	Will Not Run May 30, July 4, Sept. 3.	
NORTH TRAFFORD.....	S 6.38	S 3.24	S 3.50	
TRAFFORD.....	S 6.41	S 3.26	S 3.53	
Arrive	A. M.	P. M.	P. M.	
	521	527	529	

MONONGAHELA BRANCH—NORTHWARD

69

STATIONS	FIRST CLASS			
	807			
	A. M.			
	Arrive			
PITTSBURGH.....	S 7.05			
FOURTH AVENUE.....	D 7.02			
MONON.....	7.00			
OB.....	6.53			
HOMESTEAD.....	S 6.47			
KENNY.....	6.41			
DUQUESNE.....	S 6.38			
SOUTH DUQUESNE.....	S 6.35			
CR.....	6.31			
DRAVOSBURG.....	S 6.29			
WILSON.....	S 6.23			
CLAIRTON.....	S 6.20			
WEST ELIZABETH.....	S 6.16			
FLOREFFE.....				
ELRAMA.....	S 6.11			
H.....				
Leave	A. M.			
	DAILY EX. SAT. & SUN. #807			
	Will Not Run May 30, July 4, Sept. 3.			

TURTLE CREEK BRANCH—EASTWARD

STATIONS	FIRST CLASS			
	520	522	528	
	A. M.	A. M.	P. M.	
	Arrive			
NORTH TRAFFORD.....	S 6.17	S 7.04	S 5.18	
TRAFFORD.....	S 6.15	S 7.02	S 5.15	
Leave	A. M.	A. M.	P. M.	
	DAILY EX. SAT. & SUN. #520	DAILY EX. SAT. & SUN. #522	DAILY EX. SAT. & SUN. #528	
	Will Not Run May 30, July 4, Sept. 3.	Will Not Run May 30, July 4, Sept. 3.	Will Not Run May 30, July 4, Sept. 3.	

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Mifflin*	7.00 AM to 4.00 PM	Closed	Closed
Lewistown*	7.00 AM to 8.00 PM	11.00 AM to 8.00 PM	11.00 AM to 8.00 PM
Mount* Union	8.00 AM to 10.00 AM	Closed	Closed
Huntingdon*	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM	Closed
Tyrone*	10.30 AM to 7.30 PM	10.30 AM to 7.30 PM	10.30 AM to 7.30 PM
Altoona	Continuously	Continuously	Continuously
Cresson	5.30 AM to 4.00 PM	Closed	Closed
Johnstown	4.15 AM to 12.30 AM	4.15 AM to 12.30 AM	4.15 AM to 12.30 AM
Derry*	6.30 AM to 3.30 PM	Closed	Closed
Latrobe	5.30 AM to 11.30 PM	5.30 AM to 11.30 PM	5.30 AM to 11.30 PM
Greensburg	4.30 AM to 11.30 PM	4.30 AM to 11.30 PM	4.30 AM to 11.30 PM
Jeannette*	5.00 AM to 4.00 PM	Closed	Closed
Manor*	6.30 AM to 3.30 PM	Closed	Closed
Irwin*	5.00 AM to 4.00 PM	Closed	Closed
Trafford*	5.30 AM to 4.00 PM	Closed	Closed
Pitcairn*	6.10 AM to 3.10 PM	Closed	Closed
Wilmerding*	6.30 AM to 3.30 PM	Closed	Closed
East Pittsburgh*	6.15 AM to 4.15 PM	Closed	Closed
Braddock*	5.15 AM to 5.30 PM	Closed	Closed
Swissvale*	5.00 AM to 5.00 PM	Closed	Closed
Edgewood*	5.15 AM to 10.00 AM 11.01 AM to 2.15 PM	Closed	Closed
Wilkesburg*	5.00 AM to 5.00 PM	Closed	Closed
East Liberty	5.45 AM to 11.30 PM	6.30 AM to 11.30 PM	6.30 AM to 11.30 PM
Pittsburgh	Continuously	Continuously	Continuously
Homestead*	6.15 AM to 5.15 PM	Closed	Closed
Duquesno*	6.00 AM to 5.00 PM	Closed	Closed
Dravosburg*	6.00 AM to 5.10 PM	Closed	Closed
Clariton*	6.00 AM to 5.30 PM	Closed	Closed
Freeport*	6.30 AM to 3.30 PM	Closed	Closed
Natrona*	7.00 AM to 11.30 AM 1.30 PM to 5.00 PM	Closed	Closed

Station	Monday to Friday	Saturday	Sunday
Brackenridge*	6.45 AM to 5.50 PM	Closed	Closed
Tarentum*	6.40 AM to 5.15 PM	Closed	Closed
Creighton*	8.30 AM to 5.30 PM	Closed	Closed
Springdale*	7.30 AM to 11.59 AM 2.00 PM to 5.30 PM	Closed	Closed
Cheswick*	6.30 AM to 3.30 PM	Closed	Closed
Blawnox*	8.45 AM to 5.45 PM	Closed	Closed
Aspinwall*	6.00 AM to 10.00 AM 12.01 PM to 3.00 PM	Closed	Closed
Verona*	7.30 AM to 6.00 PM	Closed	Closed
Oakmont*	7.30 AM to 5.00 PM	Closed	Closed
New Kensington*	7.00 AM to 4.00 PM	Closed	Closed
Emsworth*	6.00 AM to 11.00 AM 12.01 PM to 3.00 PM	Closed	Closed
Sewickley*	6.30 AM to 3.30 PM	Closed	Closed
Rochester	5.30 AM to 9.00 AM 10.00 AM to 2.30 PM 5.30 PM to 11.30 PM	2.00 PM to 4.30 PM 5.00 PM to 11.30 PM	2.00 PM to 4.30 PM 5.00 PM to 11.30 PM
Fourth Ave.*	4.00 PM to 5.00 PM	Closed	Closed
Corliss*	6.00 AM to 3.00 PM	Closed	Closed
Oakdale*	12.15 PM to 3.45 PM	Closed	Closed
McDonald*	5.15 AM to 10.00 AM	Closed	Closed
Burgettst'n*	8.00 AM to 5.00 PM	Closed	Closed
Steubenville	5.00 AM to 12.30 AM	5.00 AM to 12.30 AM	5.00 AM to 12.30 AM

*Closed New Year, Memorial, Independence, Labor, Thanksgiving and Christmas day.

EXTRA STOPS—PASSENGER TRAINS

Train No.	Stop at	For
14	Derry.....	Employees
636	Derry Yard Office.....	Employees
638	Derry Yard Office.....	Employees
642	Derry Yard Office.....	Employees

U. S. MAIL WORK

STATIONS	WESTWARD										
	55	61	33	45	25	31	3	39	51	53	9
Duncannon			C 1-4								D-1-2-8 J-K
Newport			C 1-4								D-1-2-8 J-K
Thompsontown			CD 1-3-4		CD 1-4						CD-1-2-4-8 N
Port Royal					D 1-3-4						CD-1-2-4-8 N
Mifflin			D 1		D 1-4						CD-1-2-8
Lewistown			C 1								CD-1-2-8
Granville			CI 1-3-4								
McVeytown			CI-4 0134								
Newton Hamilton			CD 1-3-4		C 5						
Mount Union											CD-1-2-4-8 J
Mapleton			CD 1-3-4		CD 1-4						
Mill Creek			CD 1-3-4		CD 1-4						
Huntingdon					CD N						
Petersburg			CD 1-4		CD 1-4						
Barree											
Spruce Creek			CD 1-4		CD 1-4						
Birmingham					CD 1						
Gallitsin		D 1-2			CD 1						CD-1-2-8 J
Cresson	D 6K	D 1-2 JK			CD 1						
Johnstown											
Torrance	D 6	D 1-2									D-1-2-4-8
Greensburg	DN 6-7							D M			
Grapeville											D-1-2-4-8
Larimer (Crane just east of CP)											D-1-2-4-8
Trafford											
East Pittsburgh											
Sewickley										CD 1FG	
Leetsdale										CD 1	
Ambridge				G						D 1F	
Baden										CD 1-4	
Freedom										D 1-4J	
Rochester									D 1		
Steubenville (just east of Washington St.)						D K	D1 2K				

SEE NOTES ON PAGE 74

U. S. MAIL WORK

STATIONS	EASTWARD							
	50	64	54	380	28	44	18	46
Duncannon					D 1-4			
Newport								
Thompeontown								
Port Royal								
Mifflin								
Lewistown								
Granville								
McVeytown					CI-4 ^N DI-3-4			
Newton Hamilton					CD 1-3-4			
Mapleton					CD 1-3-4			
Mill Creek					CD 1-4			
Huntingdon								
Petersburg					CD 1			
Barree					CD 1			
Spruce Creek					CD 1			
Birmingham					CD 1			
Gallitsin	D 1							
Cresson	D 1				D 1			E 5
Johnstown								
Torrance					D 1			
Greensburg								
Grapeville								
Larimer (Crane, just east of CP)								
Trafford								
East Pittsburgh							G	
Sewickley		CD 2-9	D					
Leetsdale				CD 1-4		CD 1-2-3-4		
Ambridge				D 1				
Baden				D 1-4				
Freedom				D 1-4		CD 1-2-4		
Rochester		CD 2-9	D	D 1-4				
Steubenville (just east of Washington St.)								

SEE NOTES ON PAGE 74

NOTES—U. S. MAIL WORK

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops. Mail received or delivered or both.

F—Train stops, Sunday only, mail received or delivered or both.

G—Train stops. Holidays only, mail received or delivered or both.

J—Train stops, on request of Mail Clerk, to receive or deliver or both.

K—Reduce speed to 10 miles per hour.

M—Reduce speed to 20 miles per hour, daily except Sunday and Monday.

N—Reduce speed to 25 miles per hour.

1—Daily, except Sunday.

2—Daily, except Monday.

3—Daily, except Saturday.

4—Daily, except Holidays.

5—Saturday, except Holidays only.

6—Monday only.

7—Sunday only.

8—Day after Holidays.

9—Daily, except day after Holidays.

Conductor will ascertain from mail clerk at the initial terminal the amount of mail to be discharged at each station specified 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—NORTHWARD

The time shown conveys no time-table authority.

STATIONS	CIN-1 (1)	JC-5 (1)	PB-1 (1)	LCL-7 (2-3-6)	LCL-1 (3-6)	PH-11 (1)	PWS-3 (1)	LCL-3 (3-6)	PH-7 (1)	BA-15 (1)	PYC-1 (1)	TT-1 (3-6-7)	PWC-1 (1)	AN-3 (1)	PG-1 (1)	WP-15 (1)	SWC-1 (1)	SA-1 (1)	OC-2 (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.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Banks.....	12.01	1.00		2.00	2.45			4.20				5.25			9.15		10.30		
Lock Haven.....										5.00				8.45				11.10	
Antis.....	3.30	6.00		5.00	5.45			7.20		7.45		8.10		1.10	1.15		2.00	4.30	
Slope.....	5.00	7.30		5.45	6.30			8.05				8.55			2.15	10.00	3.30		
JD.....				7.45	8.30							10.45				2.00			
Brady.....		2.00																	11.15
SZ.....	9.00	12.30						11.15							7.00		7.30		
WG.....	10.00	2.00	9.45			3.00		1.20	5.00				8.00				8.30		
CM.....			10.45																
Federal Street.....				10.15	11.15							12.50				8.45			3.15
Shire Oaks.....																			
Esplen.....	10.35	3.00				3.40		1.55	6.00				10.00				9.15		
Scully.....	10.45	3.10				5.00			7.15				10.15				9.25		
East Conway.....				10.55	11.55							1.40				9.30			4.15
West Conway.....				11.40	12.40		4.00				5.30	2.15							
Rochester.....				11.45	12.45						6.20	2.25							
Yellow Creek.....																			
Mingo Junction.....	12.43	5.15				6.45	1.30	3.20	10.45				1.10				11.15		
Acre.....	1.03	5.35				7.05	1.50	3.40	11.05				1.30				11.35		
Arrive	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Holidays. (6) Daily except day after Holidays.
 (7) Daily except Saturday.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD—NORTHWARD

The time shown conveys no time-table authority.

STATIONS	VC-1 (1)	CSB-1 (1)	PG-5 (1)	CFW-5 (1)	SRB-1 (1)	CIN-3 (3-4)	WC-1 (1)	ED-3 (1)	PF-3 (1)	PF-1 (1)	SW-1 (1)	NL-5 (1)	HS-1 (1)	VL-9 (1)	SO-1 (1)	CE-1 (1)	PG-15 (1)	TP-3 (1)	NL-7 (1)	PD-1 (1)
Leave	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.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Banks.....	11.30		12.30	12.45			3.30	5.00		6.15	6.45	7.00		7.30		8.00	8.30	8.45	9.00	
Lock Haven.....		11.30																		
Antis.....	3.00	1.45	4.15	4.15			6.30	8.55	9.45	10.30	10.30	11.00		11.30		1.15	1.30	2.15	1.00	
Slope.....	4.30	3.45	5.30	5.45	Kiski.		8.00	9.55	11.30	12.30	12.30	12.45		2.15		2.30		4.15	3.00	
JD.....	7.15		7.30	8.40	Jct.		10.30	12.15				3.45			Ar.				6.00	
Brady.....					1.30										3.25					
SZ.....		7.45							3.30	4.30	4.30			6.15		8.30		9.15		
WG.....						2.40			4.30	5.30				7.15						
CM.....			11.00																	11.59
Federal Street.....	10.00			11.40	4.15		1.20	3.30				6.45			12.01				9.00	
Shire Oaks.....															8.00	Lv.				
Esplen.....					4.30	3.15			5.15	6.15					11.00					1.30
Scully.....					5.30	3.25														
East Conway.....	10.50			12.25			2.00	4.15												
West Conway.....	12.05			1.25			3.00	5.15	6.00			7.30							9.45	2.45
Rochester.....	12.15								6.10			8.30							10.45	4.00
Yellow Creek.....				2.20			3.50	6.05	6.50			8.40	12.01						10.55	
Mingo Junction.....						4.55			7.00	8.15		9.20		9.45					11.35	5.30
Acre.....						5.15			7.20	8.35				10.05						
Arrive	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Holidays.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD—SOUTHWARD

The time shown conveys no time-table authority.

STATIONS	CP-2 (1)	SW-2 (1)	CG-2 (1)	P-8 FJ-6 (1)	CP-4 (1)	ED-4 (1)	HS-2 (1)	NW-82 (1)	PM-2 (3)	SRB-2 (1)	OC-1 (1)	CIN-2 (1)	TT-2 (3-6-7)	LCL-2 (3-6)	SW-8 (1)	CSB-8 (1)	NF-6 (2-3-6-7)	CG-8 (1)	PG-10 (1)	WPB-2 (1)
Arrive	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.
Banks.....		2.00	3.05	1.00		8.30		9.30				10.00	7.15	9.15	12.15		9.15	12.30	10.45	2.00
Lock Haven.....																2.00				
Antis.....		9.50	10.35	9.45		5.30		5.30				6.15	4.45	6.15	8.00	11.45	6.40	8.30	5.45	10.00
Slope.....		8.30	9.35	8.45		4.45		4.15		Kiski Jct.		4.45	4.00	5.20	6.30	3.30	5.55	7.30	4.30	8.50
JD.....				5.45		2.05				12.30	2.00		1.35				3.20			
Brady.....																				
SZ.....		4.50	6.05					11.45				1.00		2.05	2.15	11.30		4.00	12.01	4.50
WG.....		3.50	5.05					10.35	12.45			11.30		11.50	1.15			3.00		2.30
CM.....														11.20						
Federal Street.....						11.30							11.30	10.50						
Shire Oaks.....				2.45													1.05			
Esplen.....		3.10	4.25									10.55			12.35			2.25		12.30
Scully.....																				
East Conway.....				2.00		10.45				8.00										12.01
West Conway.....	2.00				12.01	7.45					8.30									
Rochester.....	1.50				11.50	7.35														
Yellow Creek.....	1.15				9.30															
Mingo Junction.....	12.30	1.35	2.51		7.30															
Acre.....		1.20	2.36					8.05	8.00			9.20			10.40			12.53		
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.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.

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

(4) Daily except Monday.

(5) Daily except Tuesday.

(6) Daily except Holidays.

(7) Daily except day after Holidays.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD—SOUTHWARD

The time shown conveys no time-table authority.

STATIONS	LCL-4 (3-6)	CSB-2 (1)	WPB-4 (1)	CE-2 (1)	PB-2 (1)	NW-88 (1)	FW-8 (1)	VL-6 (1)	PG-2 (1)	PH-10 (1)	GRE-2 (1)	SO-2 (1)	VL-2 (1)	CA-10 (1)	AN-16 (1)	PG-6 (1)	ED-2 (1)	CNY-2 (1)	NY-4 (1)
Arrive	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Banks	10.15		2.15	8.00		5.00	5.30		10.15		12.01		8.15			9.45		10.20	11.00
Lock Haven		3.30													3.45				
Antia	7.40	12.30	11.15	4.30		12.30	2.15		6.00		9.00		3.30		10.30	5.00		6.35	7.45
Slope	6.50		10.15	3.30		11.30	1.15		4.30		7.45		2.30			3.30		5.50	6.45
JD			7.15	12.15			10.30		1.30		4.45	Lv.			1.45				3.45
Brady					10.30							8.00							
SZ	3.35					7.30							11.15						
WG	2.40				3.00	6.30				11.20			10.15			11.00		2.45	
CM					2.15			10.00	7.00									2.15	
Federal Street			4.15	8.15			7.20	9.40		10.10	1.45	12.01							
Shire Oaks												4.15	Ar.						12.15
Esplen	1.41					5.45		9.00		9.35		1.00						1.35	
Scully						5.35		8.45		9.20									
East Conway			3.30	7.30			6.40				1.00						12.01		11.59
West Conway			2.00	2.35			6.15				8.45								
Rochester			1.50				6.10												
Yellow Creek			1.15	1.45							7.55						11.00		
Mingo Junction	12.20		12.30			4.00		6.40		7.30								12.10	
Acre	12.05					3.45		6.25		7.15			8.03					11.55	
Leave	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Holidays. (6) Daily except day after Holidays.

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.

Personal Injuries

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

100R-1A. Equipment involved in personal injury must be reported to inspectors immediately for their inspection and report.

100R-2A. Medical Officers and Surgeons

Location	Name and Address	Telephone No.
Mifflin	Robert P. Banks, M. D. 117 North Main St. Mifflintown, Pa.	Bell 76 Res. Bell 158
Lewistown	C. B. McClain, M. D. 18 North Main St.	Bell 5623 Res. Bell 4733
	*S. J. Marthouse, M. D. (Part-time Medical Officer) 18 North Main St. Monday, Tuesday, Thursday and Friday 1.00 P. M. to 3.00 P. M. 6.00 P. M. to 8.00 P. M.	Bell 3844
Huntingdon	F. S. Mainzer, M. D. 302 8th St.	Bell 700 Res. Bell 803
	*Philip F. Dunn, M. D. (Part-time Medical Officer) 601 Penn St. Monday, Thursday and Friday 10.00 A. M. to 11.00 A. M.	Bell 9
Tyrone	Carey C. Bradin, M. D. 1108 Logan Ave.	Bell 560
	Norman B. Ream, (Part-time Medical Officer) 218 East 10th St.	Bell 929-J Res. 929-M

Location	Name and Address	Telephone No.
Osceola Mills	Peter Guillard, (Part-time Medical Officer) Curtin St.	Bell 3861
Altoona	P. P. Denning (Medical Officer) 9th Ave. & 12th St. Daily except Saturday, Sunday and Holidays 7.30 A. M. to 4.00 P. M.	P.R.R. 467
	A. S. Kech, M. D. 1221 12th Ave.	Bell 2-9127
	C. E. Snyder, M. D. 1201 6th Ave.	Bell 2-2798
	R. S. Magee, M. D. 1308 9th St.	Bell 4-0841
	B. L. Hull, M. D. 1309 11th St.	Bell 7416
Pittsburgh	J. H. Perry, MD (Medical Officer) R. D. Saul, MD (Medical Officer) L. J. Boone, MD (Medical Officer) R. T. Silvers, MD (Medical Officer) E. C. Niebaum, MD (Medical Officer) Office, 228 Pennsylvania Station 7.30 A. M. to 4.00 P. M. Daily except Saturday, Sunday and Holidays NOTE—When Medical Officer's office is closed, surgical attention, if necessary, may be arranged through the office of the Station Master at Pittsburgh.	(Co. phones) 720 729 732 835 (Co. phone)
	John L. Hamilton (Surgeon) Office, Allegheny General Hospital Office, 550 Grant St. Res., Glenshaw	FA-2-0100 EX-1-1690 Glenshaw 1-062
	William M. McNaugher (Surgeon) Office, Clark Bldg., 717 Liberty Ave. Office, Allegheny General Hospital Res., 6850 Reynolds St.	ATlantic 1-4882 FAirfax 2-0100 MOntrose 1-0237
	James A. Cowan, Jr. (Surgeon) Office, Clark Bldg., 717 Liberty Ave. Office, Allegheny General Hospital Res., 144 Underwood Ave., Greensburg	ATlantic 1-4882 FAirfax 2-0100 Greensburg 2347
	Murray F. McCaslin (Oculist) Office, Carlton House, 550 Grant St.	ATlantic 1-4198
	F. V. Wucher (Surgeon) Office, Arsenal Bank Bldg., 43rd & Butler Sts. Res., 5928 Bryant Ct.	SChenley 1-0835 MOntrose 1-1428
Wilkinsburg	Wm. M. McNaugher (Surgeon) Office, Clark Bldg., 717 Liberty Ave., Pittsburgh, Res. 6850 Reynolds St.	ATlantic 1-4882 MONTROSE 1-0237
Pitcairn	Medical Officer Office, Pitcairn Shop 7.30 A. M. to 4.00 P. M.	477 (Co. phone)
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 No.
Latrobe	Homer R. Mather (Surgeon) Office, Mellon National Bank Bldg. Res., Main & Sylvan St.	KEystone 7-4771 BEverly 8-8128
	J. H. Hamill (Surgeon) Office, Mellon National Bank Bldg. Res., Stader Apartments	KEystone 7-4751 KEystone 7-5639
Derry	John F. Blair (Surgeon and Part-time Medical Officer) Office and Res., 200 South Chestnut St.	OXbow 4-2765
	O. P. Oliver (Part-time Medical Officer) 113 East 2nd St.—By Appointment	OXbow 4-2781
Johnstown	Jos. P. Replogle (Surgeon) Office, 813 U. S. Bank Bldg. Res., Bliss St.	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 W. Morrison, Jr. (Part-time Medical Officer) Res. and Office, 425 Coleman Ave By Appointment	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, Ext. 6
Cresson	P. P. Denning (Medical 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	NORTH 4-4222 NORTH 4-4828
Monongahela	Philip F. Vaccaro (Surgeon and Part-time Medical Officer) Office, 113 Fourth St., Monongahela Res., 1215 Lincoln St.	Monongahela Blackburn 8-7919 Blackburn 8-7921
Shire Oaks	Joseph R. Barberio (Surgeon) Office, 113 Fourth St., Monongahela	Blackburn 8-7919
N. Charleroi (W. Monessen)	A. S. Sickman (Surgeon) Office, 502 Lincoln Ave. Res., 516 Lincoln Ave.	Hudson 36519 or 38392
Brownsville	Matthew P. Ward (Part-time Medical Officer) Office, Room 207, Union Station Brownsville, Pa.—By Appointment	Brownsville 425-J

Location	Name and Address	Telephone No.
Youngwood	A. D. Barnhart (Surgeon) Res., Fourth and Chestnut Sts.	Walker 5-7271
	Theodore A. Schultz (Part-time Medical Officer) Res. and Office, 7 North Fourth St. By Appointment	Walker 5-7362
Connellsville	D. S. Newill (Surgeon) Office, 210 National Bank & Trust Bldg. Res., Breakneck Road	410 3176-J
Uniontown	J. E. Shelby (Surgeon) Office, 54 West Fayette St. Res., 18 Barton Mill Road	GE-76931 GE-86637
Indiana	H. B. Buternaugh (Surgeon) Office and Res., 55 South Sixth St.	5-4051
	F. J. Kellam (Surgeon) Office, Indiana Theater Bldg. Res., Punxsutawney Road, Indiana	5-4161 5-2139
Blairsville	Samuel Cohen (Surgeon and Part-time Medical Officer) Office 50 W. Market St. Res. Wm. Penn Highway	240 21
Vandergrift	W. J. Lace (Surgeon) 175 Washington Ave.	Office 600 Residence 156
Freeport	R. W. Heineman (Part-time Medical Officer) Office, 901 Brackenridge Ave., Brackenridge, Pa. Office hours by appointment at Bracken- ridge. 1.00 P. M. to 4.00 P. M., Mondays, Wednesdays and Fridays.	Tarentum 741-J
	Russell L. Mosely (Part-time Medical Officer) Office, 407 Market St., Freeport, Pa.	Freeport 202
Butler	Edward C. Lutton (Surgeon) Office, 414 Butler Savings & Trust Bldg. 106 South Main St. Res., R. D. No. 5, Butler	7-4990 2-4000
Oakmont	Charles E. Piper (Surgeon) Office, Henke Bldg., Delaware and Allegheny Aves. Res., 220 Eighth St.	515 600
Kittanning	Sidney Sedwick (Surgeon) Office and Residence, 114 South McKean St.	42-4661 42-4661
Conway	Medical Officer 7.30 A. M. to 4.00 P. M.	Rochester (P. R. R. Exchg.) 329
Freedom	John H. Boal (Surgeon) Office, 506 Third Ave. Res., 352—3rd St., Beaver	Rochester SP-5-2545 SP-5-0787
Rochester	G. M. Durschinger (Surgeon) Res. and Office, 101 Hinds St. (If no answer, call)	Rochester SP-5-0716 SP-4-2540
E. Liverpool	C. H. Bailey (Surgeon) Office, Potter's Savings & Loan Co. Bldg. (If no answer, call)	FU-6-6360 FU-5-4323
	William J. Horger (Med. Officer) 1010 Pennsylvania Ave., (By Appointment)	5-7394

Location	Name and Address	Telephone No.
Carnegie	W. J. Connelly (Surgeon) Office, 111 E. Main St. Res., 826 Washington Ave.	Carnegie 175 Carnegie 906
Houston	David N. Ingram (Surgeon) Office, First National Bank Bldg. Res., Mill Seat Pl.	Canonsburg 211-J 211-M
Burgettstown	A. O. Hindman (Asst. Surgeon) Office, 31 Main St. Res., 17 Lincoln Ave.	3332 3331
Weirton	J. L. Thompson (Surgeon) Office, Weirton Steel Co., Emergency Hospital Res., 3941 Palisades Drive	1000, Ex. 406 1283
	Paul Mesaros (Asst. Surgeon) Office, Professional Bldg., Weirton, W. Va. Or 224 North 5th St., Steubenville, Ohio Res., 209 St. John St., Weirton, W. Va.	424 AT-2-3535 5270
Chester	C. H. Bailey (Surgeon) Office, Potter's Savings & Loan Co. Res., Park Boulevard East Liverpool, Ohio	Main 360 Main 902
Steubenville	F. B. Harrington (Surgeon) Office, 1208 National Exchange Bk. Bldg. Res., 208 Braybarton Blvd.	AT-2-4811 AM-4-1174
	A. E. Winston (Surgeon) Office, 400 National Exchange Bk. Bldg. Res., 2728 Sunset Blvd.	AT-2-3851 AM-4-1334
	D. A. Macedonia (Oculist) Office, 401-405 Sinclair Bldg. Res., 2119 Sunset Blvd.	AT-2-7781 AT-2-3253
	H. F. Grazier (Medical Officer) Office, 621 North St.	PE 338
Mingo Jct.	F. H. Riney (Surgeon) Office, 608-614 Commercial St. Res., 216 Steuben St.	5-1171 5-1172
Martins Ferry	R. H. Wilson (Surgeon) Office, 30 South Fourth St. Res., 64 North Fourth St.	162 464
Bellaire	J. F. Wilkinson (Surgeon) Office and Res., 4403 Jefferson St.	141
Wheeling	Louis B. Farri (Surgeon) Office, 21 Eleventh St. Res., 434 North Huron St.	193 1528
	Francis J. Gaydosh (Medical Officer) Office, 302 McLain Bldg. Twelfth and Market Sts. Office Hours: By appointment, except for Return-to-work Examinations.	Wheeling 3610

NOTE—Medical Officers will not have office hours on Saturday and Sunday, New Year's, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

100R-3A. Locations of Hospitals

Location	Name and Address	Telephone Number
Lewistown	Lewistown Hospital Highland Ave.	Bell 5411
Huntingdon	J. C. Blair Memorial Hospital	Bell 90
Tyrone	Tyrone Hospital Clay Ave. Extension	Bell 980
Philipsburg	Philipsburg State Hospital	Bell 205
Clearfield	Clearfield Hospital Turnpike Ave.	Bell 483
Bellefonte	Centre County Hospital Willowbank St.	Bell 4757
Altoona	The Altoona Hospital Howard Ave. & 7th St.	Bell 4-0811
Roaring Spring	The Nason Hospital Park Ave.	Bell 80
Cumberland	Allegheny Hospital 215 Decatur St.	Bell 1463
Pittsburgh	Allegheny General 320 East North Ave., N. S.	Fairfax 2-0100
	St. Joseph's 2117 East Carson St.	Hubbard 1-0500
Wilkesburg	Columbia 312 Penn Ave.	FRemont 1-8600
Greensburg	Westmoreland Pittsburgh St.	5800
Latrobe	Latrobe Second Ave.	KEystone 7-7771
Johnstown	Conemaugh Valley Memorial 1086 Franklin St.	7-3521
Windber	Windber Hospital Association Somerset Ave.	867
Punxsutawney	The Adrian	89
Spangler	Miner's	760
McKeesport	McKeesport 1500 5th Ave.	HObart 6-4000
Monongahela	Memorial West Chess St.	Blackburn 8-4800
Brownsville	General Church St.	1000
Connellsville	State East Murphy Ave.	2400
Mt. Pleasant	Frick Memorial Main St.	2337
Uniontown	Uniontown West Berkley St.	83531
Indiana	Indiana	5-5571
Butler	Butler County Memorial East Brady St.	2731
Tarentum	Allegheny Valley Freeport Road	1-1100
New Kensington	Citizen's General 651 Fourth Ave.	Edison 7-3541

Location	Name and Address	Telephone Number
Kittanning	Armstrong County South McKean St.	43-1411
Sewickley	Valley Blackburn Road	Sewickley 2000
Rochester	General 500 Pinney St.	SP-4-6060
East Liverpool	City West 5th St.	FU-5-7200
Washington	Washington Leonard Ave.	3300
Steubenville	Gill Memorial 726 N. Sixth St.	AT-2-3671
	Ohio Valley Ross Park	AT-2-4541
Martins Ferry	Martins Ferry 83 North Third St.	310
Bellaire	The City 47th St.	2705
Wheeling	Wheeling 109 North Main St.	900
	Ohio Valley General 20th and Eoff Sts.	4840

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

First-Aid Boxes:

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

Stretchers:

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

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

OPERATING RULES

STANDARD TIME

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

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.
- Q**—Regular stop to discharge passengers from points east of Pittsburgh and to receive passengers.
- R**—Regular stop daily except Saturday, Sunday and Holidays for express, mail or newspapers.
- U**—Regular stop to receive passengers for west of Pittsburgh.
- V**—Regular stop daily except Saturday, Sunday and Holidays.
- W**—Stop on signal to discharge passengers from points east of Harrisburg and receive passengers for Columbus and beyond.
- Y**—Stop on signal to receive passengers for Ft. Wayne and beyond or to discharge passengers from Harrisburg and beyond.
- ↳—Train baggageman Monday only.
- ⌘—Train may leave in advance of schedule leaving time when station work is completed.
- †—Will run on specified dates shown on scheduled pages.
- △—Train baggageman Sunday only.

ENGINE WHISTLE SIGNALS

1014-A2. Referring to Rule 14,

On Beech Creek, Milesburg, Julian, Eagle and Park sidings,
Bald Eagle Branch:

— — — — — o —	Flagman return from West.
— — — — — o —	Flagman return from East.
— — — — — o —	Will apply on Valley No. 1 track, Brilliant Branch.
— — — — — o —	Will apply 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.

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

Will apply on tracks and between points shown below:

Track	Between	And
No. 101	CQ	UY

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

Will apply on track and between points shown below:

Track	Between	And
No. 102	Etna	CQ

1014 (dc)-A1. Rule 14 (dc) — — — — o o will apply:

Track	Between	And
Clearfield Secondary Track	Park	Vail
5	Gray	Tyrone
A	Deer	Hunt
Denholm Eastward Siding	Wall	East Wall

Also on following Secondary Tracks at Junction points:

Location	Junction	At
H. & P. Secondary Track	Main Line	Petersburg
Morrison Cove Secondary Track	H. & P. Secondary Track	Holly

1014 (ec)-A1. Rule 14 (ec) — — — — — o o will apply:

Track	Between	And
Clearfield Secondary Track	Vail	Park
Denholm Westward Siding	West Mifflin	Wall
C	Hunt	Deer

Also on following Secondary Tracks at Junction points:

Location	Junction	At
H. & P. Secondary Track	Main Line	Petersburg
Morrison Cove Secondary Track	H. & P. Secondary Track	Holly

1014 (l)-A1. Rule 14 (l), sound — — o — , will not be prolonged or repeated approaching following crossings at grade:**Main Line**

Crossing		Location
No.	Name	
52	Cassville Road	3798 ft. W. of Mill Creek.
30	Jacobs	Between M.P. 199 and M.P. 200, three miles E. of Huntingdon.
64	Tyrone	498 ft. W. Tyrone Station.

Hollidaysburg and Petersburg Branch

125	31st Street	Altoona.
123	58th Street	Eldorado.

H. & P. Secondary Track

95	High Street	99 ft. W. of Williamsburg Station.
111	Newry Street	75 ft. E. of Hollidaysburg Station.

Bedford Secondary Track

162	Richard St.	622 ft. N. of Bedford Station.

Bellefonte Secondary Track

	All Crossings	Milesburg

Morrison Cove Secondary Track

206	Main St.	437 ft. S. of Roaring Spring Station.

Clearfield Secondary Track

	All Crossings	Within borough limits of:
		Philipsburg
	All Crossings	Within borough limits of:
		Curwensville

Moshannon Secondary Track

	All Crossings	Houtzdale

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

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

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

1014 (1)-A2. Engine whistle will not be used to sound crossing alarm within the limits of following boroughs:

Borough	Alarm to be sounded by
Huntingdon	Engine bell
Tyrone (Clearfield Branch)	Engine bell
Clearfield	Engine bell

1014 (l)-A3. Portable whistle sign (yellow disc on which is shown the letter W in black) will be placed approximately 1250 feet in advance of locations where trackmen are working on main and secondary tracks, as follows:

Main Tracks	Secondary Tracks	
Hollidaysburg & Petersburg Branch Clearfield Branch Bald Eagle Branch	Lewistown Milroy H. & P. Morrison Cove Bedford Mt. Dallas Springfield Bellefonte Snow Shoe	Clearfield Philipsburg Moshannon Moshannon & Clearfield Coal Run Amesville Muddy Run Little Muddy Run

When portable whistle sign is displayed, **Rule 14 (l)** will apply.

1014 (r)-A1. Rule 14 (r), — — o, will apply:

When stops are to be made for coal, water, hot parts, etc.

Main Line

Direction	Sound engine whistle signal passing	Indication stop will be made at
Eastward	Spruce	Huntingdon
"	Jacks	*Ryde or Longfellow
"	Lewis	Denholm
"	Port	Bailey
Westward	View	Bailey
"	Mifflin	Denholm
"	Lewis	Longfellow or *Ryde
"	Jacks	Huntingdon
Westward	JD	Blairsville
"	Truxall	Kiskiminetas Jct.
"	AJ	Freeport
"	Higgins or UY	Etna
Eastward	CQ	Etna
"	UY or Higgins	Freeport
"	AJ	Vandergrift
"	BI	Blairsville
Northward	DN	Verona
"	DN	Kiskiminetas Jct.
"	FD	Red Bank (Nor. Reg.)
"	AJ	Verona

NOTE (*): Ryde is an Emergency water station.

Operator will notify train dispatcher promptly.

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

Bald Eagle Branch

Direction	Sound engine whistle signal passing	Sound	Indicate stop will be made at
Eastward	Park	— — o	Milesburg
"	Miles	— — o	Post Siding
Westward	Lock Haven	— — o	Post Siding
"	Lock Haven	— — oo	Milesburg

Operator will notify train dispatcher promptly.

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 Secondary Track

Track	Between	And
Single Track	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	UY

MONONGAHELA BRANCH

Track	Between	And
Scully No. 1 and Scully No. 2	Monon	OB

1014 (db) and (eb)-A1. Rule 14 (db) and 14 (eb) will apply:

Low Grade Branch

Track	Between	And
No. 1 and No. 2	Rochester	Region Post (Lake Reg.)

River Branch

Track	Between	And
No. 1 and No. 2	Yellow Creek	Clayport

Bayard Branch

Track	Between	And
No. 1 and No. 2	Rochester	Vanport

Yellow Creek Secondary Track

Track	Between	And
Yellow Creek	River	Branch

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

Washington Secondary Track

Track	Between	And
Secondary	MO	WH

Wheeling Secondary Track

Track	Between	And
Secondary	East Steubenville	Zane

Powhatan Secondary Track

Track	Between	And
Secondary	GR	OJ

New Cumberland Secondary Track

Track	Between	And
Secondary	WN	HS

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

Scully Branch

Track	Between	And
Scully No. 1 and No. 2	Division Post (Monon Branch Monon)	Wagner

Ohio Connecting Bridge

Track	Between	And
O. C. Bridge No. 1 and No. 2	Esplen	Jacks Run
O. C. Bridge No. 3 and No. 4	Island Ave. Jct.	Pennsylvania Ave.

Chartiers Branch

Track	Between	And
Single	Wagner	KY

Burgetts Branch

Track	Between	And
Single	Burgetts	CN

Wheeling Secondary Track

Track	Between	And
Secondary	Weirton Jct.	East Steubenville

1014 (1)-A1. Rule 14 (1) will apply:

For the crossing just east of Pitcairn station only between the hours of 6:00 A. M. and 5:00 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.

Approaching track gangs and other points where men may be working on or about tracks.

Approaching No. 5 tunnel, Gould and prolonged or repeated until entering tunnel.

Eastward trains on No. 1, track, approaching east end of Relay Yard, Conway.

Approaching the first public grade crossing at Steubenville, and need not be sounded at other crossings while passing through Steubenville.

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 operator by trainphone stating that such stop is to be made. The operator 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—West of interlocking C Block Station.

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. 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.

1026-A1. Red lights, marked to indicate the unloading locations of tank cars at the Acid Unloading Station on west end of No. 7 track in 54 inch Strip Mill, Weirton Steel Company, Weirton, are mounted on a vertical post adjacent to the platform.

A red light displayed indicates the particular tank car that is connected for unloading and this tank car must not be coupled to or moved.

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
Hollidaysburg and Petersburg Branch	Entire Branch	All Switches
H. & P. Secondary Track	Secondary Track	All Switches
Morrison Cove Secondary Track	Secondary Track	All Switches
Bedford Secondary Track	Secondary Track	All Switches
Mt. Dallas Secondary Track	Secondary Track	All Switches
Clearfield Secondary Track	Secondary Track	All Switches
Moshannon Secondary Track	Secondary Track	All Switches
Lewistown Secondary Track	Secondary Track	All Switches
Milroy Secondary Track	Secondary Track	All Switches
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

Location	Main, secondary track or siding	Switch
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 Tracks	All Switches
South Fork	Secondary Track	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	Secondary Track, North of Jamison No. 2 Jet.	All Switches
Jamison No. 2	Secondary Track	All Switches
Manor	Secondary Track	All Switches
Youghiogheny	Secondary Track	All Switches
Turtle Creek Branch	Main Track	All Switches
Turtle Creek	Secondary Track	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
Marianna	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
Greensburg	Industrial Track	All Switches
Greensburg	Secondary Track	All Switches
Huff	Secondary Track	All Switches
Hempfield	Secondary Track	All Switches

Location	Main, secondary track or siding	Switch
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	Industrial Track	All Switches
Fairchance	Industrial Track	All Switches
Oliphant	Industrial Track	All Switches
Indiana	Secondary Track	All Switches between B. & O. Connection and Indiana
No. 0 29th St. to Pitt	Secondary Track	All Switches
Yellow Creek	Industrial Track	All Switches
Avonmore	Industrial Track	All Switches
Apollo	Industrial Track	All Switches
Plum Creek	Industrial Track	All Switches
Pucketa	Industrial Track	All Switches
Schenley	Industrial Track	All Switches
Beaver Valley	Secondary Track	All Switches

1033-A1. In the application of **Rule 33**, switchtenders in Pitcairn Yard and at Bridge 20.96 east end Mingo Junction Yard:

Yellow flag by day and a yellow light by night will govern movement in westward direction.

Green flag by day and green light by night will govern movement in eastward direction.

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 New Portage Secondary Track, at fixed signal 481 (westward distant signal for SF Interlocking).

This sign will indicate to which track at SF, westward trains on New Portage Secondary Track, 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.

1037-A2. Westward freight trains destined to Conway Yard will be governed as to the yarding of their train by track number displayed by illuminated sign located in the window, east side of East Conway Block Station.

1037-A3. Eastward freight trains destined to Conway Yard will be governed by yard and track number displayed by illuminated sign located in the window, west side of Rochester Block Station.

1037-A4. 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.

Facing Hand-operated Switches

1037-C. Train orders on main tracks and verbal permission of signalman when authorized by the superintendent of transportation on secondary tracks must be used to advance a train or engine at a Manual Block Signal which cannot be cleared where facing 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	
Wye	Westward	New Portage Secondary	Wye Block Station and switch 10 feet west of signal.
Miles	Eastward	Bellefonte	Miles Block Station and Westward distant signal No. B 320
BF	Northward	No. 1 Secondary	BF—Block Station and switch 2255 feet north of signal inclusive.
MC	Northward	No. 1 Secondary	MC—Block Station and switch 6635 feet north of signal inclusive.
SF	Eastward	New Portage Secondary	SF—Block Station and switches 1336 feet and 2136 feet respectively, east of SF.
DN	Northward	1	DN—Block Station and Mile Post 11.
LD	Westward	2	LD—Block Station and Mile Post 2.
Burgetts	Westward	Single	Westward Block Signal, Burgetts Br., and a point 2811 feet west thereof.
Weirton Jct.	Westward	Wheeling Secondary	Weirton Jct. Block Station and East Steubenville, Wheeling Secondary Track.
Weirton Jct.	Eastward	Single	Eastward Block Signal, New Cumberland Br., and a point 700 feet east thereof.
Zane	Eastward	Wheeling Secondary	Zane Block Station and first switch east thereof, Wheeling Secondary Track.

^cNOTE—A train or engine receiving train order on main track or in the application of **Rule 362** verbal permission of operator 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 a slide, must promptly report to Superintendent Transportation.

1043-A1. Slide protection fences in service:

Main Line

Track Between	Location
Signal Bridges Nos. 2722 and 2713	AO-Conemaugh
Signal Bridges Nos. 2547 and 2572	Lilly-BC
(2700 feet west of Mile Post 14 and Bridge 15.17).	BI-Atlas
(Mile Post 42 and Mile Post 43).	Hyde Park-Leechburg

Allegheny Branch

(Mile Post 20.2 and Mile Post 20.7)	Arnold-Braeburn
(Mile Post 20.8 and Mile Post 20.9)	Arnold-Braeburn
(Mile Post 21.3 and Mile Post 21.5)	Arnold-Braeburn
(Mile Post 22.4 and Mile Post 22.5)	Arnold-Braeburn

Monongahela Secondary Track

905 feet north of Mile Post 51 and a point 3075 feet north of Mile Post 51.	California-West Brownsville Jct.

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.

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

Allegheny Branch

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

SUPERIORITY OF TRAINS

1072-A1. Eastward and Southward trains are superior by direction to trains of the same class in the opposite direction on Entire Region, except on Allegheny Branch, unless otherwise specified.

Northward trains are superior by direction to trains of the same class in the opposite direction on Allegheny Branch.

GENERAL ORDERS

1075-A1. Bulletin Boards, Employees' Registers, Standard Clocks

Location of Bulletin Boards on this Region and other railroads where General Orders of this Region will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Region, also locations on this Region where General Orders of other Regions and railroads will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions or Railroads
X	X	X	Lewistown, Yard Office	Philadelphia Northern
X	X	.....	Mount Union, Agent's Office, Freight Station	
X	X	X	Huntingdon, Oil House Office	Philadelphia
X	X	.....	Osceola Mills, Engine House	Northern
X	X	.....	Osceola Mills, Yard Office	Northern
X	X	.....	Bellefonte, Yard Office	Northern
X	X	.....	Tyrone, Yard Office	Philadelphia Northern
X	X	.....	Hollidaysburg, Yard Master's Office	
X	X	X	East Altoona, Asst. Yard Master's Office, Farm	
X	X	X	East Altoona, Crew Dispatcher's Office	Northern Philadelphia W.M.R.R.
X	X	X	Altoona, Brush Eastbound	
X	X	X	Altoona, Asst. Yard Master's Office, Homer	
X	X	X	Altoona, Crew Dispatcher's Office, Rose	Northern
X	X	.....	Altoona, Asst. Yard Master's Office, Furnace	
X	X	.....	Altoona, Asst. Yard Master's Office, Scales	
X	X	.....	Altoona, Asst. Yard Master's Office, South	Philadelphia W.M.R.R.
X	X	X	Altoona, Passenger Crew Dispatcher's Office	Philadelphia
X	X	X	Cresson, Crew Dispatcher's Office	C.T.&D.R.R.
X	X	X	South Fork, Yard Office	
X	X	X	Conemaugh, Engine House	
X	X	X	Yard Master's Office, Woodvale	
X	X	X	Derry, Yard Master's Office	
X	X	.....	Jeannette, Yard Master's Office	
X	X	X	Pitcairn, Crew Dispatcher's Office	Northwestern Lake Buckeye C.&N. (B.&O.R.R.)
X	X	X	Yard Master's Office, Westward Class, Yard	
X	X	X	Yard Master's Office, Eastward Class, Yard	
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	
X	X	X	Pittsburgh, Crew Dispatcher's Office, 115 Pennsylvania Station	Northwestern Lake Buckeye C.&N. (B.&O.R.R.) Akron (B.&O.R.R.) Monongahela Ry.
X	X	X	Engine House, 28th Street	

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions or Railroads
X	X	X	Crew Dispatcher's Office, PITT	Northern Lake Buckeye
X X	X X	.....	Asst. Yard Master's Office, West End, Yard C 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	C.T.&D.R.R.
X	X	X	Thirtieth Street, Yard Master's Office	Northern Lake Buckeye Monongahela Ry.
X	X	.....	Riverton Yard, McKeesport, Car Inspector's Building	
X	X	X	Thomson, Yard Master's Office	
X	X	X	Wilson, Yard Master's Office	
X	X	X	Shire Oaks, Crew Dispatcher's Office	Northern Lake Monongahela Ry.
X	X	X	Donora, Agent's Office	
X	X	X	West Brownsville Junction, Yard Master's Office	Monongahela Ry.
X	X	X	Youngwood, Yard Master's Office	
X	X	X	Uniontown, Yard Master's Office	
X	.....	.....	South Brownsville (Monongahela Ry.), Yard Master's Office	
X	.....	.....	Glenwood Yard (B.&O.R.R.), Chief Caller's Office	
X	X	X	Blairsville, Yard Master's Office	
X	X	X	Kiskiminetas Jct., Yard Master's Office	
X	.....	.....	W. R. R., West Winfield	
X	X	X	Sharpsburg, Freight Station	
X	X	X	Stock Yards, Yard Master's Office	
X	X	X	Pittsburgh, Yard Master's Office, 16th St.	
X	X	X	Pittsburgh, Yard Master's Office, 43rd St.	
X	X	X	Verona, Yard Office	
X	X	X	New Kensington, Yard Office	Unity Railways Co.
X	X	X	Island Avenue, Yard Office	Northwestern Lake
X	X	.....	Economy, Yard Office	
X X	X X	X X	Conway, Main Yard Office Conway, No. 4 Yard Office	Northern Northwestern Buckeye Lake Akron Div. B.&O.R. R. Wheeling Div. B.&O.R.R.
X	X	X	Conway, Engine House	Northern Northwestern Buckeye Lake Akron Div. B.&O.R. R. Wheeling Div. B.&O.R.R.
X X	X X	X	Conway, No. 5 Yard Office Conway, No. 8 Yard Office	

Bulletin Board	Employee's Register	Standard Clock	Location	Other Regions or Railroad
X	X	.....	Midland, Freight Station	
X	X	X	Wellsville, Engine House	Lake
X	.....	.....	P.C.&Y.R.R., McKees Rocks	
X	X	X	Scully, Yard Master's Office	Buckeye Lake C.&N. Div. B.&O.R.R.
X	X	.....	Washington, Old Chestnut Street Passenger Station	
X	X	.....	Burgettstown, Freight Station	
X	X	X	Weirton Jct., Yard Master's Office	Buckeye Lake C. & N. Div. B.&O.R.R.
X	X	X	Weirton, Freight Station	
X	X	X	Chester, Freight Station	
X	X	X	Mingo Jct., Engine House	Lake Buckeye C.&N. Div. B.&O.R.R. Nickel Plate Road
X	X	.....	Mingo Jct., Scale Office	
X	.....	.....	Mingo Jct., Yard Office (300 yard)	
X	X	X	Benwood, Engine House	
X	X	.....	Martins Ferry, Yard Master's Office	

NOTE—X indicates in service.

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

Point	Location of Bulletin Boards
Altoona Yard (For Conductors and enginemen of westward freight trains and eastward relay trains leaving Altoona Yard.)	Engine House, East Altoona Rose South
Pitcairn (For Pitcairn-Altoona Pool Crews only.)	Crew Dispatcher's Office Yard Master's Office Eastward Classification Yard.

1075-A3. Standard clocks at other points:
Open Block Stations
Train Dispatcher's Offices
Train Order Offices

General Order Zones

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

Zone A—Main Line (Middle) Branches, Secondary tracks and Running tracks.

Zone B—Main Line (Pittsburgh) Branches, Secondary tracks and Running tracks.

Zone C—Main Line (Conemaugh) Branches, Secondary tracks and Running tracks.

Zone D—Main Line (Eastern) Branches, Secondary tracks and Running tracks.

Zone E—Main Line (Panhandle) Branches, Secondary tracks and Running tracks.

Qualification of Conductor or Engineman

1075-A5. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own region, or a part of it, or over connecting regions used in interregional service within a period of twelve 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 region involved, be examined and qualified by the proper region officer.

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

Conductors and engineman extending their qualification by making trips (not in service) must be re-examined after the expiration of one year.

NOTE—Referring to Rule 75 and Special Instruction 1075-A5: It must be understood that a conductor or engineman shall be in service as such and that no service as a fireman or brakeman will be recognized in retaining qualifications as a conductor or engineman under this instruction.

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
DV	Home	No. 3 and No. 4 tracks
Higgins	Home	No. 1 and No. 2 tracks
Leetsdale	Home	Nos. 1, 2, 3 and 4 tracks
Oakdale	No. 147	No. 3 track

When the illuminated letter E is displayed for trains stopped at these signals, the train crew 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.

At Burgetts a Proceed Signal displayed for westward trains will indicate that all trains due which are superior have arrived or left.

Train Ready Indicators

1084-A1. At Altoona passenger station, enginemen of eastward and westward trains using No. 1, 2, 3 or 4 tracks stopping with engine beyond interlocking signal, will start on receiving communicating signal, provided that in addition, a hand signal to proceed is received from a member of the train crew. The conductor will be responsible for knowing interlocking signal is in proceed position before starting train.

Yard Limits

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

Track	Between	And
H. & P. Secondary Track	2500 feet East of Frank	Holly
Morrison Cove Secondary Track and Bedford Secondary Track	2328 feet North of Brook	East Freedom
Bedford Secondary Track	3843 feet North of Creek	3077 feet South of Ford
Mt. Dallas Secondary Rack	Creek	1176 feet North of Dallas
Bedford Secondary Track	2500 feet North of State	Jct. of P. R. R. and W. M. Ry. Tracks South of State Line
Bald Eagle Branch	Lock Haven (Northern Reg.)	520 feet West of Post (Nor. Reg.)
Bellefonte Secondary Track	Miles	534 feet East of White (Nor. Region)
Clearfield Secondary Track	6500 feet North of Clearfield	Field
	1455 feet North of Phil	1814 feet South of Phil
	1300 feet North of Maple	4721 feet South of Mills

Track	Between	And
Moshannon Secondary Track	Mills	Coal
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 Nantyglo	0.7 mile west of Nantyglo
	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.
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 Br.
Turtle Creek Branch	Trafford	0.7 mile east of BY
Southwest Secondary Track	0.4 mile north of County Jct.	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

Track	Between	And
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.
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
Butler Secondary Track	JB	Mile Post 1
	Mile Post 20	VO
Burgetts Branch	Burgetts	CN
Terminal Branch	WT	Zane
New Cumberland Branch	Weirton Jct.	WN
Washington Secondary Track	MO	Mile Post 17, east of Meadow Lands
	WS	WH
Wheeling Secondary Track	Weirton Jct.	Mile Post 9, west of Brook
	West End Beech Bottom Siding	East end Short Creek Siding
	Mile Post 18, east of East Warwood	Zane
Weirton Secondary Track	CY	WN
New Cumberland Secondary Track	WN	Mile Post 3, east of East Weirton
	One half mile east of East Toronto	One half mile east of Moscow
	NG	HS
Powhatan Secondary Track	One fourth mile east of Ohio Jct.	One fourth mile west of Wegee
	1500 feet east of Mile Post 54	PN

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

Track	Between	And
A, No. 1 and No. 2	Slope	Alto
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 Sta.)
No. 1 and No. 2	Sig-Bridge M-48-49, 265 feet north of Hays	Switch connection in No. 1 track leading to south end of McKeesport Yard, 2600 feet south of South Duquesne.
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 operator 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 region over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc. Governing Movements Over Crossing		Requirements	Note
	Type	Indication or Position		
Betz Jct. N.Y.C.R.R.	Stop board	Stop	Stop before crossing	1
Loch Lomond Jct. N.Y.C.R.R.	Stop board	Stop	Stop before crossing	1
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.	3
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.	4
Indiana Wye B.&O.R.R.	Position Light Signal	More favorable than stop	Cross without stopping.	5
VO B.&O.R.R.	Semaphore	More favorable than stop	Cross without stopping	6
	Hand Signal	More favorable than stop		
Tiltonville, Nickel Plate Road	Target	Horizontal	Stop before crossing.	7
Bridgeport, B.&O.R.R.	Target	Horizontal	Stop before crossing.	8
Bellaire, B.&O.R.R.	Target	Horizontal	Stop before crossing.	9

NOTE 1. Referring to Rule 9:

Night signals will not be displayed.

All trains of both railroads must stop at stop board and not proceed over crossing until the crew has ascertained that the movement may be made with safety.

In case trains of both railroads arrive at the crossing at approximately the same time, trains of Pennsylvania Railroad will have prior right to the crossing.

NOTE 3. Proceed not exceeding speed of 6 miles per hour. Engineman will observe **Rule 14 (m)** approaching crossing.

NOTE 4. A member of crew must be sent ahead of train.

NOTE 5. The normal position of signals is for B. & O. R. R. movement over crossing.

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

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

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

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

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

NOTE 6. Trains approaching B. & O. R. R. grade crossing at VO will not foul the crossing without first receiving a proper hand signal from the signalman, given with a yellow flag by day and a yellow light by night, in addition to the proper proceed fixed signal.

NOTE 7. The normal position of target at Tiltonville will be for Nickel Plate Road trains. Nickel Plate Road cross-over switches will be locked with P.R.R. and Nickel Plate Road switch locks. Trainmen of P.R.R. trains will be required to change the position of the target, throw the cross-over switches for their movement over the crossing, and return switches to normal position after cross-over movement is completed.

Nickel Plate Road trains will approach crossing under full control, prepared to stop; but will proceed over the crossing at a speed not exceeding 15 miles per hour if target is set for them and crossing seen to be clear.

NOTE 8. Target at B. & O. R. R. crossing west of Bridgeport station will be operated by trainmen and left in position last used.

NOTE 9. Target at B. & O. R. R. crossing east of Bellaire station will be operated by trainmen and left in position last used.

1098-A3. Weirton Steel Company and Pennsylvania trains operating on or across Weirton Steel Company slag track between Strip Steel crossovers and Slag Dump west of Standard Slag Company plant at west end Weirton Junction Yard, must approach grade crossings on this track over lead to Cove Valley Lumber Company, Weirton Junction enginehouse wye track, leads to Scott Lumber Company plant and Standard Slag Company plant, prepared to stop clear of crossings and not cross until it is known crossings are clear.

1098-A4. Trains using track leading from Martins Ferry Furnace Yard to B. & O. R. R. Interchange track at First Street, Martins Ferry must stop before crossing B. & O. R. R. track unless proceed signal is received from trainman of such train or engine stationed at crossing to protect the movement.

Automatic Highway Crossing Protection For No. 16 and No. 17

1103-A1. When No. 16 or No. 17 stops on or near a Public Highway Crossing at grade, protected by Automatic Highway Crossing Signals or Gates, a member of the crew must protect the crossing against highway traffic.

Automatic Highway Crossing Protection on Sidings, Yards 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
Main Line	Route 603	McVeytown	Wharf Side Track	
H. & P. Secondary	Route 866	Williamsburg	Siding, Storage and Station Track	1
	Route 203	Williamsburg	High Street	1
Clearfield Secondary	Route 322	Blue Ball	General Refractories Track	1
Pittsburgh Yard	Liberty Ave.	Pittsburgh	Penn-Duquesne Warehouse	2
Pittsburgh Yard	14th Street	Pittsburgh	Penn-Duquesne Warehouse	2
Pittsburgh Yard	16th Street	Pittsburgh	Penn-Duquesne Warehouse	2
Black Lick Secondary	Chestnut St.	Nanty-Glo	Black Lick and Interchange Track	
Cresson Secondary	Magee Ave.	Patton	Siding and Two Storage Tracks	3
Southwest Secondary	Route 31 just south of MP 12	Tarr	Delivery Track	
Southwest Secondary	Oliver Road	750 feet north of Redstone Junction	Oliver Road	4
Southwest Secondary	Ruth's Crossing	Scottdale	Siding and Storage Tracks	
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	
Main Line Conemaugh	Center Ave.	Blawnox	Blawnox Co. Track	5
	Butler St.	Springdale	West Penn Power Co. Track Old Coach Track	5
	Center St.	Tarentum	Yard Track	5
	Lock St.	Tarentum	Yard Track	5
	Corbett St.	Tarentum	Yard Track	5
	Bridge St.	Tarentum	Yard Track	5
	Morgan St.	Brackenridge	Yard Track	5
	Mile Lock Lane	Brackenridge	Allegheny Ludlum Steel Co. Track	5
	Phila. St.	Natrona	Yard Track-Allegheny Ludlum	5
	Federal St.	Natrona	Yard Track-Allegheny Ludlum	5
Allegheny Branch	Grant St.	Verona	Yard Tracks	5
	Third St.	Parnassus	Pucketa Creek Industrial Track	5
	Fourth St.	Parnassus	Pucketa Creek Industrial Track	5
	Seventh St.	New Kensington	New Kensington Shifting Track	5
	Eighth St.	New Kensington	New Kensington Shifting Track	5
	Road Crossing at Station	Braeburn	Siding	5
	Route 128	FD	Pittsburgh Plate Glass Co. Track	6
River Branch	Stewart St. State Route 152, 1850 ft. east of MP 6	Empire	Storage Track and Union Clay Mfg. Co. Tracks south of No. 1 eastward Track.	7

Track	Crossing	Location	Protection actuated by trains operating on tracks	Note
Main Line Panhandle	Ross St., 1650 feet east of MP 43	Steubenville	Industrial track, first track north of No. 2 westward track.	5-8
	Logan St., 725 feet east of MP 43	Steubenville	Yard track, first track north of No. 2 westward track.	5-8
	North St., 125 feet west of MP 43	Steubenville	Mill yard track, first track south of No. 1 eastward track. First three yard tracks north of No. 2 westward track.	5-8
	Washington St., 800 feet west of MP 43	Steubenville	First six yard tracks, north of No. 2 westward track.	5-8
	Slack St., 1700 feet east of MP 44	Steubenville	Industrial tracks, first and second tracks north of No. 2 westward track.	5-8
Sully Branch (P.C.&Y.)	Chestnut St., 675 feet east of MP 1 P.C.&Y.R.R.	Carnegie	Industrial track, first track south of No. 105 Secondary track.	5
Washington Secondary Track	College St., 2250 feet east of MP 14	Canonsburg	Industrial track, first track north of Secondary track. Industrial track, first track south of Secondary Track.	
	Pike St., 1550 feet east of MP 14	Canonsburg	Industrial track, first track south of Secondary Track.	
	Central Ave., 375 feet west of MP 14	Canonsburg	Industrial track, first track north of Secondary Track. Industrial track, first track south of Secondary Track.	
	Jefferson Ave., 775 feet west of MP 14	Canonsburg	Industrial track, first track south of Secondary Track.	
	Strabane Ave., 1500 feet east of MP 15	Canonsburg	Three Industrial tracks, first, second and third tracks north of Secondary Track and Industrial track, first track south of Secondary Track.	
	Main St., 1470 feet west of MP 15	Houston	Industrial track, first track south of Secondary Track.	
Wheeling Secondary Track	Nineteenth St., 300 feet east of MP WJ-7	Wellsburg	Industrial track, first track north of single track and Industrial track, first track south of Secondary Track.	2
	Seventh St., MP WJ-8	Wellsburg	Industrial track, first track south of Secondary Track.	2
	Fifth St., 625 feet west of MP WJ-8	Wellsburg	Industrial track, first track south of Secondary Track.	2
New Cumberland Br.	Lee's Crossing, State Route No. 22, 375 feet east MP 1	Weirton Jct.	Yard track, first track north of single track. Weirton Steel track, second track north of single track.	2

NOTE 1. Cut-in button, located on relay case, must be pressed continuously until engine or car passes "CC" sign to cause the automatic feature to function.

NOTE 2. 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 3. 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 4. 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.

NOTE 5. Trains and engines using these tracks, must stop on track circuit which extends approximately 70 feet on each side of the crossing and crew must assure themselves that the crossing protection is operating before proceeding over crossing.

NOTE 6. During the hours FD Block and Interlocking Station is not in service all movements from and to Pittsburgh Plate Glass Company Track and FD Southward Siding must stop on track circuit which extends approximately 70 feet on each side of the crossing and crew must assure themselves that the crossing protection is operating before proceeding over crossing.

NOTE 7. In event the automatic crossing protection is not operating, protection must be provided as prescribed by **Rule 103.**

NOTE 8. See Special Instruction **1103-A8.**

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
Main Line	Traffic Route 603	McVeytown		
Hollidaysburg & Petersburg Branch	31st Street	Altoona		
H. & P. Secondary Track	Traffic Route No. 866	Williamsburg		
Morrison Cove Secondary Track	Traffic Route No. 286	McKee		
Bedford Secondary Track	Traffic Route No. 220 (Richard St.)	Bedford		
Clearfield Secondary Track	Traffic Route No. 322 (General Refractories Track)	Blue Ball		
	Traffic Route Mo. 858	Southward at Vail		
Southwest Secondary	U S 119	Connellsville	670 feet south of and 670 feet north of crossing	North and South
Southwest Secondary	West Crawford Avenue	Connellsville	330 feet north of and 350 feet south of crossing	North and South
Opposum Run Industrial	West Crawford Avenue	Connellsville	600 feet south of crossing	North
Siding West of Opposum Run Industrial	West Crawford Avenue	Connellsville	75 feet north of crossing	South
Siding, East of Opposum Run Industrial	West Crawford Avenue	Connellsville	295 feet south of crossing	North
Main Line Conemaugh	Corbet St., No. 1 track	Tarentum	South Side of Yard Track	Eastward

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
Main Line	Traffic Route No. 603 (Nos. 3 & 4 tracks only)	McVeytown	In black box marked "PB" on north side of crossing adjacent to station building.	
Yard Track	Burda, 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
Greensburg Secondary & Industrial Tracks	Huff Avenue	South Greensburg	On flashing light signal pole west of Secondary Track and on instrument case east of Industrial 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
Allegheny Branch	No. 1 Track, 3rd Street No. 1 Track, 4th Street	Parnassus	On relay case at crossing.	
Allegheny Branch	7th Street 8th Street 9th Street	New Kensington	Watchman's tower, 9th St.	
Indiana Secondary	School St. Church St.	Indiana	On relay case at crossing.	
Scully Br. (P.C.&Y.)	Chestnut St., 675 feet east of MP 1 (P.C.&Y.)	Carnegie	South side of crossing.	
Washington Secondary Track	College St., 2250 feet east of MP 14	Canonsburg	Standards on north and south side of crossing.	
	Pike St., 1550 feet east of MP 14	Canonsburg	Standards on north and south side of crossing.	
	Central Ave., 375 feet west of MP 14	Canonsburg	Standards on north and south side of crossing.	
	Jefferson Ave. 775 feet west of MP 14	Canonsburg	Standards on north and south side of crossing.	
	Strabane Ave. 1500 feet east of MP 15	Canonsburg	Standards on north and south side of crossing.	
Westland Industrial Track	Pike St., 2100 feet west of MP 0	Houston	Relay case at crossing.	
Powhatan Secondary Track	Public road, 705 feet west of MP 33	Yorkville	Flasher standard, north side of crossing.	
New Cumberland Branch	Cove Road crossing, State Rt. 22, 375 ft. east of MP 0	Weirton Jct.	Standards on north and south side of crossing.	

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 operator'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 operator'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 operator 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 operator 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 both 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 secondary track and on instrument case east of Industrial 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.

Interrupting Operation of Automatic Highway Crossing Protection Automatically

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

Track	Crossing	Location
Main Line	Traffic Route No. 603 (tracks 1, 3 and 4)	McVeytown
	Traffic Route No. 825 (tracks 3 and 4)	Tipton
Morrison Cove Secondary Track	Traffic Route No. 286	McKee
Clearfield Branch	12th Street 13th Street 14th Street	Tyrone
Bald Eagle Branch	Traffic Route No. 58	Mill Hall
Main Line Conemaugh	No. 2 track, Philadelphia Ave.	Natrona
	No. 1 track, Corbet St. No. 2 track, Lock St. No. 1 track, Center St. No. 2 track, Center St.	Tarentum
	No. 1 track, Butler St.	Springdale

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

1103-A8. Apparatus controlled by watchmen in towers at North and Market Streets, Steubenville is provided to interrupt the operation of the automatic highway crossing protection manually at the following locations:

Franklin Avenue.....	} Steubenville
Ross Street.....	
Logan Street.....	
North Street.....	
Washington Avenue.....	
Market Street.....	
Adams Street.....	
South Street.....	
Slack Street.....	

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

After stopping en-route on main tracks clear of a crossing, or before proceeding over a crossing on a yard or an industrial track, not shown in Special Instruction **1103-A2**, movements in either direction over the crossings must not be made until protection is provided as prescribed in **Rule 103**, or the automatic operation of this protection has been re-established.

1103-A9. To avoid unnecessary operation of automatic highway crossing protection at Patterson's Crossing west of Burgettstown, eastward trains on all tracks, except those working at Francis Mine, are prohibited from letting any portion of their train stand on circuit which extends from a point 400 feet east of Francis Mine switch to Patterson's 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
Yard	Jefferson St.	Mt. Union	9.00 PM and 1.00 PM Monday thru Friday, and 9.00 PM Friday to 1.00 PM Monday.	
Ellsworth Secondary Track	Main Street S.H. Route 88	MC	7.01 AM Saturday and 7.01 AM Monday.	
Blairsville Industrial	Market St.	Blairsville	7.00 AM Sunday and 7.00 AM Monday	1
Chartiers Branch	Main Street	Carnegie	10.00 PM Saturday and 10.00 PM Sunday	
Chartiers Branch	Station St.	Bridgeville	10.00 PM Saturday and 10.00 PM Sunday.	
Wheeling Secondary Track	12th Street	Wellsburg	Continuously	2
Wheeling Secondary Track	25th Street	Wellsburg	Continuously	3
Terminal Branch	Eoff Street	Wheeling	10.00 PM and 2.00 PM Daily Except Sunday. Sunday Continuously.	4
Terminal Branch	Chapline St.	Wheeling	10.00 PM and 2.00 PM Daily Except Sunday. Sunday Continuously.	4
Powhatan Secondary Track	Hanover St.	Martins Ferry	10.00 PM and 2.00 PM Sunday Continuously.	5
Powhatan Secondary Track	Center St.	Martins Ferry	10.00 PM and 2.00 PM Sunday Continuously.	5

NOTE 1. Two flagmen, with red flags by day and red and white lanterns by night, must precede each movement over crossing and remain at crossing on each side of train until it has cleared crossing.

NOTE 2. All trains and engines in either direction between the hours of 8.30 A.M. and 4.30 P.M. must station a member of crew on crossing to protect the movement before passing over it.

NOTE 3. All trains and engines in either direction between the hours of 8.30 A.M. and 4.30 P.M. daily except Sunday, must station a member of crew on crossing to protect the movement before passing over it.

NOTE 4. All trains and engines in either direction between the hours of 2.00 P.M. and 10.00 P.M. on Sunday, must station a member of crew on crossing to protect the movement before passing over it.

NOTE 5. All trains and engines in either direction between the hours of 5.00 A.M. and 2.00 P.M., daily except Sunday, and during all hours on Sunday, must station a member of crew on crossing to protect the movement before passing over it.

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
Duncannon Old Line	All crossings	Duncannon
Newport Old Line	Market Street U. S. Route 34, 747 ft. east of Freight Station	Newport
Breyer Ice Cream Co.	State Route 50024, 3206 ft. east of Freight Station	Millerstown
Lewistown Secondary	Juniata St.—2871 ft. east of Station	Lewistown
	Main Street, U. S. Route 22—3661 ft. east of Station	Lewistown
American Viscose Co.	Elizabeth Street, 850 ft. west of Station	Lewistown
Furnace Industrial	South Dorcas St., 1465 ft. west of connection to Lewistown second- ary track	Lewistown
	South Main Street, U. S. Route 22, 2498 ft. west of connection to Lewistown second- ary track	Lewistown
	Alley—2796 ft. west of connection to Lewistown secondary track	Lewistown
	South Wayne St., 3119 ft. west of connection to Lewistown secondary track	Lewistown
	South Grand St., 6810 ft. west of connection to Lewistown secondary track	Lewistown
	South Wayne St., 6992 ft. west of connection to Lewistown secondary track	Lewistown
Milroy Secondary	State Route 322, 59 ft. east of Freight Station	Reedsville
Mt. Union Old Line	Washington Street, 100 ft. west of Freight Station	Mount Union

Track	Crossing	Location
Penna. Glass Sand Co., Bridgeport	State Route 376, (Old U. S. Route 22)	West of Mapleton
East Leg of Wye	Pennsylvania Ave., 35 ft. east of Station	Tyrone
Berwind White Coal Co.	William Penn Highway, U. S. Route 22	Hollidaysburg
Morrison Cove Secondary	Main St., State Route 36, 437 ft. south of Station	Roaring Spring
	State Route 85, 44 ft. south of Freight Station	Curry
Bloomfield	Main St., State Route 36, 437 ft. south of Station	Roaring Spring
General Refractories Co.	State Route 220, 3480 ft. north of Station	Claysburg
New Enterprise Stone & Lime Co.	State Route 281, 325 ft. south of Jct. with Mt. Dallas Secondary Track	Ashcom
Canoe Creek Secondary	U. S. Route 22, 3158 ft. east of Jct..	Canoe Creek Jct.
Basalt Trap Rock Co.	State Route 118, 3140 ft. east of Jct.	Clover Creek Jct.
Bellefonte Secondary	Lamb St., 1111 ft. west of Station	Bellefonte
	High St., State Route 550, 143 ft. west of Station	Bellefonte
	Water St., State Route 346, 1249 ft. east of Station	Bellefonte
White Rock Quarries, Pleasant Gap	State Route 64, 2070 ft. east of connection to Bellefonte Secondary Track	White
Moshannon Secondary	State Route 53	Coal Run Jct.
	State Route 53, 854 ft. north of Station	Madera
Big Run Secondary	State Route 53, 369 ft. south of Jct.	South of Jct. Moshannon Secondary Track
Amesville Secondary	State Route 53, 4410 ft. south of Jct.	South of Jct. Moshannon Secondary Track

Track	Crossing	Location
Clearfield Secondary	Maple St., State Route 53, 866 ft. south of Station	Philipsburg
	Pine St., 509 ft. north of Station	Philipsburg
	Presqueisle St., 126 ft. south of Station	Philipsburg
Philipsburg Secondary	Front St., State Route 322, 773 ft. north of Jct.	Philipsburg
Snow Shoe Secondary	State Route 220, 989 ft. west of Jct.	Snow Shoe Intersection
Mine Track 336-B	St. Thomas and Forest Sts.	Gallitzin
Hastings Secondary Track	Route 36, Bridge St. and Rich Hill Mine Track	Hastings
McCoy Run	Route 80	Banks Township
Glen Campbell Industrial Tracks	Route 80	Glen Campbell
Industrial Track west side of Secondary Tracks	Orvis St.	Spangler
Spangler Industrial	All Crossings	Spangler
Porter Run	U. S. Route 219	Barnesboro
Walnut Run	U. S. Route 219	Barnesboro
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 F-78	S. H. Route 869	Onnalinda
Windber Wye	Route 56	Windber
Mine Track F-124, Shade Creek Branch	Route 55-110	Loyalhanna No. 7
Main Track	Sunshine Ave.	Central City
Mine Track F-125, Shade Creek Branch	Route 55-110	Reitz No. 4
Conemaugh Yard	Maple Ave.	Woodvale
Industrial Track Slope (North Side), undergrade	Lincoln Street	Bolivar
Sand Rock Industrial Track	Fourth Ave.	Derry
Derry-to-Donohoe New Line	Burd's Crossing	West of DR

Track	Crossing	Location
Latrobe Industrial Track	Ligonier St. Ext. and Route 680	South of KR
Station Track 410		Greensburg Freight Station
Jeannette	All crossings	
Bull Run	All crossings	
Manor	All crossings	
Youghiogheny	All crossings	Irwin to Cereal
Grable Industrial Track		Export
East Pittsburgh	All crossings	Pitcairn
Denny Industrial 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
Southwest Secondary	U. S. Route 40	East Fayette St., (3000 ft. south of VA)
Southwest Secondary	Church Street	Fairchance
Hempfield Secondary Track	State Route 71	1.8 miles south of Sinclair
		1.9 miles south of Adamsburg Jct.
Scottdale Secondary	State Route 31 (Main Street)	Mt. Pleasant
Opossum Run Industrial	7th Street	835 ft. south of Opossum Run Jct.
	9th St. and West Crawford Ave.	1625 ft. south of Opossum Run Jct.
Saltsburg Industrial Track	Washington St., Point St., Market St., (State Route 80)	Saltsburg
Tarentum Builders Supply Track	Fourth Ave.	Tarentum
Bailey Run Track	State Route 28	Creighton
Private Track	State Route 28	Cheswick
Red Raven Track	State Route 28	1720 feet west of Harmar
Sun Oil Co. Track	Boyd Avenue	3400 feet east of Blawnox

Track	Crossing	Location
Indiana Secondary Private Track	State Route 119	Coral
Indiana Secondary Private Track	State Route 119	Graceton
Indiana Secondary Private Track	Oakland Street	Indiana
Indiana Secondary, All Tracks	Philadelphia St.	Indiana
Yellow Creek Industrial Track	Mecco Public Highway State Route 119	3.1 miles north of Homer City
Apollo Industrial, All Tracks	First Street	Apollo
Butler Yard, B.&L.E. Interchange Track All Tracks	State Route 422, Monroe Street	Butler
All Tracks	In Pike & Smallman Sts., between 11th & 29th Sts. 16th & Pike Sts. 16th St. (Other yard tracks) 1.00 A.M. to 1.00 P.M. 21st & Railroad Sts. 23rd & Railroad Sts. 24th & Railroad Sts. 25th & Railroad Sts. 26th & Railroad Sts. 27th & Railroad Sts. 28th & Railroad Sts. 29th & Railroad Sts. Smallman St. (Note)	Pittsburgh
Private Track Private Track Private Track Private Track Private Track Private Track	Mulberry Alley Spring Alley Spruce Alley 31st Street 38th Street 51st Street	NOTE— Movements to or from Smallman Street industrial track must not occupy 28th Street until it is known that traffic signals are displaying red indication. Telephone on north side of Penn Avenue connected with Crossing Watchman's tower at Liberty Avenue. Trains shifting at Penna. Paper Stock Co. track must notify Watchman when train has cleared or a move is to be made over Penn Avenue or Smallman Street.
Allegheny Branch, Scaife's Industrial Track	Allegheny Avenue	Oakmont
Indian Run Track	All Crossings	New Kensington
Allegheny Branch, P. H. Murphy Track General Electric Track	Constitution Blvd. Constitution Blvd.	New Kensington
Allegheny Branch, West Penn Power Track	Constitution Blvd.	Arnold
Schenley Industrial Track Park Coal Co. Track	State Route 66	1300 feet west of end of track
Allegheny Branch, Pollock Feed Co. Heilman Lumber Co.	Third Avenue Third Avenue	Ford City
Duck Run	All Crossings	Kittanning
Cowanshannoc	Public Road	North of Kittanning
Team	Cross Street	Ambridge
Team	State Route 88	

Track	Crossing	Location
Economy Industrial	14th Street 11th Street	Ambridge
Lead to—National Electric Products Co.	11th Street	
Lead to—Freedom Oil Works	Lower Rochester Road	Freedom
Lead to—Shippingport Sand Co.	Lower Rochester Road	Rochester
Lead to—American Borax Co.	Lower Rochester Road	
Lead to—Dravo Corp'n. (Keystone Division)	Lower Rochester Road	Rochester
Block House Run	State Route 18 Allegheny St.	New Brighton
Lead to—Hall China Co.	State Route 39	Laughlin
Hill	Dresden Ave. St. Clair Ave.	East Liverpool
Champion Works, McClain Fire Brick Co.	State Route 7	Wellsville
Belt Line	Third Street	
Beaver Valley Secondary	State Route 68 Walnut Lane Tuscarawas Road State Route 930 Allcrossings, Buffalo Street to P.&L.E. R.R. Conn.	Beaver
Washington Secondary	Main Street Maiden Street Wheeling Street	Washington
	Woodland Avenue West Wylie Ave.	Tylerdale
	Chestnut Street	Chestnut Street Station
Patsch Mine Tracks Chartiers Gas and Coal Co. Tracks	State Route 519	Canonsburg
	All Crossings	Richfol
Chartiers Branch Maher Brick Co. B. & M. Industrial	Rogers Avenue	Bridgeville
	State Route 28	Sygan
	State Route 28	Treveskyn
Cherry Valley Industrial	Noblestown Road	Two miles east of Center Ave., Burgettstown
New Cumberland Secondary	Chester Street	New Cumberland
Powhatan Secondary B. & O. Interchange, Wheeling Steel Co. Furnace	First Street	Martins Ferry
	Second Street	
Terminal Branch	Fulton Road	Wheeling (Two miles east of 18th Street)

1103-C2. Protection for Highway Crossings

Clearfield:

Trains and engines passing over Market Street, Bridge Street and Bigler Avenue crossings in Clearfield Borough, must stop clear of these crossings and a member of the crew must manually operate the highway traffic stop light from control switches. Control switches for Market Street are located on the southeast and northeast corner of Market and Third Streets. Control switches for Bridge Street and Bigler Avenue are located on the southeast and northeast corner of the intersection of Bridge and Third Streets.

After highway traffic stop light switch has been thrown and highway traffic is under control, trains and engines may proceed over these crossings. Highway traffic stop light switch must be restored to normal position after crossing is cleared.

Control boxes are secured with standard switch locks.

1103-C3. Between CP and SHAFTON:

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-C4. 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-C5. 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-C6. 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-C7. 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 Industrial Track, a member of the crew must be sent ahead to protect street traffic.

1103-C8. 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-C9. 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-C10. 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-C11. 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
Holly	No. 1 track	Eastward Running Track	Eastward Running Track
Holly	Morrison Cove Secondary Track	No. 0 Storage Track	Morrison Cove Secondary Track
Brook	Morrison Cove Secondary Track	Bedford Secondary Track	To Bedford Secondary Track
Creek	Mt. Dallas Secondary Track	Bedford Secondary Track	Bedford Secondary Track
White	Bellefonte Secondary Track	White Rock Quarries Track	Bellefonte Secondary Track
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	Black Lick Secondary Track
WC	Secondary Track	Barnesboro Pullout Track	Northward
Cherry Tree Jct.	Susquehanna Secondary Track	C.T.&D.R.R. Lead Track	To C.T.&D.R.R. Lead

Switch Located at	Connecting	With	Normal Position is for Movements
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 Behs.	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
Huff Jct.	Greensburg Secondary	Huff Secondary	Greensburg Secondary
Hayden Jct.	Southwest Secondary	Huff Secondary	Southwest Secondary
County Jct.	Southwest Secondary	Greensburg Secondary	Southwest Secondary
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 Industrial	Southwest Secondary
Hempfield Junction	Southwest Secondary	Hempfield Secondary	Southwest Secondary
Cowansburg	Yukon Secondary	Hempfield Secondary	Yukon Secondary
Vance Mill	Redstone Secondary	Vance Mill Secondary	Redstone Secondary
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
Blairsville	Blairsville Industrial Track	No. 104 Yard Track	To No. 104 Yard Track

Switch Located at	Connecting	With	Normal Position is for Movements
1620 Feet South of Homer City	Indiana Secondary Track	Yellow Creek Industrial Track	To Yellow Creek Industrial Track
South End of Coleman Yard (Note 1)	No. 101 Secondary Track	No. 103 Secondary Track	To No. 103 Secondary Track
Bower Hill (Universal Cyclops Steel Co.)	New Track	Drill Track	From New Track to Drill Track
Center Ave.	Burgetts Br.	Cherry Valley Industrial Track	On Burgetts Br.
Zane	Secondary Track	Yard Tracks	Westward
Zane	Terminal Br.	Yard Tracks	To Terminal Br.
Tiltonville	P.R.R. Track	N.K.P. Track	On N. K. P.
Ohio Jct.	Powhatan Secondary Track	Terminal Br.	On Powhatan Secondary Track
PN	Powhatan Secondary Track	Captina Secondary Track	On Powhatan Secondary Track
CY	New Cumberland Branch	Weirton Secondary Track	On New Cumberland Branch
CY	Weirton Secondary Track	No. 55 Yard Track	To No. 55 Yard Track

NOTE 1. Trains using No. 101 Secondary Track will not pass clearance point south end Coleman Yard until switch has been set for movement.

1104-B2. Switch Tenders are Stationed at and Have Charge of Switches as Indicated:

Location	Switches
Bridge 20.96 east end Mingo Junction Yard	Switch from connection with Main Line No. 1 track to westward running track.
	Crossover switches connecting eastward and westward running tracks.
	Switch from westward running track to Enginehouse lead track.
	Switch from westward running track to westward receiving yard.
	Switch from eastward classification yard to eastward running track.
	Switch from westward running track to No. 1 interchange track.
	Switch from eastward running track to No. 1 west yard.

1104-C2. Operators 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.
Zane	Switches from yard tracks to Wheeling Secondary 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 operator before switch lock is removed from keeper:

Location	Switch	Controlled by	Note
Tyrone	No. 5 to No. 6 Track, West end	Gray	1
	No. 5 to No. 6 Track, East end	Gray	1
	Clearfield Branch to east leg of Wye	Gray	1
	Clearfield Branch to 17th Street yard	Gray	1
Bellwood	No. 4 Track to yard, west of Bellwood station	Bell	1
	No. 4 Track to yard, east of Bellwood station	Bell	1
Altoona	A track to East Side Concrete & Supply Co. Industrial Track A-1	Works	1
	South runner to local yard	South	1
Wye, Eldo	Single track to National Radiator Co. track	Wye	1
Between: East Beech and Lock Haven	All switches in main track and Post Siding	Lock Haven	1
Between: Vail and East Beech	All switches in main track and sidings	Miles	1
Between: Park and Vail	Park siding to storage track	Park	1
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	
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	

Location	Switch	Controlled by	Note
East of WK	Switch to Industrial Track from No. 1 Track	CM	
Atlas	Crossover between No. 2 Track and Atlas Storage Track	Truxall	2
Atlas	Switch in No. 2 Track leading to Atlas Powder Co. Track	Truxall	
Atlas	Switches in No. 1 and No. 2 Tracks leading to west end of Atlas Storage Track	Truxall	
Atlas	Switch in No. 1 Track to Saltsburg Industrial Track	Truxall	
Atlas	Crossover switch in No. 1 Track to Saltsburg Industrial Track	Truxall	
Freeport	Switches at east and west end Storage Track	AJ	
Freeport	Crossover between No. 2 Track and Warehouse Track	AJ	
Harris	Switch to Butler Secondary Track	AJ	
Acme	Switch to Cemline Corporation Track from No. 1 Track	UY	3
Aspinwall	Switch to West end Ross Yard from No. 1 Track	UY	
Aspinwall	Switch to Casey's Track from No. 1 Track	UY	
2623 feet east, Federal St.	Switch to Stock Running Track from No. 1 Track	CQ	
Federal St.	No. 4 Track to Coach Yard	Federal St.	
Federal St.	No. 1 Track to D. L. Clark Co. Track	Federal St.	
Corliss	Switch leading to Yard Track from No. 101 Secondary Track	Corliss	
	Switch leading to Yard Track 2057 feet west of Elliott from No. 101 Secondary Track	Corliss	
Carnegie	Switch to "Runaround" Track from Single Track	Wagner	
	Switch to Freight house "Runaround" Track from Single Track	Wagner	
CH	Switch to Superior Mill from No. 1 Track	Wagner	
Collier	Switch to west end of yard from No. 4 Track	Weirton Jct.	4
Weirton Jct.	Switch to No. 29 Yard Track from New Cumberland Branch Track	Weirton Jct.	
	Switch to "Pull in" Track from New Cumberland Branch Track	Weirton Jct.	

NOTE 1. When switches in this territory are to be used, following procedure must be observed, to prevent equipment failure and delay:

- Portion of train must occupy main track or siding within one hundred feet immediately ahead of switch points.
- Contact operator for permission to use switch, then remove switch lock.
- Report back to operator after switch lock is removed. Operator will then release the electric lock.
- Restore switch and switch lock to normal position after used and report same to operator.

NOTE 2. Trains or engines must occupy track circuit between home signal and switch, then request operator to release electric lock.

NOTE 3. To use crossover switch leading to Cemline Corporation track, train or engine must occupy track circuit between Eastward Home Signal and switch, then request operator at UY to release electric lock.

NOTE 4. To enter Collier Yard, trains or engines must occupy track circuit which extends 150 feet west of switch, before switch can be opened.

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

Location	Switch
125 feet west of Toms Run	No. 1 Track to Bennett Dump Track
1950 feet west of Toms Run	No. 2 Track to Bennett Dump Track
2000 feet west of Toms Run	Center locked crossover between No. 2 Track and Bennett Siding
Mile Post 7 east of Alum Bank	No. 2 Track to Bennett Dump Track
600 feet west of Mile Post 9 east of BI	No. 2 Track to Blairsville Yard
830 feet west of Mile Post 9 east of BI	No. 1 Track to BI Dump Track
695 feet east of BI	No. 1 Track to BI Dump Track
Atlas	Switch in No. 2 Track at east end of Atlas Storage Track
Avonmore Industrial Track	Switch in No. 1 Track to Avonmore Industrial Track
Blawnox	Crossover between No. 2 Track and Ross Storage Track
Blawnox	Switch to Scale Track from No. 2 Track
860 feet east of Island Ave.	No. 1 Track to No. 0 Secondary Track
Wagner	Facing switch leading to Porcelain Metal Products Co.

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

1104-D3. The following switches are equipped with pipe-connected derail, and with electric lock controlled by automatic timing device.

Location	Switches
7085 feet west of Thompsonstown	Facing switch in No. 2 Track for westward movements, leading to Thompsonstown Shop Track.
9074 feet west of Thompsonstown	Facing switch in No. 2 Track for eastward movements, leading to Thompsonstown Shop Track.

To unlock: Obtain permission from operator at Mifflin or Port, remove switch lock from keeper and wait for small sign on case of electric lock to indicate "UNLOCKED".

To lock: After restoring switch to normal position, replace switch lock in keeper and wait for small sign on case of electric lock to indicate "LOCKED" and notify operator.

If electric lock does not unlock in four minutes after switch lock is removed, or does not indicate "LOCKED" when switch lock is replaced in keeper, the Superintendent must be notified.

1104-E1. Spring Switches Located:

Location	Normal Position	Route for Which Spring	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
Cresson Secondary Track, Ebensburg Junction	For northward and southward movements on Cresson Secondary Track	Southward movements from Black Lick Secondary Track 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
BN	For northward and southward movements Susquehanna Secondary Track	Southward movements from Barnesboro pull-out Track to Susquehanna 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 Junction	Northward movements on Mon. Sec. No. 1 Track	Northward movements from pull-out Track to Mon. Sec. No. 1 Track	3
Duff	Foreastward movement on Scully No. 1 Track	For eastward movement from eastward departure yard to Scully No. 1 Track	
MO —End of two Main Tracks	Foreastward movement from Secondary Track to No. 1 Track	For westward movement from No. 2 Track to Secondary Track	

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. Northward movements on Susquehanna Secondary Track are governed by distant switch indicator located 2112 feet South of **BN**. When yellow aspect is displayed, indication switch is open, when green aspect is displayed, indication switch is closed.

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.

1104-E2. Switch leading to tail track at west end of bridge over Legionville Hollow, on Economy Industrial Track, is equipped with spring rod.

Normal position of switch is set for tail track and is locked with standard switch lock.

Eastward movement will trail through this switch.

When westward movement requires this switch to be operated reverse, it must be restored to normal position when such movement is completed.

When trailing movement through this switch (in springing position) is stopped before movement is entirely clear of switch, slack must not be taken or reverse movement made until switch has been reversed by hand.

Secondary Tracks and Sidings

1105-A1. Last paragraph of 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
A	Deer	Hunt
C	Hunt	Deer
H. & P.	Pete	Frank
No. 1 & No. 2	Holly	Wye
Morrison Cove	Holly	Brook
Bedford	Brook	State
Clearfield	Cur	Park
Moshannon	Coal	Ram
No. 0	East End No. 1 Pit Track	AO
No. 1	WG	Spring Hill
No. 0	WG	Spring Hill
No. 101	UY	CQ
No. 102	Etna	CQ
Yellow Creek	River	Branch

Sidings	Main Line Denholm—Westward Denholm—Eastward
	Bald Eagle Branch Beech Creek Siding Milesburg Siding Julian Siding Eagle Siding Park Siding

1105-A2. Referring to **Rule 105.** Trains using sidings as follows on Bald Eagle Branch will proceed on fixed signal indication. Reverse movements must not be made without train orders.

Beech Creek Siding
Milesburg Siding
Julian Siding
Eagle Siding
Park Siding

1107-A1. In the application of **Rule 107.** Operator 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.

Operator 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**.

1107-A2. Referring to Rule 107.

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

Track Assignments

1151-A1. Single Track

Track	Between	And
Hollidaysburg & Petersburg Branch	Wye	Eldo
Bald Eagle Branch	Lock Haven Sand	Wood Park
Clearfield Branch	Tyrone	Park
Irvona Branch	Cresson	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	End of Track—M.P. 11.5
Peters Creek Branch	Pennmont	Gould
Chartiers Branch	Wagner	KY
Burgetts Branch	Burgetts	CN
Terminal Branch	WT	Zane
New Cumberland Br.	Weirton Jct.	WN

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. A Track	No. 0 Track
Region Post (Phila. Reg.) and View			West'd Frt.	East'd Frt.	West'd Psgr.	East'd Psgr.		
View and Port			West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.		
Port and Mifflin			West'd Psgr.		East'd Frt.	East'd Psgr.		
Mifflin and Tunnel			West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.		
Tunnel and Forge				West'd Psgr.	West'd Frt.	East'd Psgr.		
Forge and Tyrone			West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.		
Tyrone and Gray		East'd Frt. & Psgr.	West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.		
Gray and Antis			West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.		
Antis and Alto			West'd Psgr.	East'd Psgr.				
Alto and Slope			West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.	East'd Frt.	
Slope and MO			West'd Psgr.	West'd Frt.	East'd Psgr.	East'd Frt.		
AR and MO								East'd Frt.
MO and SG			West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.		
SG and JD	West'd Frt.	West'd Frt.		West'd Psgr.	East'd Psgr.	East'd Frt.		
JD and RG			West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.		
RG and CP			West'd Psgr.	West'd Frt.	East'd Psgr.	East'd Frt.		
CP and SZ			West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.		
SZ and WG			West'd Psgr.	East'd Frt.	West'd Frt.			
WG and Perry			West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.		East'd Frt.
Perry and R			West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.		
R and DV			West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.		
DV and PITT					West'd Frt.	East'd Frt.		
JD and Federal St.					West'd Frt.	East'd Frt.		
PITT and Federal St.					West'd Psgr.	East'd Psgr.		
Federal St. & E. Conway			West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.		
East Conway & W. Conway			West'd Psgr.			East'd Psgr.		
W. Conway & Rochester			West'd Psgr.			East'd Psgr.		
Rochester & Region Post (Lake Reg.)					West'd Psgr.	East'd Psgr.		
PH and Monon.					West'd Frt.	East'd Frt.		
Monon. and Elliott			West'd Psgr.	East'd Psgr.				

Main Line Between:	No. 6 Track	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. A Track	No. 0 Track
Elliott and Wagner					West'd	East'd		
Wagner and CH			West'd Frt.	East'd Frt.	West'd Psgr.	East'd Psgr.		
CH and Oakdale					West'd	East'd		
Oakdale and CO				West'd Psgr.	East'd Psgr.	East'd Frt.		
CO and Weirton Jct.			West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.		
Weirton Jct. and Region Post (Buckeye Reg.)					West'd	East'd		
Bald Eagle Branch Between: Wood & Sand					West'd	East'd		
Hollidaysburg & Petersburg Branch Between: Eldo & Alto					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
CM and Nadine			Southward	Northward
UY and CM	Westward	Eastward		

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

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

NOTE—Tracks are numbered from east to west.

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

NOTE—Tracks are numbered from south to north on Port Perry Branch.

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
Monon. and OB	Nort'd Psgr.	Sout'd Psgr.	West'd Frt.	East'd Frt.				
OB and Kenny					Nort'd Frt.	Sout'd Frt.	Nort'd Psgr.	Sout'd Psgr.
Kenny and CR					Nort'd Frt.	Sout'd Frt.	Nort'd Psgr.	
CR and H					Nort'd	Sout'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.

Between: Allegheny Branch	No. 2 Track	No. 1 Track
Nadine and Region Post (Northern Reg.)	Southward	Northward

NOTE—Tracks are numbered from south to north.

Between: Low Grade Branch	No. 2 Track	No. 1 Track
Rochester and Region Post (Lake Reg.)	Westward	Eastward
Between: Bayard Branch		
Rochester and Region Post (Lake Reg.)	Westward	Eastward
Between: River Branch		
Yellow Creek and Rockville	Westward	Eastward

NOTE—Tracks are numbered from south to north.

Ohio Connecting Bridge	O.C. Bridge No. 3 Track	O.C. Bridge No. 4 Track	O.C. Bridge No. 1 Track	O.C. Bridge No. 2 Track
Between: Pennsylvania Ave. and Island Ave. Jct.	Westward	Eastward		
Jacks Run and Esplen			Eastward	Westward

NOTE—O. C. Bridge Tracks No. 3 and No. 4 are numbered from north to south.

NOTE—O. C. Bridge Tracks No. 1 and No. 2 are numbered from south to north.

NOTE—Tracks are numbered from east to west.

Between: Scully Branch	Scully No. 2 Track	Scully No. 1 Track
Monon. and Wagner via Scully	Westward Freight	Eastward Freight

NOTE—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 Operator 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 operator at **SZ** when authorized by the train dispatcher.

1151-B4. Movements against current of traffic on No. 1 track between Perry and first switch leading to east end East Pittsburgh yard, may be made on verbal authority of the Operator at **WG**.

1151-B5. Tracks in No. 1 tunnel west of **PH**, No. 2 tunnel west of Corliss and No. 5 tunnel west of Gould are operated as gauntlets, as indicated in Special Instruction **1605-A2**.

1151-B6. All tracks between Rockville and **GR** (River Branch) under direction of Yard Master, Mingo Jct.

1151-C1. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
A	Deer	Hunt	Eastward	Hunt	Hunt	3
C	Hunt	Deer	Westward	Hunt	Hunt	3
No. 1	Alto	South	Eastward	AYM South	AYM South	3
No. 1	South	Rose	Eastward	AYM-Brush	AYM-Brush	3
A	Alto	South	Eastward	AYM South	AYM South	3
No. 2	Rose	Alto	Westward	AYM-Rose	AYM-Rose	3
Approach	Bell	E.E.Homer Yard	Westward	AYM-Homer or Rose	AYM-Homer or Rose	
Pull-Up	E.E. Homer Yard	Bell	Eastward	Bell	Bell	3
No. 1	Rose	Antis	Eastward	Antis	Train Order	
No. 2	Antis	Rose	Westward	Antis	Train Order	2
Nos. 6 and 14	Frankstown	Jones St., Hollidaysburg	Westward	Wye	Wye	1
No. 1	Wye	Holly	Eastward	Wye	Wye	4
No. 2	Holly	Wye	Westward	Wye	Wye	4
No. 0	NY	BC	Eastward	NY	NY	7
No. 5	W	SO	Westward	SO	SO	7
Westward engine	AO	Crossover No. 4 Pit Track	Westward	C	C	7
No. 0	East End No. 1 Pit Track	AO	Eastward	C	C	6 7
No. 1, No. 2, No. 3 & No. 4 Pit	C	Junction with O Track	Eastward	C	C	6
1S	JW	Clearance Point, E.E., Woodvale Yard	Eastward	C	C	7 13
No. 0	4517 ft. W. of DR	DR	Eastward	DR	DR	7
No. 0	CP	Shafton	Eastward	CP	CP	7
No. 5	UJ	3264 ft. W. of UJ	Westward	SZ	SZ	7 8
No. 0	WG	Spring Hill	Eastward	WG	WG	9
No. 1	WG	Spring Hill	Eastward	WG	WG	9
Relay 2	Spring Hill	950 ft. W. of SZ	Eastward	No. 10 Office	No. 10 Office	
Relay 1	Perry	U Jct.	Westward	WG	WG	7
Relay 2	Perry	U Jct.	Westward	WG	WG	7
Relay 3	Perry	U Jct.	Westward	WG	WG	7
Between No. 2 and No. 3	Wilksburg	WK	Eastward	Yard Master	CM	10
Between No. 2 and No. 3	East Liberty	2600 ft. East of Homewood	Eastward	CM	CM	7 11
No. 1	BF	MC	Northward	BF	BF	5 14 15
No. 1	MC	H	Northward	MC	MC	5 14 15 16

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 2	H	MC	Southward	H	H	5 14 16
No. 2	MC	BF	Southward	MC	MC	5 14 17
No. 101	29th Street	South End Coleman Yard	Northward	Yard Master 43rd Street	Yard Master 43rd Street	18
No. 101	South End Coleman Yard	North End Coleman Yard	Northward	Yard Master Coleman	Yard Master Coleman	18
No. 102	Nadine	South End Coleman Yard	Southward	Yard Master Coleman	Yard Master Coleman	18
No. 102	South End Coleman Yard	29th Street	Southward	Yard Master 43rd Street	Yard Master 43rd Street	18
No. 101	CQ	Etna	Eastward	CQ	CQ	19
No. 102	Etna	CQ	Westward	UY	UY	19
No. 5	Pennsylvania Ave.	Columbus Ave.	Westward	Pennsylvania Ave.	Pennsylvania Ave.	20 28
No. 0	Jacks Run	Pennsylvania Ave.	Eastward	Yard Master Island Ave.	Yard Master Island Ave.	21 28
No. 0	East Conway	West Conway	Westward	Yard Master Conway	Yard Master Conway	22 28
No. 99	East Conway	B Yard at West End of 5 Yard	Westward	Yard Master Conway	Yard Master Conway	23 28
No. 98	B Yard at West End of 5 Yard	Yard Office at East End of 4 Yard	Eastward	Yard Master Conway	Yard Master Conway	24 28
No. 911	East End 9 Yard Conway, 4200 ft. east of West Conway	West End 9 Yard Conway, 1200 ft. east of West Conway	Westward	Yard Master 5 Yard Conway	Yard Master 5 Yard Conway	25
No. 3	West Conway	Rochester	Westward	West Conway	West Conway	26
No. 2	Rochester	West Conway	Eastward	West Conway	West Conway	27
No. 101	Corliss	Elliott	Eastward	Corliss		29
No. 27	Corliss	Esplen	Eastward	Corliss		30
No. 105	KY	RG	Eastward	Wagner		31
No. 103	Laurel Hill	Bulger	Westward	Laurel Hill		32

NOTE 1. Route—No. 6 track through westward receiving yard and connecting track to westward classification yard, thence No. 14 track to west end of classification yard, Jones St., Hollidaysburg.

NOTE 2. Eastward movements may be made between Rose and House on verbal authority of operator at Antis.

NOTE 3. Reverse movements may be made on signal indication.

NOTE 4. Third, fourth and fifth paragraphs of **Rule 105** and **Rules 201 to 223** inclusive, will not apply. All other rules as they apply to main tracks and sidings are in effect. Extra trains, except passenger extras, will run on verbal permission of the operator, when authorized by the superintendent transportation. Authority for movement of passenger extras must be in writing.

NOTE 5. 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 operator when authorized by the Superintendent Transportation; Authority for movement of passenger extras must be in writing. Movements in the reverse direction may be made on verbal permission from operator.

NOTE 6. Conductors or enginemen of eastward freight trains on No. 1 track and on pit tracks stopping at Conemaugh will report by telephone to operator at **C** when ready. Trains from Conemaugh Yard starting from **C** that have already reported to operator are not required to get this permission.

Eastward trains on pit tracks will approach switches at east end of those tracks prepared to stop unless the route they are to use is seen to be clear 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 7. 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 8. Trains must not foul No. 5 track north of Pitcairn station (secondary track) without permission from operator at **SZ**.

NOTE 9. 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 10. 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**. Operator at **CM** must arrange with yard master at Wilksburg for proper protection.

NOTE 11. 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 13. Eastward trains with work at Woodvale yard using **1S** Secondary track from **JW** will stop clear of switches at west end Woodvale yard tracks and be governed by instructions from yard master.

NOTE 14. Third Paragraph, Rule 105 will not apply.

NOTE 15. Signal indication or permission of the operator will be authority for movement in either the assigned or reverse direction on these tracks.

NOTE 16. Controlled by **BF** when **MC** is closed.

NOTE 17. Controlled by **H** when **MC** is closed.

NOTE 18. Tracks must not be used in assigned direction without authority of employe in charge.

NOTE 19. Eastward movements made on signal indication at **CQ**, Westward movements made on signal indication at Etna.

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

NOTE 20. Westward movements made on signal indication at Pennsylvania Ave. Permission must be obtained from Pennsylvania Ave. to use this track at any point between Pennsylvania Ave. and Columbus Ave.

NOTE 21. Eastward movements made on signal indication at Jacks Run. Westward movements made on signal indication at Pennsylvania Ave. Permission must be obtained from Yard Master, Island Ave. to use this track at any point between Jacks Run and Pennsylvania Ave.

NOTE 22. Westward movements made on signal indication at East Conway. Eastward movements made on written authority from Yard Master, Conway. Permission must be obtained from Yard Master, Conway to use this track at any point between East Conway and West Conway.

NOTE 23. Westward movement at East Conway to No. 99 secondary track, made on signal indication at East Conway.

Eastward movement from B yard at west end of 5 yard to East Conway on No. 99 secondary track made on permission from yard master, Conway.

Permission must be obtained from yard master, Conway, to use No. 99 secondary track at any point between East Conway and B yard at west end of 5 yard.

NOTE 24. Eastward movement from B yard at west end of 5 yard on No. 98 secondary track to yard office at east end of 4 yard, made on permission from yard master Conway.

Westward movement from yard office at east end of 4 yard on No. 98 secondary track to B yard at west end of 5 yard made on permission from yard master, Conway.

Permission must be obtained from yard master Conway, to use No. 98 secondary track at any point between B yard at west end of 5 yard and Yard Office at east end of 4 yard.

NOTE 25. Permission must be obtained from Yard Master 5 yard Conway, to use this track at any point and when movement has been made it must be reported clear.

NOTE 26. Westward movement at West Conway to No. 3 secondary track and eastward movement at Rochester to No. 3 secondary track, will be made on signal indication.

NOTE 27. Eastward movement at Rochester to No. 2 secondary track and westward movement at West Conway to No. 2 secondary track, will be made on signal indication.

NOTE 28. When movement has been completed, it must be reported clear unless switch involved is controlled by operator.

NOTE 29. Eastward movements made on signal indication at Corliss, westward movements made on signal indication at Elliott. Permission must be obtained from Corliss to use this track at any point between Corliss and Elliott.

NOTE 30. Eastward movements made on signal indication at Corliss, westward movements made on signal indication at Esplen. Permission must be obtained from Corliss to use this track at any points between Corliss and Esplen.

NOTE 31. Eastward movements made on signal indication at KY, westward movements made on signal indication at RG. Permission must be obtained from Wagner to use this track at any point between KY and RG.

NOTE 32. Westward movements made on signal indication at Laurel Hill, eastward movements made on signal indication at Bulger. Permission must be obtained from Laurel Hill to use this track at any point between Laurel Hill and Bulger.

1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Old Line (E)	Port	Newport	Port	2
Lewistown (E)	Lewistown	Jct. Milroy Secondary Track	Lewis	
Milroy (E)	Jct. Lewistown Secondary Track	Milroy	Lewis	
No. 5 (W)	Lewistown	Lewis	Lewis	2
No. 4 (E)	Jacks	Mount Union Track Scales	Jacks	2
A (W)	Jacks	West End of track	Jacks	2
Bridgeport (E)	Bridgeport	Tool House 3834 ft. East	Jacks	
No. 5 (W)	Hunt	Deer	Hunt	2
No. 5 (W)	Forge	Tyrone	Gray	2
No. 8 (W)	Tyrone	Gray	Gray	2
No. 9 (W)	Tyrone	Gray	Gray	2
Fairbrook (E)	Tyrone	Stover	Gray	
No. 12 (W)	East End Homer Yard	Homer	AYM- Homer or Rose	2
No. 31 (W)	Homer	Rose	AYM- Homer or Rose	2
No. 1 (Yd.) (W)	Rose	Works	AYM-Rose	2
No. 5 (W)	Juniata Shops	7th Street— Altoona	Works	2
No. 8 (W)	Antis	Farm	AYM-Farm	
South Runner (W)	Farm	South	AYM-South	
Middle Runner (W)	Farm	South	AYM-Brush & South	
No. 1 Cabin (W)	Rose	Brush	AYM-Rose or Brush	
No. 3 Power (W)	Alto	Slope	Alto	2
H. & P. (W)	Pete	Holly	Wye	1-3
Clover Creek (E)	Clover Creek Jct.	Basalt Trap Rock Co.	Wye	
Springfield (E)	Ganister	Orminea	Wye	
Canoe Creek (E)	Canoe Creek Jct.	Moore's Mill	Wye	
No. 6 Westward Relay Yard (W)	East End Relay Yard	Jones Street Hollidaysburg	Yard Master Jones Street	

Track	Between	And	Controlled by	Note
Morrison Cove (S)	Holly	Brook	Wye	1
	Brook	Curry	Wye	
Bedford (S)	Brook	State Line	Wye	1
Mt. Dallas (N)	Creek	Dallas	Wye	1
No. 8 (N)	17th Street Tyrone	North End Class'fn. Yd.	Park	
No. 1 (N)	North End Class'fn. Yd.	Vail	Park	
Clearfield (N)	Park	Cur	Park	1-3
	Cur	Grampian	Park	
Runner (N)	Mills	Maple	Park	
Mapleton (S)	Maple	Coaldale Coll.	Park	
Philipsburg (N)	Phil	Loch Lomond Jct.	Park	
Moshannon (S)	Mills	Ram	Park	
	Ram	McCartney	Park	
Trout Run (S)	Trout Run Jct.	DuShan Coll. No. 3	Park	
Big Run (S)	Big Run Jct.	Daywood Coll. No. 1	Park	
Moshannon & Clearfield (S)	M. & C. Jct.	Brookwood Shaft	Park	
Coal Run (S)	Coal Run Jct.	Mease Coll. No. 2	Park	
Goss Run (S)	Goss Run Jct.	Lobb Coll. No. 1	Park	
Amesville (S)	Amesville Jct.	Imperial No. 2 Coll.	Park	
Little Muddy Run (N)	Little Muddy Run Jct.	Black Oak Coll. No. 1	Park	
Muddy Run (S)	Muddy Run Jct.	Leland Coll. No. 10	Park	
Snow Shoe (W)	Snow Shoe Int.	Snow Shoe	Miles	
Bellefonte (E)	Miles	White	Miles	1-3
New Portage (W)	Wye	SF	AR	4-5
Cresson (N)	MO	EP	EP	7
	EP	RU	EP	6
	RU	Fordham	EP	
Hastings (W)	Hastings Jct.	Hastings	EP	
McGees (N)	McGees Jct.	Glen Campbell	EP	
Susquehanna (N)	DF	DC	EP	6

Track	Between	And	Controlled by	Note
Moss Creek (N)	Moss Creek Jct.	End of Track	EP	
Black Lick (W)	KY	ZD	EP	6
South Fork (S)	HC	End of Track	FK	8
Beaver (S)	Lovett	End of Track	FK	8
Llanfair (S)	Lovett	End of Track	FK	8
Bradenville (N)	4500 ft. W. of DR	End of Track	DR	
Unity (S)	KR	Hostetter	KR	
No. 0 (E)	Donohue	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.	Hannastown	KR	
Huff	Hayden Jct. (S)	Huff Jct.	RG	
Greensburg (N)	Connection with No. 1 track 3815 ft. east of MP 321	Greensburg Jct.	RG	
Manor (N)	Manor	Harrison City	CP	
Yough. (S)	Irwin	Cereal	CP	
No. 0 (N)	29th Street	PITT	PITT	10
No. 0 (S)	OB	Crossover, 3000 ft. north of Hays	OB	11
No. 0 (S)	Kenny	PG	PG	12
McKeesport (S)	So. Duquesne	McKeesport	PG	
Ellsworth (S)	MC	Cokeburg Jct.	MC	6, 14
Marianna (S)	Cokeburg Jct.	Marianna	MC	
Cokeburg (S)	Cokeburg Jct.	Cokeburg	MC	
Vance Mill (S)	Vance Mill Jct.	Monarch	BF	
Sewickley (S)	Youngwood	Bessemer Jct.	RS	13
Hempfield (S)	Hempfield Jct.	Gratztown	RS	6, 13
Yukon (S)	Yukon Jct.	Cowansburg	RS	6, 13
West Brownsville (S)	West Brownsville Jct.	Ten Mile Run Jct.	BF	6, 14
Scottdale (S)	Scottdale Jct.	End of Track	RS	13
Southwest (S)	RG	VA	RS	6, 13 14 15
	VA	End of Track	RS	13

Track	Between	And	Controlled by	Note
Redstone (S)	BF	RS	RS	6-13
Indiana (N)	D	NM	BI	1-19
Butler (E)	JB	VO	Truxall	1
No. 101 (W)	UY	Etna	UY	16
No. 103 (S)	South End Coleman Yd.	UY	UY	17
No. 101 (E)	Federal Street	East End Bridge 0.33	Federal St.	20
Beaver Valley (E)	Vanport	Bridgewater P.&L.E.R.R.	Rochester	
Yellow Creek (E)	River	Branch	Yellow Creek	21
Washington (W)	MO	WH	Wagner	1
Waynesburg (E)	Waynesburg	WH	Wagner	
Wheeling (W)	Weirton Jct.	Zane	Zane	1-22
Powhatan (W)	GR	Wegee	Rockville	1
	Wegee	Johnson	Rockville	23
	Johnson	PN	Rockville	1
Captina	Captina Jct.	Norton Mine No. 3	Rockville	
New Cumberland (E)	WN	HS	Weirton Jct.	1
Weirton (E)	CY	WN	Weirton Jct.	1

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

NOTE 1. Third, fourth and fifth paragraphs **Rule 105** and **Rules 201** to **223**, inclusive, will not apply.

All other Rules as they apply to main tracks and sidings are in effect except that trains and engines will not protect against following movement on sidings.

Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent Transportation; authority for movement of passenger extras must be in writing. Yard engines working within yard limits must not move beyond those limits without permission of the operator when authorized by the Superintendent Transportation.

NOTE 2. A fixed signal or a hand signal from a switch tender will convey authority to proceed on that track.

NOTE 3. Westward extra trains at Pete, northward extra trains at Park and eastward extra trains at Miles, except passenger extra, will proceed on proper Manual Block Signal indication in lieu of verbal permission of the operator.

NOTE 4. Third and Fifth Paragraphs Rule 105 and Rules 201 to 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 transportation; authority for the movement of passenger extras must be in writing.

NOTE 5. Westward movements at Wye and eastward movements **SF** will be made on signal indication.

NOTE 6. 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 operator when authorized by the superintendent transportation; authority for movement of passenger extras must be in writing.

NOTE 7. 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**. Operator at **MO** must secure permission from **EP** before displaying signal or giving permission to any movement on this track.

NOTE 8. Controlled by **SO** when **FK** is closed.

NOTE 10. No. 0 track between **PITT** and 29th Street has 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 11. 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 operator at **OB**, and must report when clear.

NOTE 12. 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 operator at **PG**.

NOTE 13. Controlled by **BF** when **RS** is closed.

NOTE 14. **Third Paragraph Rule 105** will not apply.

NOTE 15. Southward movements made on signal indication at **RG**.

NOTE 16. Eastward movements made on signal indication at Etna, Westward movements made on signal indication at **UY**. Permission must be obtained from **UY** to use this track at any point between **UY** and Etna.

NOTE 17. Northward movements made on signal indication at **UY**.

NOTE 19. Trains and engines will not protect against following movements on Indiana Secondary Track between Mile Post 17 and **NM**.

NOTE 20. Before permitting eastward movements to enter this track, operator will confer with yard master, 16th Street.

NOTE 21. Eastward movement from River, made on signal indication at River.

Westward movement from Branch, made on signal indication at Branch.

NOTE 22. Westward movement at Weirton Junction to Wheeling Secondary Track and eastward movement at Zane to Wheeling Secondary Track, will be made on signal indication, in lieu of verbal permission.

NOTE 23. Note 1 applies except that fifth paragraph of **Rule 105** is in effect between Wegee and Johnson and trains and engines will not protect against following movements between these points.

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

Siding	Employee in Charge	Note
Denholm—Westward	Operator Mifflin	1
Denholm—Eastward	Operator Mifflin	1
West Monessen—Southward	Operator BF	
SF —Eastward	Operator AR	
Pine Run—Eastward	Operator Truxall	
FD —Northward	Operator FD	
FD —Southward	Operator FD	
Dilks—Eastward	Operator Truxall	
Summit—Eastward	Operator Truxall	
Mingo Jct.—Westward	Operator Mingo Jct.	1

NOTE 1. Signal indication or permission of operator will be authority to use siding in reverse direction.

1151-F1. Running Tracks of Assigned Direction.

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
Eastward	Holly	Switch in H.&P. secondary trk., opp. yrd. office Jones St.	Eastward	Wye	Wye	
No. 3	PITT	391 feet east of MP 351	Eastward	PITT	Asst. Yard Master Yard D	1
No. 4	DV	PITT	Westward	DV	Asst. Yard Master Yard D	1

NOTE 1. Eastward movements at **PITT** and westward movements at **DV** will be made on signal indication. Permission must be secured from Asst. Yard Master, Yard D, to use these tracks at any other point. Movements on No. 3 and No. 4 running tracks will be made at restricted speed.

1151-G1. Running Tracks of No Assigned Direction.

Track	Between	And	Controlled by	Note
1(E)	Spring Hill Overhead Bridge	SZ	Yard Master No. 10 Yard Office, Pitcairn	1
3(E)	Switch off relay 2 track at Pitcairn Enginehouse	Switch to east end of relay tracks	Yard Master No. 10 Yard Office, Pitcairn	2
4(W)	UY	19th Street	Yard Master, Herrs Island	3
11(W)	19th Street	Etna	Yard Master, Herrs Island	3
10(E)	West Conway	East Conway	Yard Master, Conway	4
11(W)	East Conway	West Conway	Yard Master, Conway	5
104(E)	BI	Market Street, Blairsville	Yard Master, Blairsville	6

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

NOTE 1. 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 switch-tender 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 Operator 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.

NOTE 2. Permission must be secured from Yard Master at No. 10 Yard Office to use this track in either direction.

NOTE 3. No. 4 Running track from **UY** to 19th Street, 0.7 mile west of **UY**, in charge of Yard Master at Herrs Island.

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

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

NOTE 4. No. 10 Running Track between West Conway interlocking and East Conway interlocking is controlled by Yard Master, Conway. Signal indication will be authority for trains and engines to enter and use, or depart from No. 10 Running Track at West Conway and at East Conway. Permission must be secured from Yard Master to use No. 10 Running Track at any point between West Conway and East Conway and when a movement clears this track it must be reported clear to Yard Master unless the switch involved is controlled by operator.

NOTE 5. No. 11 Running Track between East Conway Interlocking and West Conway Interlocking is controlled by Yard Master, Conway.

Signal indication will be authority for trains and engines to enter and use, or depart from No. 11 Running Track at East Conway and at West Conway. Permission must be secured from Yard Master to use No. 11 Running Track at any point between East Conway and West Conway, and when a movement clears this track it must be reported clear to Yard Master, unless the switch involved is controlled by operator.

Movements on No. 11 Running Track must be made at Restricted Speed.

NOTE 6. No. 104 yard track between **BI** and Market Street, Blairsville Industrial track, is a designated yard running track controlled by yard master or clerk at Blairsville.

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

Eastward movements made on signal indication at **BI**.

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

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

Storage Track

1151-G2. Altoona Passenger Station:
Track 2 is a storage track.

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.
9	5	Lewistown	Lewis		17
18	2	DV	R	502	
636	1	CP	KR		24
638	1	CP	RG		
642	1	CP	RG		
644	1	CP	RG		
646	1	CP	RG		
714	1	Burgetts	Laurel Hill		32

PGH. REG. G.O. NO. 111

PASSENGER TRAIN OPERATION

1154-A1. A stop must be made just prior to coupling to occupied passenger equipment.

1154-A2. Passengers must never be allowed to get on or off moving trains. This applies to employe-passengers, as well as others.

1154-A3. At Tyrone station, flagmen of passenger trains will be recalled by electric bell instead of engine whistle.

1154-A4. Passenger trainmen and employees of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked at Altoona, and between East Liberty and Pittsburgh.

1154-A5. When a passenger train, which goes beyond crew terminal, has had trouble with hot boxes on any of the cars, the conductor delivering the train, will give this information to the conductor receiving the train, by use of a memorandum.

1154-A6. Back-up hose must be used when shifting cars at Altoona passenger station.

1154-A7. At Altoona and 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.

1154-A8. When steam heat is necessary, following will be in effect:

Rear trainman, after train steam line has been cleared of condensation, must adjust rear train steam line end valve to prevent condensation enroute.

In event train steam line becomes waterlogged or does not clear of condensation, rear trainman must notify conductor who will signal engineman **Rule 16 (j)** from head end of train for additional steam pressure and must arrange to have all train steam pipe end valves examined to definitely determine they are wide open, also all steam admission valves closed, and if this does not result in steam reaching rear end of train within reasonable time, conductor must treat situation same as other irregularities, and if necessary, stop train at convenient point to locate and correct trouble before steam heat system freezes or causes discomfort to passengers.

Rear Trainman, during periods of severe cold weather, must open rear train steam pipe end valve at convenient locations enroute to insure keeping train line clear of condensation.

In absence of steam pressure at rear train steam pipe end valve, rear trainman must promptly notify conductor who will signal engineman **Rule 16 (j)** from head end of train for increased steam pressure.

1154-A10. 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-A11. The following instructions will apply to the engine-men of trains Nos. 32, 26, 54, 24, 46, 13, 25, 15 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, enginemen will not delay their trains to exceed three minutes.

1154-A12. 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-A14. 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.

1154-A15. 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 2.55 P. M., backing to North Trafford.

Empty train to be used for No. 529 will leave Pitcairn Passenger Yard 3.30 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. 11, 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-A16. Enginemen of through trains arriving at east and west end of station tracks, Pittsburgh, will stop with front of engine at yellow flag by day or yellow light by night held at arms length by utility brakemen.

1154-A17. Pittsburgh Station Time-table No. 1 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.

FREIGHT TRAIN OPERATION

Instructions For Preparing 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.

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 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.

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.

Controlling freight trains with the use of retaining valves on the following descending grades:

Altoona to Pete
Dix to Milesburg
Buffalo Mills to Hyndman

Controlling freight trains with power brakes and car limits on the following heavy descending grades:

Summit to Vail—75 cars
Rhoades to Gum Stump—22 cars

Instructions 54 to 60 inclusive of the Brake and Train Air Signal Instructions No. 99-D-1, will apply.

Retaining valves on the front portion of eastward freight trains from points west of Slope must not be released until the train is under control or stopped at Alto or Wye.

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:

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.

If in the judgment of conductor and engineman the weather conditions or character of the lading in the cars is such as to prohibit the turning up of retaining valves with safety while the trains are in motion, trains must be stopped at the top of the grade so that retaining valves can be turned up, and in such instances stops will also be made at the foot of the grade to permit turning retaining valve handles down.

Gallitzin to Slope or Wye

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**.

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 pounds on mineral freight trains, less than 85 pounds on other freight trains or less than 70 pounds 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.

Engines Equipped With Operative Dynamic Brakes And Pressure Maintaining Brake Valves

On such trains the following tonnage will govern:

One 1500 or 1600 horsepower unit—	3250 tons
One 1750	horsepower unit—3500 tons
One 2000	horsepower unit—3750 tons
One 2400	horsepower unit—4500 tons

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.

When stopping freight trains on the east slope between Gallitzin and Slope or Wye, that are being controlled by the pressure maintaining method of braking, approximately six or seven car lengths before the train would come to a normal stop, the independent brake must be substituted for the dynamic brake when completing the stop, in order to insure the bunching of the slack on the entire train.

When starting trains that have been stopped in the above manner, the engine must not be moved more than six inches at a time until the entire train is in motion.

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

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.

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

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

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

1155-A3. At the following terminals train air brakes will be tested on the following trains in accordance with Instruction 14-e, Brake and Train Air Signal Instructions 99-D-1:

ALTOONA

<u>Eastward</u>		<u>Westward</u>	
VL-2	PG-10	JC-5	WC-1
PG-6	CIN-2	LCL-7	ED-3
CNY-2	TT-2	LCL-1	PF-1
GRE-2	NF-6	LCL-3	SW-1
CG-2	LCL-2	TT-1	VL-9
SW-2	SW-8	PG-1	TP-3
ED-2	CG-8	VL-7	CIN-1
SW-30	CS-8	CSB-1	
FW-8	WPB-2	VC-1	
ED-4	CE-2	PG-5	
NW-82	NW-88	CFW-5	

PITCAIRN

VL-9, SW-1, PF-1, SWC-1, LCL-1, JC-5, Weirton Box, and Weirton Ore, and empty trains.

CONWAY

Conway—Eastward

Empty trains and solid mineral freight trains destined to points west of Gallitzin.

Conway—Westward

ED-3
NL-5 and NL-7
TT-1
LCL-7 and LCL-1
PD-1
WC-1
VC-1
CFW-5

Empty trains and solid mineral freight trains destined to points west of Conway.

Engineman must notify the relieving Engineman of the condition of the train air brakes.

1155-A4. Couplings to other cars, engines or cabins must not exceed a speed of 4 miles per hour.

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

1155-A5. Referring to **Rule 4155-C**, hog drenchers in service on Nos. 0, 1, 2 and tracks 927 feet west of **AR**. When necessary to drench live hog shipments, the hogs will be drenched at Altoona. The watering of any other stock shipments or poultry should be performed on the icing tracks at Huntingdon.

Conductor will insure that when this service is performed, that proper notation is made on waybills.

1155-A7. Freight trains leaving yards, fueling or water stations, sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train.

1155-A8. Maximum locomotive power used on head end of freight trains must not exceed 7000 horsepower and on rear end of freight trains must not exceed 5000 horsepower. If operating conditions develop whereby it becomes necessary to attach locomotive units to the head or rear end with operative units in excess of the above horsepower, a sufficient number of diesel engines must be isolated so as not to exceed this horsepower on either the head or rear end of train.

J-1 engines to be calculated at 2100 horsepower.

1155-A9. 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. Crews placing cars on tracks protected by concrete bumper will leave a space between car and bumper in order to avoid damage to equipment.

1155-A15. Conductors placing cars for loading or unloading, must furnish the Agents with a report giving the initial and number, kind of car, whether loaded or empty, tracks on which placed and time placed.

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

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

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

1155-A16. 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 given billing information.

1155-A17. 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-A18. When freight trains are being handled with pusher engines and a road test is to be made, the engineman operating the brakes will, on receiving proper signal, give one blast of the engine whistle and apply the brakes for the test. The rear pusher engineman, after seeing that the brakes apply, will whistle for the release of the brakes. The hauler engineman will then release the brakes. The rear pusher engineman, after seeing that the brakes release, will give two blasts of the engine whistle, after which the train will be ready to proceed.

1155-A19. Enginemen of all pusher engines will ease off throttle when train is making a diverging movement over Interlocking and Non-Interlocking crossovers and turnouts, and when approaching or while passing over crossovers or turnouts while making straight or diverging movements at the following points:

Eastward—

At east end Conemaugh Yard and Pit tracks
AO, NY, MO, Cresson Yard, and AR
East Conway
Mingo Jct.

Westward—

At MG, Benny and SF

1155-A20. While pusher engines are assisting trains over grades, trainmen must be in position to give signals and to assist in holding the train when necessary to take the slack.

1155-A21. Altoona—When any eastward movement is stopped by signal at 9th Street, a member of the crew must communicate with Works promptly. When any eastward movement is stopped at South, a member of the crew must communicate with South, promptly.

Cabins on eastward freight trains will be cut off after passing 9th Street Bridge. If cabin should stall, Works must be notified immediately.

Telephones located as follows: On east end of Machine Shop fence west of 9th Street Bridge and on post on south side, east of 7th Street.

1155-A22. Markers on cabin cars of Westward freight trains moving to Homer Receiving Yard, Altoona, will not be displayed after helper engine has coupled to rear of train.

1155-A23. The rear end of all drafts of cars on secondary tracks in terminals that are not indicated by displaying markers will be indicated by a member of the crew by day and in addition a lighted lantern by night.

1155-A24. When using the Wye at Osceola Mills Engine House, steam engines will enter the South Leg and leave by the North Leg.

1155-A25. Southward freight trains on the Clearfield Secondary Track releasing retaining valves at Vail will stop north of "CC" Sign to avoid unnecessary operation of automatic highway crossing protection.

1155-A26. 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-A27. When trains moving from New Portage Secondary Track 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-A28. 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 engineman 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-A29. Industrial Track from No. 1 Track, 3,873 feet west of Greensburg, will be used by freight trains having work at Greensburg freight station.

1155-A30. 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 operator **SZ**.

1155-A31. Daily except Saturday. Westward trains on No. 3 Track having work, will stop clear of switches at west end of Wilksburg yard tracks and be governed by instructions from yard master.

1155-A33. In order to prevent obstruction of street crossings at Brackenridge and Tarentum, westward trains on No. 2 Track, when consisting of more than 65 cars and receiving an approach indication, **Rule 285**, at fixed signal No. 535 east of Natrona, will stop at Mile Lock Lane crossing, just east of Brackenridge and communicate with the operator at Higgins Block Station before proceeding.

1155-A34. When practicable to do so, cars will not be stored on Truxall Storage Track within 500 feet of westward home signal at Truxall.

1155-A35. Conductors will furnish agent at Cheswick, report showing number and initial of all cars, loaded or empty, delivered to, or received from Cheswick and Harmar R. R.

1155-A36. Trains using No. 3 or No. 4 Track and picking up cars at Jacks Run will cut engine off a sufficient distance east of the Home Signal to allow room for the cars which are to be picked up.

1155-A37. Engines of westward freight trains on No. 2 Track that require attention at Wellsville enginehouse will be detached from train before fouling highway crossing at freight house.

1155-A39. Crews of freight trains held on Dry Run Siding will cut crossings at Putman and Myrtle Streets, promptly.

1155-A41. Trains must not set defective cars: hot journals, draw bars, etc., off on the track serving the Buckeye Works of the McClain Fire Brick Co., Wellsville, except in an absolute emergency, in which event every precaution must be taken to avoid interference with cars being loaded on that track or in causing injury to men working those cars.

1155-A43. When trains are delayed at Beaver and block First Street crossing (Water Works crossing) located 725 feet east of Mile Post 1, the crossing must be cut promptly.

1155-A44. Mingo Jct.—In order to prevent obstruction of State Street Crossing, trains moving from River Branch to Main Line at Mingo Junction receiving an approach indication **Rule 285, Fig. A1**, at low home signal located just east of State Street, will stop west of State Street and communicate with the operator at Mingo Junction Block Station before proceeding.

1155-A45. Cars must not be stored on Industrial Track east of Houston.

1155-A46. Cars on Mill and Storage Tracks, Chester, must not be left standing between 5th Street Crossing and a point indicated by yellow mark painted on rails 100 feet from either side of crossing.

1155-A47. Gates across both legs of "Wye Track" also No. 3 Track in Taylor, Smith and Taylor Company, plant Chester, are equipped with switch locks. These gates must be kept closed and locked except while tracks are being used for switching or other train movement.

1155-A49. Referring to **Rule 4155-J**, Color Light Scale Signals are in service at the following locations:

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

1155-A50. 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-A51. 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-B1. The operation of pusher engines behind occupied cabin cars of assembled freight trains in the State of Ohio is prohibited.

In the State of Ohio, employes and others are prohibited from riding on a cabin car when a pusher engine is operated behind a cabin car of an assembled freight train; they may ride on the pusher engine. The train shall be stopped to cut off the pusher engine.

PASSENGER AND FREIGHT TRAIN OPERATION

1156-A1. Conductors of all trains and enginemen of light engines must inquire for instructions before starting from initial point.

1156-A2. Not more than two (2) persons in addition to the engine crew will be permitted to ride in cab of steam or diesel engines unless otherwise authorized by the Superintendent Transportation.

1156-A3. Huntingdon Icing Station. Method of operation governed by the following instructions:

Arranged Freight Train Service.

All through cars in arranged service trains, requiring icing, will be iced at Huntingdon.

EASTWARD TRAINS—Conductors, when receiving consist of train at Brush, Altoona Yard, will also be given three (3) copies of AD 27 showing icing attention required.

WESTWARD TRAINS—Conductors on trains having cars to ice at Huntingdon will throw off at Port a memorandum showing the number of such cars. The operator at Port will carefully look for such reports and immediately relay them by telephone to the Icing Station at Huntingdon and the train dispatcher at Altoona.

Upon arrival at Huntingdon waybills and AD 27's must be on head end of train for prompt delivery to the foreman of the Icing Station located at east end of the platform.

Trains performing work between Hunt and Deer must inform the operator at Hunt when work has been completed and train is ready to move.

RAILWAY EXPRESS TRAINS:

A representative of the Railway Express Agency will report to station master at Harrisburg prior to the departure of a westward train, containing cars to be re-iced at Huntingdon, the number of such cars, similar information to be furnished for eastward trains by a representative of the Express Agency at Pittsburgh to the station master at Altoona, either direct by telephone or by means of a memorandum slip to be handed to conductor at Pittsburgh for delivery to station master Altoona. This information will be telephoned to the train dispatcher at Altoona immediately by the following method:

WESTWARD TRAINS—Station master at Harrisburg to give the information direct to the train dispatcher at Altoona.

EASTWARD TRAINS—Station master at Altoona to telephone the car numbers to Movement Bureau, telephone 462 or 551.

This information to be given also to the conductor before departure.

1156-A4. Facilities for repairing hot boxes are provided as follows:

Cooling hose, sponging material, etc., Bailey, Thompsontown ($\frac{1}{4}$ mile west, north side), Denholm, Ryde Water Station, and Huntingdon, (opposite oil house).

Conductors will notify the superintendent transportation as much in advance as possible when a car inspector is needed at any point where inspectors are located.

1156-A5. Trains on No. 2 track setting off cars on Thompsontown Shop Track must not foul crossover located at west end of shop track.

1156-A5. Eastward trains and engines must stop clear of Walnut Street Crossing, located 811 feet east of Mile Post 54, when eastward home signal Lock Haven is in stop position, to avoid unnecessary blocking of crossing.

1156-A6. 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 operator 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 operator.

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 operator, 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 Southwest Secondary Track:

Youngwood helpers will remain coupled to Youngwood.

Pitcairn helpers will cut off at crossing switch at Radebaugh, Southwest Secondary Track, and will report to the operator at RG.

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.

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.

South Fork Branch:

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

Westward trains from Derry:

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

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

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 operator at CM.

1156-A8. 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 terminal on each time return and delay report and the name of the home terminal of the conductor in charge of the train on each mileage stub.

1156-A9. 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-A10. 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-A11. 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 1730 feet east of eastward home signal for Benny.

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

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

1156-A12. 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-A13. Permission must be obtained from Monongahela Railway Train Dispatcher at Brownsville, by trains before moving between West Brownsville Jct. and West Brownsville.

1156-A15. Permission must be obtained from **EP** to use Barnesboro Pullout track.

1156-A16. 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.

1156-A17. 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-A18. 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-A19. Movements on west leg of wye track, Cresson, may be made on permission from operator **EP**.

1156-A20. 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-A21. Eastward and southward trains may use north and west leg Wye at South Fork on receiving proper interlocking signal at **SO** or on permission from operator at **SO** through the operator at **FK**. Westward and northward trains may use these tracks on permission from operator 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-A22. Cab Load Ammeter readings on Class BH50 locomotives are restricted to a maximum of 2100 amperes and throttle lever must be so manipulated that this value is never exceeded.

1156-A23. 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 Region.

1156-A24. Enginemen in charge of engines running light will make a running test of the brake before descending any grade.

1156-A25. 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-A26. Wrenches, hammer, chisel and chain have been placed at all Block Stations for emergency use of Engine and Train Service crews.

1156-A27. In **PITT** or **PH** Interlocking, 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-A28. In Pittsburgh Passenger Terminal, yard engines, road engines and shifting movements must come to a full stop just prior to coupling to other cars or engines.

1156-A29. When backing trains out of Pittsburgh Station, 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 Passenger 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-A30. When engines are passing over trestles or open-floor bridges, poker or scraper must not be used or grates shaken.

1156-A32. Trains or engines before entering and after clearing No. 2 track between **AJ** Interlocking signal and the home signal at Aladdin crossover will report to operator at **AJ**.

1156-A33. Normal movement on Horn track **AJ** is from No. 1 eastward track, movements in reverse direction on this track must not be made without permission from operator **AJ**.

1156-A36. When a train is delayed at points remote from block stations, conductor or enginemen must see that some member of the crew communicates with operator at once and at frequent intervals.

1156-A37. Signal located on north end of Island Platform on west side of No. 2 inbound house track, 11th Street Freight Station, Pittsburgh, shows two positions for bridges spanning No. 1 and No. 2 tracks between inbound house track and Island platform. When showing red it will indicate that the bridges are up and when showing green it will indicate that bridges are down.

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

1156-A38. Oakdale—Trains on No. 1 eastward freight track receiving a stop signal at Oakdale, must not pass a point 700 feet west of highway crossing until indication of the home signal has been changed to proceed or proper authority has been received to pass it in stop position.

1156-A39. On the following tracks and branches enginemen and trainmen will, when weather conditions are such that flange-ways of road crossings or switches may be obstructed with snow or ice, assure themselves that road crossings and switches are in safe condition to use. If necessary, trains and engines will be stopped and road crossings inspected by member of engine or train crew before passing over them:

Main Line:

L. B. Foster Co. Industrial track, Carnegie.

Wheeling Secondary track:

Bloch Bros. Industrial track, Wheeling.

Wheeling Electric Co. Industrial track, 42nd Street, Wheeling.

Terminal Cold Storage Industrial track, Wheeling.

Terminal Branch:

La Belle Lead, Wheeling.

B. & O. Connection Peninsula.

New Cumberland Secondary track:

East Toronto to Chester, All Crossings.

**M. & O. Industrial track.
Cherry Valley Industrial track:**

Between Center Ave., Burgettstown and Cherry Valley.

Atlasburg Industrial track:
Between CN and Atlasburg.

Studa Industrial track:
Between Langeloth Jct. and Studa.

B. & M. Industrial track:
All Crossings.

Westland Industrial track:
Between Houston and Westland.

Kobuta Industrial track:
Between Chester and Kobuta.

1156-A40. Conductor or engineman of a train must secure permission from operator before entering a siding where switches are hand-operated except at points where open block stations are located at entrance end of siding.

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-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.

Between

Mile post 8 and Mile Post 9

Mile Post 63 and Mile Post 64

Location

West of Alum Bank

West of Cheswick

Allegheny Branch:

Between

Mile Post 14 and Mile Post 15

Location

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

Maine Line:

Mile Post 5 and Mile Post 6

Bellevue to Avalon

Bayard Branch:

Mile Post 5 and Mile Post 6

West of Merrill

Main Line:

Mile Post 2 and Mile Post 3

West of Monon

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; except as provided in Special Instruction 1157-B2.

Clearfield Secondary Track:

Trains having an average tonnage of 51 to 95 tons per effective brake:

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to north end of Big Fill.....	1.98	2.5	10.7	14
North end of Big Fill to a point $\frac{1}{4}$ mile south of M.P.7.....	.11 to 1.98	3.5	13.125	16
Point $\frac{1}{4}$ miles south of M.P. 7 to Vail.....	2.2 to 2.86	3.8	9.1	25
Total.....		9.8		55

Trains having an average tonnage of less than 51 tons per effective brake:

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to north end of Big Fill.....	1.98	2.5	16	10
North end of Big Fill to a point $\frac{1}{4}$ mile south of M.P. 7.....	.11 to 1.98	3.5	16	14
Point $\frac{1}{4}$ mile south of M.P. 7 to Vail.....	2.2 to 2.98	<u>3.8</u>	12	<u>19</u>
Total.....		9.8		43

Snow Shoe Secondary Track:

Trains having an average tonnage of 51 to 95 tons per effective brake:

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
From Rhoads to No. 4 switch.....	2.27-2.16-2.09	2.46	12	13
From No. 4 switch to No. 3 switch.....	2.0-2.18	1.09	12	6
From No. 3 switch to No. 2 switch.....	2.0	.61	12	3
From No. 2 switch to No. 1 switch.....	2.0	.44	12	3
From No. 1 switch to Gum Stump.....	2.84-1.53	<u>2.30</u>	12	<u>12</u>
Total.....		6.9		37

Trains having an average tonnage of less than 51 tons per effective brake:

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
From Rhoads to No. 4 Switch.....	2.27-2.16-2.09	2.46	15	10
From No. 4 switch to No. 3 switch.....	2.0-2.18	1.09	15	5
From No. 3 switch to No. 2 switch.....	2.0	.61	15	3
From No. 2 switch to No. 1 switch.....	2.0	.44	15	2
From No. 1 switch to Gum Stump.....	2.84-1.53	<u>2.30</u>	15	<u>10</u>
Total.....		6.9		30

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

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

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

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

NEW PORTAGE SECONDARY TRACK

Points	Grade	Distance Miles	Miles Per Hour	Minutes
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

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

1157-B2. 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

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

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum speeds, unless otherwise specified

	Single Track		No. 6 Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Main Line Between:	Miles per Hour													
Region Post (Phila. Reg.) and View							50	50	50	50	70	50	70	50
View and Port							70	50	50	50	50	50	70	50
Port and Mifflin							70	50			50	50	70	50
Mifflin and Tunnel							70	50	50	50	50	50	70	50
Tunnel and Spruce									70	50	50	50	70	50
Spruce and Forge									50	40	50	40	50	40
Forge and Tyrone							50	50	70	50	70	50	50	50
Tyrone and Gray					30	30	50	50	70	50	60	50	50	50
Gray and Bell							50	50	70	50	70	50	50	50
Bell and Antis							50	50	70	50	70	50	50	50
Antis and Works							60	50	60	50				
Works and Alto							30	25	30	25				
Alto and Slope					A Track 25	25	30	25	30	25	25	25	25	25
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					O Track 30	30	70	30	70	30	60	45	45	45
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 UY											50	50	50	50
UY and Federal St.											45	45	45	45
JD and DR							50	45	70	45	70	50	50	45
DR and KR							50	45	70	45	70	50	50	45
KR and M.P. 320							50	45	70	45	70	50	50	50
M.P. 320 and RG							50	45	70	45	70	50	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					O Track 30	30	70	45	70	45	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	30
DV and PITT											50	20	50	30

	Single Track		No. 6 Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Main Line Between:	Miles per Hour													
PITT & Federal St.											30	30	30	30
Federal St. and Jacks Run							70	50	40	40	40	40	70	50
Jacks Run and Leetsdale							70	50	50	50	50	50	70	50
Leetsdale and East Conway							70	50	50	50	50	50	70	50
East Conway and Rochester							70	50					70	50
Rochester & Region Post (Lake Region)											70	50	70	50
PITT and Monon											60	40	60	40
Monon and Elliott							60	40	60	40				
Elliott and Wagner											60	40	60	40
Wagner and CH							30	30	30	30	60	40	60	40
CH and Oakdale											60	40	60	40
Oakdale and Laurel Hill									60	40	60	40	30	30
Laurel Hill & CO									60	50	60	50	30	30
CO & Weirton Jct.							30	30	60	50	60	50	30	30
Weirton Jct. & Reg. Post (Buckeye Reg.)											60	50	60	50

BRANCHES	Single Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour					
Hollidaysburg & Petersburg Branch Between: Wye and Eldo	20	20				
Eldo and Alto			30	30	30	30
Clearfield Branch Between: Tyrone and 14th Street	25	25				
14th Street and Park	35	25				
Bald Eagle Branch Between: Park and Sand	50	45				
Sand and Wood			45	45	50	45
Wood and Lock Haven (Northern Reg.)	50	45				
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 M.P. 11.5 (End of track)	20	20				
Port Perry Branch Between: Perry and PG			20	20	20	20
Allegheny Branch Between: Nadine and AJ			50	50	50	50
AJ and Region Post (Northern Reg.)			50	50	50	50
Chartiers Branch Between: Wagner and KY	30	30				
KY and MO			30	30	30	30
Burgetts Branch Between: Burgetts and CN	15	15				
Terminal Branch Between: WT and Zane	20	20				
New Cumberland Branch Between: Weirton Jct. and WN	20	20				
Low Grade Branch Between: Rochester and Region Post (Lake Reg.)			30	30	30	30
Bayard Branch Between: Rochester and M.P. 25			50	50	50	50
M. P. 25 and Region Post (Lake Reg.)			35	35	35	35
River Branch Between: Yellow Creek and Rockville			35	35	35	35

BRILLIANT BRANCH Between:	West Penn No. 2 Track		West Penn No. 1 Track		Valley No. 2 Track		Valley No. 1 Track					
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.				
	Miles per Hour											
Nadine and CM					40	18	40	18				
UY and CM	40	18	40	18								
Scully Branch: Between:	Scully No. 2 Track		Scully No. 1 Track		OC Bridge No. 4 Track		OC Bridge No. 3 Track		OC Bridge No. 2 Track		OC Bridge No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour											
Monon and Wagner	20	20	20	20								
Ohio Connecting Bridge Between: Esplen & Island Ave. Jct.									10	10	10	10
Island Ave. Jct. and Jacks Run									20	20	20	20
Island Ave. Jct. and Pennsylvania Ave.					10	10	20	20				

Pgh. Reg. G.O. No. 108

Monongahela Branch Between:	Single Track		Mon. No. 1 Track		Mon. No. 2 Track		Scully No. 2 Track		Scully No. 1 Track		No. 1 Track		No. 2 Track		No. 3 Track		No. 4 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour																	
Monon and OB			50	45	50	45	30	30	30	30								
OB and Kenny											30	30	30	30	50	45	50	45
Kenny and CR											30	30	20	20	50	45		
CR and H											50	45	50	45				
Peters Creek Branch Between: Pennmont and Gould	15	15																

NOTE—Maximum speed for Class EP-12 locomotive No. 1000 when hauling No. 16 and No. 17 and train consists entirely of cars equipped with pneumatic brakes and operating on assigned passenger tracks:

Between Region Post Philadelphia Region
and Slope.....80 M.P.H.
Between Slope and Pittsburgh.....85 M.P.H.

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
Main Line	Miles per Hour	
Between:		
Region Post (Phila. Reg.) and Works.....	40	30
Works and Slope.....	25	20
Slope and Pittsburgh.....	45	30
JD and Federal Street.....	40	30
Pittsburgh and Region Post Lake Region		
Passenger track.....	50	40
Freight track.....	30	25
Pittsburgh and Region Post (Buckeye Region).....	40	30
Bald Eagle Branch		
Between:		
Park and Lock Haven (Northern Region).....	35	25
Clearfield Branch		
Between:		
Tyrone and Park.....	25	20
Hollidaysburg and Petersburg Branch		
Between:		
Wye and Eldo.....	20	20
Eldo and Alto.....	30	20
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	10
Turtle Creek Branch		
Between:		
SZ and M. P. 11.5 (End of track).....	20	15
Port Perry Branch		
Between:		
Perry and PG.....	20	15
Monongahela Branch		
Between:		
Monon and H.....	40	30
Peters Creek Branch		
Between:		
Pennmont and Gould.....	10	10
Brilliant Branch-Valley		
Between:		
CM and Nadine.....	35	30
Allegheny Branch		
Between:		
Nadine and Region Post (Northern Reg.).....	35	30
Ohio Connecting Bridge		
Between:		
Jacks Run and Island Ave. Jct.....	20	20
Pennsylvania Ave. and Island Ave. Jct.....	20	20
Island Ave. Jct. and Esplen.....	10	10
Low Grade Branch		
Between:		
Rochester and Region Post (Lake Reg.)....	30	20

1157-C2. Wreck Trains (Continued)

	Boom Trailing	Boom Forward
	Miles per Hour	
Bayard Branch Between: Rochester and Region Post (Lake Reg.)....	35	25
River Branch Between: Yellow Creek and Rockville.....	30	~~20~~
Chartiers Branch Between: Wagner and MO.....	30	30
Burgetts Branch Between: Burgetts and CN.....	15	15
Terminal Branch Between: WT and Zane.....	20	20
New Cumberland Branch Between: Weirton Junction and WN.....	20	20
Clearfield Secondary Track Between: Park and Summit..... Summit and Mills..... Mills and Grampian.....	25 20 25	20 15 20
H. & P. Secondary Track Between: Pete and Frank.....	30	20
Bedford Secondary Track Between: Brook and State Line.....	30	20
Mt. Dallas Secondary Track Between: Creek and Dallas.....	25	20
Morrison Cove Secondary Track Between: Holly and Brook..... Brook and Curry.....	30 25	20 20
Moshannon Secondary Track Between: Mills and McCartney.....	20	15
New Portage Secondary Track Between: Wye and SF.....	20	15
Ellsworth Secondary Track Between: MC and Cokeburg Jct.....	15	10
Marianna Secondary Track Between: Cokeburg Jct. and Marianna.....	15	10
Monongahela Secondary Track Between: H and BF.....	25	20

1157-C2. Wreck Trains (Continued)

	Boom Trailing	Boom Forward
	Miles per Hour	
Redstone Secondary Track Between: BF and RS.....	20	15
West Brownsville Secondary Track Between: West Brownsville and Ten Mile Run Jct....	25	20
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
Southwest Secondary Track Between: RG and County Jct..... County Jct. and VA.....	25 30	20 25
Hempfield Secondary Track Between: Hempfield Jct. and Gratztown.....	10	10
Yukon Secondary Track Between: Yukon Jct. and Cowansburg.....	20	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	10
Hastings Secondary Track Between: Hastings Jct. and Hastings.....	15	10
Indiana Secondary Track Between: D and NM.....	25	15
Butler Secondary Track Between: JB and VO.....	20	20
Powhatan Secondary Track Between: GR and Bellaire..... Bellaire and PN.....	30 25	25 25
New Cumberland Secondary Track Between: WN and HS.....	20	20
Weirton Secondary Track Between: CY and WN.....	20	20

1157-C2. Wreck Trains (Continued)

	Boom Trailing	Boom Forward
	Miles per Hour	
All Other Secondary Tracks.....	15	10
Except that Trains and Engines handling 250 ton Wreck Derrick will be governed by the following maximum speeds:		
Main Line		
Between:		
Pittsburgh and Region Post (Lake Reg.)		
Passenger track.....	40	30
Freight track.....	25	25
Bayard Branch		
Between:		
Rochester and Region Post (Lake Reg.)....	25	25
River Branch		
Between:		
Yellow Creek and Rockville.....	20	20

1157-C3. Work Trains

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line			
Between:			
Region Post (Phila. Reg.) and Works	30	20	20
Works and Slope.....	25	20	20
Slope and Pittsburgh.....	30	20	20
JD and Federal Street.....	40	30	25
Pittsburgh and Region Post (Lake Region).....	30	20	20
Pittsburgh and Region Post (Buckeye Region).....	40	30	25
Bald Eagle Branch			
Between:			
Park and Lock Haven (Northern Region).....	30	20	20
Clearfield Branch			
Between:			
Tyrone and Park.....	25	20	20
Hollidaysburg and Petersburg Branch			
Between:			
Wye and Eldo.....	20	20	20
Eldo and Alto.....	30	20	20
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 M. P. 11.5 (End of track)	20	15	15

1157-C3. Work Trains (Continued)

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Port Perry Branch Between: Perry and PG.....	20	15	15
Monongahela Branch Between: Monon and H.....	30	20	20
Peters Creek Branch Between: Pennmont and Gould.....	10	10	10
Brilliant Branch-Valley Between: CM and Nadine.....	40	30	25
Allegheny Branch Between: Nadine and Region Post (Northern Region).....	40	30	25
Ohio Connecting Bridge Between: Jacks Run and Island Ave. Jct..... Pennsylvania Ave. and Island Ave. Jct..... Island Ave. Jct. and Esplen.....	20 20 10	20 20 10	20 20 10
Low Grade Branch Between: Rochester and Region Post (Lake Region).....	30	20	20
Bayard Branch Between: Rochester and Region Post (Lake Region).....	30	20	20
River Branch Between: Yellow Creek and Rockville.....	30	20	20
Chartiers Branch Between: Wagner and MO.....	30	20	20
Burgetts Branch Between: Burgetts and CN.....	15	15	15
Terminal Branch Between: WT and Zane.....	20	20	20
New Cumberland Branch Between: Weirton Junction and WN.....	20	20	20
Clearfield Secondary Track Between: Park and Summit..... Summit and Mills..... Mills and Grampian.....	25 20 25	20 15 20	20 15 20
H. & P. Secondary Track Between: Pete and Frank.....	30	20	20

1157-C3. Work Trains (Continued)

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Bedford Secondary Track Between: Brook and State Line.....	30	20	20
Mt. Dallas Secondary Track Between: Creek and Dallas.....	25	20	20
Morrison Cove Secondary Track Between: Holly and Brook.....	30	20	20
Brook and Curry.....	25	20	20
Moshannon Secondary Track Between: Mills and McCartney.....	20	15	15
New Portage Secondary Track Between: Wye and SF.....	20	15	15
Ellsworth Secondary Track Between: MC and Cokeburg Jct.....	15	15	15
Marianna Secondary Track Between: Cokeburg Jct. 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.....	15	15	10
Div. Post (Mon. Ry.) and Redstone Secondary Track—South Leg.....	5	5	5
Southwest Secondary Track Between: RG and County Jct.....	25	20	20
County Jct. and VA.....	30	20	20
West Brownsville Secondary Track Between: West Brownsville Jct. and Ten Mile Run Jct.....	25	20	15
Hempfield Secondary Track Between: Hempfield Jct. and Gratztown.....	15	15	10
Yukon Secondary Track Between: Yukon Jct. and Cowansburg.....	20	20	15
Cresson Secondary Track Between: EP and RU.....	30	20	20
Black Lick Secondary Track Between: KY and ZD.....	30	20	20

1157-C3. Work Trains (Continued)

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
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
Indiana Secondary Track Between: D and NM.....	25	15	15
Butler Secondary Track Between: JB and VO.....	20	15	15
Washington Secondary Track Between: MO and WH.....	30	20	20
Powhatan Secondary Track Between: GR and PN.....	25	20	20
New Cumberland Secondary Track Between: WN and HS.....	20	20	20
Weirton Secondary Track Between: CY and WN.....	20	20	20
Wheeling Secondary Track Between: Weirton Junction and Zane.....	30	20	20
All Other Secondary Tracks.....	15	10	10

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

Main Line	Miles per Hour
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 turn-outs, and over highway and railroad crossings.....	20 15 8 5
1157-C14. Passenger trains taking water from track troughs.....	60
1157-C18. Between Forge and Spruce: Eastward petroleum or mineral freight trains..... Eastward arranged service freight trains.....	25 35
1157-C19. Engines moving over track scales.....	4
1157-C20. Engines moving over turntables.....	4
1157-C21. Eastward freight trains between Car Inspectors Building west of AR and west portal of Gallitzin Tunnel.....	8
1157-C22. 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-C23. Trains having one or more short wheel base ore cars, loaded or empty, must not exceed the following speeds: Branches, Secondary tracks and Sidings..... Main Line..... NOTE—When handling such cars Conductors must know that enginemen have been so advised.	25 30

1157-C25. Cars carrying major calibre gun barrels should be placed on front end of the train to avoid slack action and movement restricted to a speed not to exceed **30 miles per hour**, with the breech end of the gun leading in the direction the train is moving in road movement.

When operating over territory shown below, such trains will be restricted to not exceeding the following speeds:

	Breech End Forward
	Miles per Hour
Main Line Between: PITT and Region Post (Buckeye Region) —Freight tracks.....	20
Hollidaysburg and Petersburg Branch Between: Wye and Alto.....	20
Clearfield Branch Between: Tyrone and Park.....	25
Lewistown Secondary Track Between: Lewistown and Jct. Milroy Secondary Track.....	15
Milroy Secondary Track Between: Chestnut Street, Lewistown and Milroy.....	15
A Secondary Track Between: Deer and Hunt.....	15
C Secondary Track Between: Hunt and Deer.....	15
Pull-Up Secondary Track Between: East End Homer Yard and Bell.....	15
No. 1 Secondary Track Between: Rose and Antis.....	15
No. 2 Secondary Track Between: Antis and Rose.....	15
H. & P. Secondary Track Between: Pete and Frank.....	15
Springfield Secondary Track Between: Ganister and Oreminea.....	15
Morrison Cove Secondary Track Between: Holly and Curry.....	15
Bedford Secondary Track Between: Brook and State Line.....	15

	Breech End Forward
	Miles per Hour
Mt. Dallas Secondary Tracks Between: Creek and Dallas.....	15
Clearfield Secondary Track Between: Grampian and Park.....	15
Runner Secondary Track Between: Maple and Summit.....	15
Moshannon Secondary Track Between: Mills and McCartney.....	15
Moshannon and Clearfield Secondary Track Between: Jct. Moshannon Secondary Track and Brookwood Shaft.....	15
Snow Shoe Secondary Track Between: Snow Shoe Int. and Snow Shoe.....	15
Indiana Secondary Track Between: D and NM.....	20
Powhatan Secondary Track Between: GR and Bellaire.....	25
New Cumberland Secondary Track Between: WN and Chester.....	20

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

When handling such cars, conductors must know that engine-men 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
Susquehanna Secondary Track BN	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
RD—End of two main tracks	Trailing—Springing Switch through turnout	15
	Facing	40
	Trailing—Not Springing Switch	40
Duff	Trailing—Spring Switch through turnout	10
	Facing	10
	Trailing—Not Springing Switch	20
MO—End of two main tracks	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	15

	Miles per Hour
Island Avenue —Diverging movement through hand-operated switches between Ohio Connecting Bridge and No. 2 track	8
Rochester —Diverging movement through crossover between No. 3 track and No. 2 track west end of interlocking.	10
Non-Interlocked turnouts —diverging movements, except class I, J and M engines over No. 8 crossovers and turnouts.	15

	Miles per Hour	
	Forward	Backward
Class I, J and M engines through No. 8 crossovers or turnouts must not exceed speed indicated:	10	5

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

Park:

Crossover between main track and plug track.
Turnout from Park siding to storage track.

Gray:

Turnouts at west end of Nos. 8 and 9 tracks.
Crossover between Nos. 8 and 9 tracks.
Crossover between Nos. 5 and 8 tracks.

Rose:

All crossovers and turnouts.

South:

Crossover between No. 2 Power track and No. 3 yard track.
All turnouts from North ladder to tracks Nos. 3 to 14 Ebd. Rec. yard.
All turnouts from South ladder to tracks Nos. 15 to 26 Scales Yard.

Works:

All turnouts from ladder to tracks Nos. 1 to 5 and from No. 6 track to tracks 7 and 8.
Crossover between No. 8 yard track and No. 2 Westward freight track.
Crossover between Nos. 1 and 2 freight tracks at 7th St.
Turnout from coach yard track to ladder.
Turnout from A track to Machine Shop Yard east of 9th St.

Alto:

Crossover between No. 4 track and Freight Station Yard—9th St.
Turnout from A track to H. & P. Branch.
Turnout from A track to No. 3 Eastward power track—17th Street Yard.

Slope:

Turnout from A track to No. 3 Eastward power track.
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.
Apollo—Turnout to Apollo Industrial track.
AJ—Turnouts to Horn and Wye tracks.
CQ—Turnouts from No. 101 Secondary track to Yard tracks.
Monon—All crossovers and turnouts.
Esplen—All crossovers and turnouts.
Scully—All crossovers and turnouts.

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds, Unless Otherwise Specified

MAIN LINE	Miles per Hour	
	NOTE 1	NOTE 2
Signal Bridge 1142 to Region Post, (Phila. Reg.), No. 1 track.....	....	70
First Curve east of Perdix,		
No. 1 track.....	60	65
No. 2 track.....	60	60
First Curve west of Cove, No. 1 and No. 2 tracks.....	60	65
Third Curve east of View, No. 1 and No. 2 tracks.....	60	65
First and Second Curves east of View.....	40	40
Curve at Duncannon Station.....	....	70
First Curve west of Duncannon, No. 4 track.....	....	75
Second Curve west of Aqueduct, No. 4 track.....	....	75
Curve at Bailey,		
No. 1 track.....	....	75
No. 4 track.....	....	70
First, Second and Third Curves west of Bailey.....	....	75
Curve at Newport and First Curve west thereof, No. 1 track.....	....	70
First Curve east of Port.....	....	70
Signal Bridge 1348 to Port, No. 1 track.....	....	75
Curve west of Millerstown, west portion of Curve between a point 2,400 feet west of M. P. 138 and M. P. 139, No. 1 and No. 4 tracks.....	60	65
Third Curve east of Thompsontown, No. 1 and No. 4 track.....	60	75
Second Curve east of Thompsontown, No. 1 and No. 4 track.....	60	....
Second Curve east of Thompsontown, No. 4 track.....	....	70
First Curve east of Thompsontown,		
No. 1 track.....	60	65
No. 4 track.....	60	60
Curve at Thompsontown,		
No. 1 track.....	....	70
No. 4 track.....	....	75
First Curve west of Thompsontown,		
No. 1 track.....	65	65
No. 4 track.....	65	70
First Curve east of Vandyke, No. 4 track.....	....	75
Curve at Tuscarora, No. 1 and No. 4 tracks.....	65	70
First Curve east of Port Royal.....	....	75
Fourth Curve east of Mifflin,		
No. 1 track.....	60	70
No. 4 track.....	60	75
Third Curve east of Mifflin, No. 1 and No. 4 tracks.....	55	60
First and Second Curves east of Mifflin.....	40	45
First Curve west of Mifflin, No. 1 and No. 4 tracks.....	55	55
Second Curve west of Mifflin,		
No. 1 track.....	....	75
No. 4 track.....	....	70
Third Curve west of Mifflin.....	....	75
Fourth Curve west of Mifflin.....	....	70
Denholm Coal Wharf, No. 1 track.....	....	70
First Curve west of Wall,		
No. 1 track.....	50	55
No. 4 track.....	50	50
Curve 1.5 miles west of Hawstone.....	....	75
Curve at M. P. 163, 2.5 miles east of Lewistown, No. 1 and No. 4 tracks.....	65	70
Curve at M. P. 164, 1.5 miles east of Lewistown,		
No. 1 track.....	65	65
No. 4 track.....	65	70
Third Curve east of Lewistown, No. 1 and No. 4 tracks.....	55	60
Second Curve east of Lewistown,		
No. 1 track.....	55	60
No. 4 track.....	55	65
First Curve east of Lewistown.....	40	40
First Curve west of Lewistown,		
No. 1 track.....	50	55
No. 4 track.....	50	50
First Curve west of Granville,		
No. 1 track.....	60	60
No. 4 track.....	60	65
Second Curve west of Granville.....	....	70
Curve at Longfellow.....	....	70
First Curve west of Longfellow.....	....	75
First Curve east of McVeytown and Curve at McVeytown.....	....	75
Curve 1.0 miles west of McVeytown.....	....	75
First and Second Curves east of Ryde.....	....	70
First and Second Curves west of Ryde.....	45	45
Curves at Vineyard and Newton Hamilton.....	....	70
First Curve east of Jacks, No. 1 track.....	....	70
First Curve east of Mapleton.....	....	70
Curve at Mapleton, No. 1 and No. 4 tracks.....	60	65
First Curve west of Mapleton.....	....	75
Curve 2.5 miles east of Huntingdon.....	....	75
Third Curve east of Huntingdon, No. 1 track.....	....	75
First and Second Curves east of Huntingdon.....	....	75
Curve at Huntingdon.....	....	70
Between Hunt and Deer.....	....	70

MAIN LINE	Miles per Hour	
	NOTE 1	NOTE 2
First Curve east of Warrior Ridge, No. 1 and No. 4 tracks	60	60
First and Second Curves west of Warrior Ridge, No. 1 and No. 4 tracks	65	65
Curve at Petersburg, No. 1 and No. 4 tracks	65	65
First Curve west of Tunnel Interlocking, No. 3 track	55	65
First Curve east of Spruce Creek Tunnel, No. 1 track	55	60
Second Curve east of Spruce Creek Tunnel, No. 1 track	45	45
First Curve west of Spruce Creek Tunnel, No. 3 track	50	55
Between Spruce and Forge, except curves	....	50
Curves between Spruce and Tyrone, except curve 1.0 miles east of Birmingham	40	45
Curve 1.0 miles east of Birmingham	40	40
Curve at Tyrone Station	....	45
First and Second Curves west of Tyrone	65	65
Curve west of Gray	....	70
Second Curve west of Gray, No. 3 track	....	75
First Curve west of Bell, No. 3 track	....	75
Between Antis and Works	....	60
Between Works and Slope	....	30
First Curve west of Slope, No. 1 track	30	....
No. 2, No. 3 and No. 4 tracks	35	50
Second Curve west of Slope, No. 1 track	30	....
No. 2, No. 3 and No. 4 tracks	35	40
Curves between Second Curve west of Slope and Signal Bridge 2417-18, No. 1 track	30	....
No. 2, No. 3 and No. 4 tracks	35	35
Curves, Signal Bridge 2417-18 and Horseshoe Curve, No. 1 track	25	....
No. 2, No. 3 and No. 4 tracks	30	30
Curves, Horseshoe Curve to Signal Bridge 2444-45, No. 1 track	25	....
No. 2, No. 3 and No. 4 tracks	30	35
Curves between Signal Bridge 2444-45 and UN-AR, No. 1 track	25	....
No. 2, No. 3 and No. 4 tracks	30	30
At UN, through interlocking	....	30
UN to Signal Bridge 2493 on No. 3 and No. 4 tracks	....	60
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 Secondary Track to No. 4 track	10	....
Curve just east of first home signal bridge for AR, No. 0 track	15	....
Second Curve east of MO, No. 2 track	....	55
First Curve east of MO, No. 2, No. 3 and No. 4 tracks	45	45
First Curve west of Cresson, No. 3 track	....	70
First Curve east and First Curve west of Lilly, No. 2 track	....	70
No. 3 track	....	80
First Curve east of NY, No. 3 track	....	70
First Curve west of NY, No. 2 track	....	70
First Curve west of NY, No. 3 track	....	75
Second Curve west of NY, No. 2 track	....	75
Second Curve west of NY, No. 3 track	....	80
Curves, W to SO, except curve at W on No. 2 track	50	55
Curve at W on No. 2 track	50	50
Curves between SO and AO, except Second Curve west of SO	40	40
Second Curve west of SO	35	35
Curves between AO and C	40	45
Curves between Signal Bridge 2745-44 eastward distant signal for C and Signal Bridge 2763-64 westward distant signal for SG	40	40
Signal Bridge 2763-64 to Second Curve west of SG	....	50
First Curve west of SG	45	....
Second and Third Curves west of SG	35	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	....
First Curve east of Signal Bridge 2790-91	....	60
First and Second Curves east of and First Curve west of M. P. 280	....	70
First Curve west of Signal Bridge 2818-19, No. 3 track	....	70
Curve at M. P. 283	....	70
Curve at M. P. 284	65	65
First Curve east of New Florence, No. 2 track	....	70
First Curve west of New Florence to JD, No. 2 track	....	80
First Curve west of New Florence to Signal Bridge 2927-28, No. 3 track	....	75
JD to Signal Bridge 2927-28, No. 2 track	....	70
Curve at M. P. 293	....	55
Curve at M. P. 294	....	70
Second Curve east of Signal Bridge 2946, No. 2 and No. 3 tracks	55	....

MAIN LINE	Miles per Hour	
	NOTE 1	NOTE 2
First and Second Curves west of Signal Bridge 2946-45.....	45	50
M. P. 296 to M. P. 298.....	....	70
No. 4 track between Signal Bridge 2983 and a point 2000 feet west thereof.....	30	....
First Curve west of Signal Bridge 2982-83.....	....	55
Second Curve east of Torrance.....	50	....
First Curve east of and Curve at Torrance.....	....	60
Curve at Torrance, No. 2 and No. 3 tracks.....	55	....
Curve at M. P. 301 and First Curve west thereof.....	60	60
Curve at M. P. 302.....	....	80
Curve at M. P. 305.....	....	80
First Curve west of M. P. 306.....	....	70
Curve at DR Interlocking, No. 2 and No. 3 tracks.....	60	70
First Curve west of DR, No. 2 track.....	....	70
First Curve west of DR, No. 3 track.....	....	80
First Curve east of Latrobe, No. 3 track.....	....	70
Curve at Donohoe, No. 3 track.....	....	80
Signal Bridge 3185-84 to Greensburg Station, No. 2 track.....	....	70
No. 3 track.....	....	75
Greensburg Station to RG.....	....	70
Curves at east and west ends of Radebaugh Tunnel, No. 4 track.....	30	....
Curve at Jeannette, No. 2 track.....	....	80
Curve at Penn, No. 2 track.....	60	60
No. 4 track.....	60	65
Curves between Signal Bridge 3284 and 3304, east and west of Manor, No. 2 track.....	50	50
No. 4 track.....	50	55
Curve east of Shafton.....	....	70
SZ to Curve west of Wilmerding.....	....	70
Curve at Pitcairn, No. 3 and No. 4 tracks.....	60	....
Curve west of Wilmerding.....	45	45
Curve west of WG.....	45	55
Curve at Turtle Creek.....	....	45
Curve at Perry, No. 1 track.....	30	....
Curves between Turtle Creek and Bessemer.....	40	40
Curve east of Braddock.....	50	50
Curves between Braddock and Copeland.....	40	40
Curve east of and Curve west of M. P. 344.....	....	65
Curve east of Swissvale.....	50	50
Curve east and west of Hawkins, No. 1 and No. 2 tracks.....	60	....
No. 3 and No. 4 tracks.....	50	....
Curve at WK.....	....	70
Curve at Wilkinsburg.....	....	65
On east and west legs of Wye at CM.....	15	....
Curve at East Liberty, No. 1 and No. 2 tracks.....	40	45
No. 3 and No. 4 tracks.....	35	35
Curves west of East Liberty to Shadyside.....	....	50
Curve east of DV.....	45	45
First and Second Curve west of DV.....	40	40
M. P. 351 to PITT Interlocking.....	....	45
Within PITT Interlocking.....	15	....

NOTE 1. All trains except those specified in NOTE 2.

NOTE 2. Aerotrains when powered with Engine 1000 (Class EP-12 diesel engine) and train consists entirely of special type Aerotrains cars.

Main Line—Conemaugh:	Miles per Hour
All Curves JD to M. P. 0.....	35
Curve east end Bridge 0.10, Conemaugh River west of M. P. 0.....	20
Bridge 0.10 and M. P. 1.....	35
Curve at M. P. 3.....	35
Curves between M. P. 3 and M. P. 4.....	35
First Curve west of M. P. 4.....	35
Curves between Alum Bank and Bridge 8.40 (Market Street, Blairsville).....	35
First Curve west of Atlas.....	45
First Curve east of M. P. 19, west of Atlas.....	40
First Curve east of M. P. 23.....	40
First Curve west of M. P. 24.....	40
First Curve east of M. P. 26.....	45
Second and Third Curves west of M. P. 26.....	30
Curves between M. P. 29 and Truxall.....	30
Curves between Truxall and M. P. 32.....	45
M. P. 32 and M. P. 33.....	30
Curves between M. P. 33 and M. P. 35.....	45
First Curve west of M. P. 35.....	35
First Curve west of M. P. 36.....	45
Curves between east end of Second Curve west of M. P. 36 and M. P. 39.....	30
Curve at M. P. 41.....	30
Curves between M. P. 42 and M. P. 44.....	45
First Curve west of M. P. 45.....	45
Curve at M. P. 46.....	45
AJ Interlocking, No. 1 and No. 2 tracks.....	30
Curves east and west legs Wye AJ.....	10
Curves between AJ and M. P. 51.....	45
First Curve west of M. P. 51.....	45
First Curve west of Natrona.....	45
First Curve east of West Tarentum.....	45
First Curve west of West Tarentum.....	45
Curve at M. P. 58, west of Creighton.....	35
First Curve east of Springdale.....	45
Curve at Springdale.....	45
Curve at M. P. 62, west of Springdale.....	40
First and Second Curves west of M. P. 62.....	40
Curve at Cheswick.....	40
First Curve east of Acme.....	45
First Curve west of Acme.....	45
Curves between M. P. 64 and M. P. 66.....	45
Etna grade crossing.....	30
Curves at Etna.....	30
Main Line—Eastern:	
First Curve west of Bridge 0.33.....	20
First Curve west of Federal Street Station.....	20
Second Curve west of Federal Street Station.....	30
All Curves, Pennsylvania Ave. to and including Curve at Island Ave., No. 4 track.....	45
All Curves Jacks Run to Pennsylvania Ave., No. 1 track.....	50
Curve at East Conway Block Station, No. 1 track.....	60
Curve at M. P. 25 east of Rochester Freight Station, No. 1 track.....	60
Curve at Rochester Station.....	40
Curve west of Rochester Block Station, No. 2 track.....	35
Curve west of Rochester Block Station, No. 1 track.....	30
Main Line—Panhandle:	
PITT and Smithfield Street.....	20
Monon Block Station on Track A.....	15
Monon Block Station on Track B.....	10
Smithfield Street and Elliott, No. 3 and No. 4 tracks.....	30
Curves between Elliott and Tunnel No. 2.....	40
Tunnel No. 2.....	30
Curves between Tunnel No. 2 and First Curve west of M. P. 7 west of Idlewood.....	40
First Curve west of M. P. 7.....	35
Between First Curve west of M. P. 7 and First Curve west of M. P. 8	40
First Curve east of Carnegie, No. 1 and No. 2 tracks.....	30
Curves between Carnegie and M. P. 16, west of Noblestown.....	40
Curves between Primrose and Burgettstown.....	50
Curves between Burgettstown and First Curve west of Weirton Jct.	40
First Curve east of Bridge 42.11, Ohio River and Slack Street, Steubenville.....	30
Curves between Slack Street, Steubenville and Tunnel No. 5.....	55
Track connecting Main Line and River Branch between Mingo Jct. and Rockville.....	20
Track connecting Main Line and River Branch between east end of Gould Siding and Bridge 20.96, east end Mingo Junction yard.....	15
Tunnel No. 5.....	40

Hollidaysburg and Petersburg Branch:		Miles per Hour
Curves at Nineteenth Street and Margaret Avenue, Altoona.....		20
Bald Eagle Branch:		
Through Mill Hall (by Ordinance).....		35
Curve at M. P. 45, at West Beech.....		45
First Curve east of M. P. 44, ½ mile west of West Beech.....		45
Second Curve east of M. P. 39, on No. 1 track, at Howard.....		45
Second Curve east of Sand, No. 1 track.....		45
First Curve west of Sand.....		45
Curve at M. P. 34, at Curtin.....		45
Approaching Highway Crossing at Vail, 1400 feet east or west thereof.....		30
Irvona Branch:		
Curves from Cresson to Third Curve north of M. P. 5.....		20
First Curve north of M. P. 13.....		20
Curves between M. P. 19 and M. P. 25.....		20
Second and Third Curve south of M. P. 39.....		15
South Fork Branch:		
M. P. 9 to Lovett, northward freight trains.....		10
Turtle Creek Branch:		
Curves between Trafford and M. P. 8.....		15
Monongahela Branch: Monongahela Secondary Tracks		
First Curve, south of Monon.....		40
Bridge 1.78, First Bridge north of M. P. 2.....		40
Curve at M. P. 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 Interlocking.....		10
Between South Duquesne Water Station, 3500 feet south of South Duquesne and M. P. 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
Between M. P. 36 and M. P. 38: No. 1 and No. 2 tracks.....		10
On No. 1 track between M. P. 47 and a point 2000 feet north of M. P. 47.....		20
Between point 3000 feet south of M. P. 50 and M. P. 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
Allegheny Branch:		
First Curve south of M. P. 25.....		30
Curve at AJ.....		30
Bridge 28.91 AJ.....		20
Curves between Schenley and north end of Second Curve south of M. P. 32.....		40
Second Curve north of M. P. 37.....		45
First Curve north of M. P. 39.....		45
Second Curve north of M. P. 43.....		45
M. P. 44 and M. P. 45.....		30
Second Curve north of M. P. 52.....		45
Curves between M. P. 55 and M. P. 58.....		45
First Curve north of M. P. 63.....		40
Brilliant Branch—Valley:		
Between jump-over bridge and Kelly Street.....		15
Curve 1.9 miles north of CM, Valley No. 1 and No. 2 tracks.....		20
Brilliant Branch—West Penn:		
Curves east and west leg of Wye, UY.....		10

Bayard Branch:		Miles per Hour
Between M. P. 18 and M. P. 19.....		35
Between a point 500 feet east of M. P. 20 and a point 1000 feet west of M. P. 20.....		35
All Curves between Wellsville Station and 1800 feet west of M. P. 23, No. 2 track.....		15
Curve, Yellow Creek.....		20
Chartiers Branch:		
Carnegie, within borough limits, (on No. 105 secondary track).....		5
Curve at Main Street, Carnegie.....		10
Curves between Mayview and Boyce.....		20
Boyce, Over State Highway crossing at grade		20
Terminal Branch:		
Curve on approach to Ohio River Bridge No. 1.75.....		10
Martins Ferry, over street crossing at grade.....		6
Curve at east approach to Chapline Hill tunnel.....		15
Wheeling, over street crossing at grade.....		10
New Cumberland Branch:		
Approaching Cove Road crossing, west of CY.....		15
Crossover at WN leading from single track to New Cumberland secondary track.....		10
H. & P. Secondary Track:		
Curve at Goodman.....		25
Curve 1200 feet west of Covedale.....		25
Bedford Secondary Track:		
Cessna—Highway crossing (State Route 220).....		10
Curve at Dunnings Creek Jct.....		15
Bedford—Richard Street crossing.....		10
Through Hyndman (by Ordinance).....		10
Curve 3.1 miles south of Hyndman.....		15
Morrison Cove Secondary Track:		
First Curve south of Holly.....		20
Curve between a point 250 feet north of M. P. 10 and a point 1300 feet south of M. P. 10, two miles south of Holly.....		20
Bellefonte Secondary Track:		
Curve at Bellefonte Station.....		10
Clearfield Secondary Track:		
Through Curwensville (by Ordinance).....		6
Through Clearfield (by Ordinance).....		12
Curve at north end of Bridge No. 38.35, two miles south of Field.....		15
Curve between M. P. 38 and 37, 1½ miles north of Woodland		20
Wallaceton—Reed Street crossing.....		15
N. Y. C. R. R. crossing—(Philipsburg).....		20
Curve between M. P. 21 and Bridge No. 21.94 one mile north of Maple.....		20
Fourth Curve south of M. P. 11, 2¼ miles south of Summit		15
First Curve south of M. P. 7, 3¼ miles north of Vail.....		20
Moshannon Secondary Track:		
Through Houtzdale (by Ordinance).....		12
Redstone Secondary Track:		
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

Southwest Secondary Track:	Miles per Hour
Public Highway crossing, 1500 feet north of M. P. 3.....	15
Depot Street crossing—Youngwood.....	10
Public Highway crossing, 3130 feet south of Youngwood.....	15
Public Highway crossing, 5620 feet south of Youngwood.....	10
Public Highway crossing at HN.....	15
Between first grade crossing north of Scottsdale 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, Union- town).....	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 crossing 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 Industrial 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 M. P. 8 to 1500 feet north of M. P. 9.....	25
Curve at M. P. 15.....	25
Curves from M. P. 19 to First Curve north of M. P. 24.....	25
Passing over switch in main line at Hastings Jct.....	15
Curve at M. P. 38.....	25
Curve 300 feet north of M. P. 39.....	25
Curve north of HM.....	25
Passing over switch in main line at McGees Jct.....	15
Curves from M. P. 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 M. P. 31.....	25
First Curve west of M. P. 38.....	25
First Curve west of M. P. 40.....	25
West Brownsville Secondary Track:	
West Brownsville Jct. to West Brownsville and Wye tracks.....	10
Susquehanna Secondary Track:	
Curves Bradley Jct. to Bakerton.....	25
Passing through tunnel.....	15
On north and south legs of Wye at Cherry Tree.....	10
McGee Secondary Track:	
Glen Campbell.....	5
Beaver Secondary Track:	
M. P. 5 to M. P. 3, northward freight trains.....	6
M. P. 3 to Lovett, northward freight trains.....	10

Llanfair Secondary Track:		Miles per Hour
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
Indiana Secondary Track:		
Indiana, School and Church Streets, grade crossings.....		10
Curves north and south leg of Wye, Indiana.....		10
Reverse Curves 2640 feet north of M. P. 6 and M. P. 7.....		20
Blairsville Industrial Track:		
Curve north leg Wye, Blairsville.....		10
Market Street and north end Wye.....		10
Butler Secondary Track:		
Curves east and west leg of Wye, Butler.....		10
JB and Lane.....		15
No. 101 and No. 102 Secondary Track:		
32nd Street crossing 1812 feet south of M. P. 2.....		5
Note—Applies to all tracks over this crossing front end of train only.		
Washington Secondary Track:		
Washington between Chestnut Street and Main Street.....		20
Wheeling Secondary Track:		
Lazearville siding over crossing at 20th, 22d, 25th, 26th and 27th Streets, Wellsburg.....		5
Wellsburg between 3rd Street and 27th Street.....		15
Between Wheeling Station and 14th Street.....		10
Wheeling between 14th Street and Zane.....		20
Powhatan Secondary Track:		
Bridge 28.85 three-fourths miles west of Rush Run.....		20
Bridge 30.88 just east of Rayland.....		10
Tiltonville, Nickel Plate Road crossing.....		15
Martins Ferry between Avondale Street and Buckeye Street.....		20
Curve east of B. & O. crossing, M. P. 43, Bellaire.....		15
BR, over switches leading to yard tracks.....		15
Between Yard Limit board one fourth mile west of Wegee and M. P. 51 east of Dille.....		10
Between a point 2640 feet west of M. P. 54 west of Pipe Creek and a point 2640 feet west of M. P. 56 east of Stewart.....		15
New Cumberland Secondary Track:		
Between a point 2200 feet west of M. P. 3 and M. P. 4 west of Kings Creek.....		10
Between a point one half mile east of M. P. 8 and a point 1600 feet east of M. P. 9.....		15
Between a point 1600 feet east of M. P. 9 and east switch of Union Brick plant west of M. P. 10.....		10
Between east switch Union Brick Plant and M. P. 10 west of Globe		15
Chester-Kobuta Industrial Track:		
Between a point 100 feet west of M. P. 29 and a point 400 feet east of M. P. 29 west of Shippingport.....		5
One mile east of Shippingport Sand Company's Plant, along hill- side, 8 miles east of Chester.....		10

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

Monongahela Secondary Track:

Between a point 1400 feet north to a point 2150 feet south of Mile Post 37.

West Brownsville Secondary Track:

Between a point 3800 feet south of West Brownsville to a point 4800 feet south of West Brownsville.

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

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

Ellsworth and Marianna Secondary Tracks:

Between Mile Post 4 and Pittsburgh & West Virginia Overhead Bridge, 2690 feet south of Mile Post 4.

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

Between north 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.

1157-F3. Trains and engines must run at Reduced speed, during spring thaws and rainy weather, at the following locations:

Indiana Secondary Track:

Mile Post 6 and a point 2500 feet south thereof.

Butler Secondary Track:

Mile Post 1 and Mile Post 8.

ENGINES

1157-G1. Maximum Speeds, unless otherwise Restricted

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with Train
A.....	20	20	20
B.....	25	25	25
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
Rail Motor Cars	65	65	65

Class of Diesel Locomotives	Multiplied Light	Miles per Hour	
		With Train	
		Passenger	Freight
Road:			
Passenger Locomotives.....	60	*	....
Freight Locomotives.....	50	65	50
Except EH-15.....	50	50	50
Freight-Passenger Locomotives.....	50	75	50
All Purpose Locomotives.....	50	65	50
Road Shifters:			
All Classes.....	50	60	50
Yard Shifters:			
All Classes.....	50	50	50
Except			
A6B.....	20	20	20
GS-4.....	30	30	30
ES-6, No. 5911 only.....	40	40	40

* Value not to exceed maximum authorized speed on Region.

NOTE—All light single units, maximum speed 30 M.P.H., except A6B units, maximum speed 20 M.P.H.

NOTE—Maximum speed for Class EP-12 locomotive No. 1000 when hauling No. 16 and No. 17 and train consists entirely of cars equipped with pneumatic brakes and operating on assigned passenger tracks:

Between Region Post Philadelphia Region
and Slope.....80 M.P.H.
Between Slope and Pittsburgh.....85 M.P.H.

NOTE—

Road Diesel Engines

First letter designates builder:

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

"B"—Baldwin-Lima-Hamilton Corporation.

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

"F"—Fairbanks, Morse and Company.

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

"F"—Freight.

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

"P"—Passenger.

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

Numerals indicate engine horsepower in nearest hundreds:

"15"—1500 Horsepower

"40"—4000 Horsepower

"16"—1600 Horsepower

"45"—4500 Horsepower

"20"—2000 Horsepower

"48"—4800 Horsepower

"22"—2250 Horsepower

"50"—5000 Horsepower

"30"—3000 Horsepower

"60"—6000 Horsepower

"32"—3200 Horsepower

"64"—6400 Horsepower

Final letter indicates special features as follows:

"A" Change or some variation in original design.

"M" Multiple unit equipped—switchers.

"S" Steam Generator equipped—switchers.

"T" Tonnage rating increased.

"Z" Converted from passenger to freight.

Yard Diesel Engines

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

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting service.

"6"—600 or 660 horsepower.

1157-G2. Road shifter or switching engines, except Class GS-4, when operating in multiple or coupled when running light may operate at a speed of 50 miles per hour, unless otherwise restricted.

1157-G3. Class GS-4 engines moving light to shop for repairs or boilerwash must not exceed a speed of 20 miles per hour.

SECONDARY TRACKS AND SIDINGS**1157-H1. Maximum Speeds, unless otherwise Specified**

Track	Between	And	Miles per Hour
Lewistown.....	Lewistown.....	Jct. Milroy Secondary Track.....	25
Milroy.....	Chestnut Street Lewistown.....	Milroy.....	25
A.....	Deer.....	Hunt.....	30
C.....	Hunt.....	Deer.....	30
Pull-Up.....	East End Homer Yard.....	Bell.....	30
No. 1.....	Rose.....	Antis.....	30
No. 2.....	Antis.....	Rose.....	30
H. & P.....	Pete.....	Frank.....	30
H. & P. No. 1.....	Wye.....	Holly.....	30
H. & P. No. 2.....	Holly.....	Wye.....	30
Springfield.....	Ganister.....	Oremine.....	20
Morrison Cove.....	Holly.....	Curry.....	30
Bedford.....	Brook.....	State Line.....	30
Mt. Dallas.....	Creek.....	Dallas.....	25
Clearfield.....	Grampian.....	Mills.....	30
	Mills.....	Summit.....	20
	Summit.....	Park.....	30
Runner.....	Maple.....	Summit.....	20
Moshannon.....	Mills.....	McCartney.....	20
Moshannon and Clearfield.....	Jct. Moshannon Secondary Track	Brookwood shaft	25
Snow Shoe.....	Snow Shoe Int.....	Snow Shoe.....	20
All other secondary tracks.....			15
Sidings—			
Denholm—			
Westward.....	West Mifflin.....	Wall.....	30
Denholm Eastward.....	Wall.....	East Wall.....	30
Bald Eagle Branch			25
New Portage.....	Wye.....	SF.....	20
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

Track	Between	And	Miles per Hour
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 One S Track.....	C JW	Jct. with O track.. Clearance point east end Wood- vale yard.....	15 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
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
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. No. of Hays..	15
No. 0.....	Kenny.....	PG	15
McKeesport.....	South Duquesne..	McKeesport.....	15
Monongahela Nos. 1 and 2.....	H	BF	30
Ellsworth.....	MC	Cokeburg Jct.....	15
Marianna.....	Cokeburg Jct.....	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.....	End of track.....	15
Southwest.....	RG	County Jct.....	25
Southwest.....	County Jct.....	VA	30
Southwest.....	VA	End of track.....	15
Greensburg.....	Greensburg Jct....	Connection with No. 1 track 3815 ft. east of MP 321	15
Huff.....	Hayden Jct.....	Huff Jct.....	15
Hempfield.....	Hempfield Jct.	Gratztown.....	15
Redstone.....	BF	RS	20
Yukon.....	Yukon Jct.....	Cowansburg.....	20
Indiana.....	D	Black Lick.....	30
Indiana.....	Black Lick.....	Indiana.....	25
Butler.....	JB	Butler.....	20
111.....	CQ	UY	15
102.....	Etna.....	CQ	15
O	29th Street.....	PITT	15

Track	Between	And	Miles per Hour
101.....	29th Street.....	North End Cole- man Yard.....	15
102.....	Nadine.....	29th Street.....	15
103.....	South end Cole- man Yard.....	UY (Brilliant Branch West Penn)	15
101.....	Federal Street.....	E.E. Bridge 0.33	15
5.....	Penna. Ave.....	Columbus Ave.....	15
0.....	Jacks Run.....	Penna. Ave.....	15
0.....	East Conway.....	West Conway.....	15
98.....	B yard at West end of 5 yard.....	Yard Office, east end of 4 yard.....	15
99.....	East Conway.....	B yard at West end of 5 yard.....	15
911.....	E. End of No. 9Yd. Conway, 4200 ft. east of West Conway.....	W. End of No. 9Yd. Conway, 1200 ft. east of West Conway.....	15
3.....	West Conway.....	Rochester.....	15
2.....	Rochester.....	West Conway.....	15
Beaver Valley.....	Vanport.....	Bridgewater, P. & L. E. R. R....	15
Yellow Creek.....	River.....	Branch.....	15
101.....	Corliss.....	Elliott.....	15
27.....	Corliss.....	Esplen.....	15
105.....	KY.....	RG.....	15
103.....	Laurel Hill.....	Bulger.....	20
101.....	Uhrichsville.....	Dyke.....	15
Washington.....	MO.....	WH.....	30
Waynesburg.....	Waynesburg.....	WH.....	10
Wheeling.....	Weirton Jct.....	Zane.....	30
Powhatan.....	GR.....	Bellaire.....	30
Powhatan.....	Bellaire.....	PN.....	25
Captina.....	Captina Jct.....	Norton Mine No. 3.....	25
Weirton.....	CY.....	WN.....	20
New Cumberland.....	WN.....	HS.....	25
Gould Siding.....			30
All sidings.....			15

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

Trout Run track—Maximum speed 10 miles per hour.

Industrial Track between Chester and Kobuta 20 miles per hour, unless otherwise specified.

FREIGHT TRAIN RESTRICTIONS

Monongahela Branch

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.

Terminal Branch

Peninsula

1159-A3. Clean Coal Co., under tippie, cars other than open top cars are prohibited.

Wheeling Secondary Track

1159-A1. (a) Lower Ferry—Account fire hazard, smoking or the use of open flame lights is prohibited in plant of Koppers Company Tar and Chemical Division beyond restriction boards.

(b) Wellsburg—Cars or engines must not be left standing within 80 feet of Highway Crossings at 5th and 19th Streets, Wellsburg.

Kobuta Industrial Track

1159-A2. Kobuta—Account fire hazard, the use of open flame lights is prohibited beyond restriction boards in plant of Koppers United Co.

Smoking is prohibited within the gates of this plant.

ENGINE 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 Superintendent Transportation.

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

LOCATION	CLASS OF ENGINES							
	B A 6 GS 4 AS, BS, ES 6 BS 7 AS, BS, ES, FS 10 BS, ES, FS 12	ES 15 AS, BS, FS 16 AP, AFP, BP, EP, FP 20, 40, 60 EP 22, 45	H 9, 10 BS 24 FS 20 LS 25 AF, BF, EF, EH 15, 30, 45, 60 EFP 15, 30, 45 AF, BF, FF 16, 32, 48, 64 FF 20, 40, 60	I	J	K BH 50	L	M
MIDDLE								Engines with Tender Capacity of over 15,000 Gallons with 8-Wheel Trucks
MAIN LINE Between Region Post, (Phila. Reg.) and Bell.....					X			
VIEW: Sims Construction Co.....	X	X	X	X	X	X	X	X
DUNCANNON: Old Line except running track to Freight Station.....				X	X			X
NEWPORT: Public delivery tracks, except stock yard track.....				X	X			X
F. M. Snyder trestle.....		X		X	X	X	X	X
Bridge 132.16.....					40			
MILLERSTOWN: Public Delivery tracks.....				X	X			X
Lead to Sechrist's Mill.....				X	X		X	X
M.P. 145 WEST OF: Silica Brick Co.		X		X	X		X	X
PORT ROYAL: Breyer Ice Cream Co.....				X	X	X	X	X
Freight Station tracks.....				X	X		X	X
MIFFLIN: Commons Yard, except track west of passenger station, leading from No. 5 track.....				X	X	X	X	X

LOCATION	CLASS OF ENGINES							
	B, A 8, GS 4, AS, BS, ES 8, BS 7, AS, BS, ES, FS 10, BS, ES, FS 12	ES 15, AS, BS, FS 16, AP, AFP, BP, EP, FP 20, 40, 60, EP 22, 45	H 8, 10, BS 24, FS 20, LS 25, AF, BF, EF, EH 15, 30, 45, 60, EFP 15, 30, 45, AF, BF, FF 16, 32, 48, 64, FF 20, 40, 60	I	J	K, BH 50	L	M
Engines with Tender Capacity of over 15,000 Gallons with 8-Wheel Trucks								
MIFFLIN, Cont.								
Yard tracks and switches east of Passenger Station except No. 5.....				X	X		X	X
W. H. Manbeck trestles.....		X		X	X	X	X	X
DENHOLM:								
Circle, Hill and coal storage track.....				X	X	X	X	X
Wharf track over coaling station.....	X	X	X	X	X	X	X	X
HAWSTONE:								
Hill track.....		X		X	X	X	X	X
LEWISTOWN:								
Yard Tracks Nos. 1 to 6, incl. Nos. 1, 2, 3, 5 Shop tracks.....				X	X		X	X
No. 4 Shop track.....				X	X			X
No. 16 track.....				X	X			X
Nos. 2 and 3 tracks, M. W. Yard.....				X	X	X	X	X
No. 1 track, M. W. yard.....				X	X		X	X
Crossover east of Scales.....				X	X		X	X
M.P. 175 WEST OF:								
Mifflin Sand Co. (tracks leading to Sand Plant only).....		X		X	X	X	X	X
McVEYTOWN:								
H. O. Andrews & Son.....		X		X	X	X	X	X
MT. UNION:								
Tracks east of Franklin St.....		X		X	X	X	X	X
Freight Station track.....		X		X	X	X	X	X
E. A. Beaver Co.....		X		X	X	X	X	X
Harbison Walker.....		X		X	X	X	X	X
No. 7 yard track.....				X	X	X	X	X
MAPLETON:								
Siding, West of Bridge St.....		X		X	X	X	X	X
Bridgeport track at tool house curve.....		X		X	X	X	X	X
HUNTINGDON:								
Juniata Supply Co.....		X		X	X	X	X	X
Penna. Electric Co.....		X		X	X	X	X	X
Penna. Electric Co. trestle.....	X	X	X	X	X	X	X	X
J. C. Blair.....		X		X	X	X	X	X
South of Hunt—								
Bridge 0.12.....		X	X	X	X	X	X	X
Suplee—Wills—Jones.....		X		X	X	X	X	X
Freight Station tracks.....		X		X	X	X	X	X
Huntingdon Specialty Co.....		X		X	X	X	X	X
Radiator Corp.....		X		X	X	X	X	X
West End Nos. 7 & 8 trks.....				X	X	X	X	X
PETERSBURG:								
Station track.....				X	X	X	X	X
UNION FURNACE:								
Warner Co.—								
Tracks leading to Stone Plant only.....				X	X	X	X	X

LOCATION	CLASS OF ENGINES							
	B AS, BS, ES, FS 10 EP 22.45	A AS, BS, ES, FS 10 EP 22.45	G AS, BS, ES, FS 10 EP 22.45	S AS, BS, ES, FS 10 EP 22.45	E AS, BS, ES, FS 10 EP 22.45	S AS, BS, ES, FS 10 EP 22.45	B AS, BS, ES, FS 10 EP 22.45	7 AS, BS, ES, FS 10 EP 22.45
FORGE:								
Tyrone Lime & Stone.....					X	X	X	X
TYRONE:								
Wilson Chemical.....		X			X	X	X	X
BELLWOOD:								
East & West Leg of Wyo.....						X		X
Storage yard.....					X	X	X	X
WEST OF ANTIS:								
Bridge 232.94.....						40		
ALTOONA TERRITORY:								
Westbound Hump.....						X	X	X
Furnace Hump.....						X	X	X
Juniata Scale Dump.....		X	X	X	X	X	X	X
East of Scales—Crossover								
No. 1 track to So. Runner						X	X	X
M.W. Yard—Lower Back trk.					X	X	X	X
Stock yard track.....						X	X	X
F-11 and F-12.....						X	X	X
Flanagan's (People's Coal) ..		X	X	X	X	X	X	X
Eastbound Repair, West End						X	X	X
Eastbound Repair, Old side,								
East End.....						X	X	X
Wreck track.....						X	X	X
Hole track—Rose to East-								
bound Repair.....						X	X	X
East Altoona Runner.....						X	X	X
Juniata side track.....		X	X	X	X	X	X	X
Sinclair Refining Co., Kettle								
Street.....		X			X	X	X	X
Peoples Natural Gas Co.,								
1st Street.....		X	X	X	X	X	X	X
C.W. Marks Brewery, 5th St.		X	X	X	X	X	X	X
Shaffer Stores Co., 7th St.		X	X	X	X	X	X	X
Leonard Miller, 8th St.		X	X	X	X	X	X	X
East Side Coal & Supply Co.								
8th Street.....		X	X	X	X	X	X	X
Pintsch Gas, 9th Street.....		X	X	X	X	X	X	X
P. A. Gleichert, 10th Street..		X	X	X	X	X	X	X
L. B. Mackey, 10th Street...		X	X	X	X	X	X	X
Standard Sanitary Mfg. Co.,								
16th Street.....		X	X	X	X	X	X	X
General Builders Supply Co.								
(1 & 2) 17th Street.....		X	X	X	X	X	X	X
Sears Roebuck Co., 17th St.		X	X	X	X	X	X	X
Armour & Co., 18th St.		X	X	X	X	X	X	X
City Ice and Beverage Co.,								
18th Street.....		X	X	X	X	X	X	X
Abelson Iron & Metal Co.,								
18th Street.....		X	X	X	X	X	X	X
Citizen's Ice Co., 18th St.		X	X	X	X	X	X	X
Penna. Elec. Co. (No. 1),								
18th Street.....					X	X	X	X
Curry-Canan Co., (1 & 2),								
19th Street.....		X	X	X	X	X	X	X
Filer's Storage Co., 19th St.						X	X	X
City Ice and Beverage Co.,								
19th Street.....		X	X	X	X	X	X	X
Bulev-Patterson Co., 19th St.		X	X	X	X	X	X	X
Swift & Co., 19th Street.....						X	X	X
Main track—19th Street					X	X	X	X
H. & P. Branch.....					10	10	10	10
Altoona City, 20th Street.....		X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES							
	B A 6 GS 4 AS, BS, ES 6 BS 7 AS, BS, ES, FS 10 BS, ES, FS 12	ES 15 AS, BS, FS 16 AP, AFP, BP, EP, FP 20, 40, 60 EP 22, 45	H 9, 10 BS 24 FS 20 LS 25 AF, BF, EF, EH 15, 30, 45, 60 EFP 15, 30, 45 AF, BF, FF 16, 32, 48, 64 FF 20, 40, 60	I	J	K BH 60	L	M
Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks								
ALTOONA TERRITORY Cont.								
Penna. Elec. Co. (No. 2) 20th St.				X	X	X	X	X
Standard Supply & Equipment Co., 21st Street				X	X	X	X	X
Rescue Mission, 21st St.				X	X	X	X	X
Altoona Pipe & Supply Co., 21st Street				X	X	X	X	X
National Biscuit Co., 26th St.	X	X		X	X	X	X	X
Atlantic Refining Co., 27th St.	X	X		X	X	X	X	X
National Biscuit Co., and Loose-Wiles Biscuit Co., 27th Street	X	X		X	X	X	X	X
Marhofer's Baking Co., 28th Street	X	X		X	X	X	X	X
City of Altoona (No. 1) 30th Street				X	X	X	X	X
City of Altoona (2 & 3), 30th Street	R	R		R	R	R	R	R
Economy Wholesale Groc. Co.				X	X	X	X	X
J. C. Ivory & Son, 31st St.				X	X	X	X	X
Geo. Reighard, 31st Street				X	X	X	X	X
Altoona & Logan Valley Elec. Ry. (1 & 2)	X	X		X	X	X	X	X
Blair Ice & Cold Storage Co., 31st Street	X	X		X	X	X	X	X
United Home Dressed Meat Co.	X	X		X	X	X	X	X
Independent Oil Co., 32nd St.	X	X		X	X	X	X	X
Maximon Machine Co., South Altoona				X	X	X	X	X
37th St.—lead from No. 2 trk. to So. Alt. Shop yard				X	X	X	X	X
Freedom Oil Co., Altoona Public Track				X	X	X	X	X
Lafferty Bros., South Altoona				X	X	X	X	X
Sydney Chairs, Inc.	X	X		X	X	X	X	X
Atlantic Refining Co., west of Canan's Crossing				X	X	X	X	X
Gulf Refining Co., Canan's Crossing				X	X			X
Drenning's Delivery Service, east of Canan's Crossing								
Sun Oil Co., east of Canan's Crossing				X	X	X	X	X
American Oil Co., east of Canan's Crossing				X	X	X	X	X
Eldorado Milling Co., Canan's Crossing	X	X	X	X	X	X	X	X
Eldorado Public Delivery Trk.				X	X	X	X	X
BALD EAGLE BRANCH:								
LOCK HAVEN:								
Penn. Woven Wire Co.	X	X		X	X	X	X	X
Hoberman Coal & Junk Yard	X	X		X	X	X	X	X
J. D. Bowe	X	X		X	X	X	X	X
American Aniline Prod. Co.	X	X		X	X	X	X	X
N.Y. & Penna. Paper Co.	X			X	X	X	X	X
Castanea Paper Co.	X			X	X	X	X	X
MILL HALL:								
Mill Hall Fire Brick Co., side track				X	X	X		X
Freight Station					X			
Sheffield Farms					X			
N.Y.C. Interchange tracks				X	X			X

LOCATION	CLASS OF ENGINES						
	B A 8 GS 4 AS, BS, ES 6 BS 7 AS, BS, ES, FS 10 BS, ES, FS 12	ES 15 AS, BS, FS 16 AP, AFP, BP, EP, FP 20, 40, 60 EP 22, 45	H 9, 10 BS 24 FS 20 LS 25 AF, BF, EF, EH 15, 30, 45, 60 EFP 15, 30, 45 AF, BF, FF 16, 32, 48, 64 FF 20, 40, 60	I	J	K BH 50	L
							M
							Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
BEECH CREEK:							
Freight Station.....					X		
HOWARD:							
Sheffield Farms.....					X		X
Freight Station.....					X		X
Valley View Lime Co.....					X	X	X
White Rock Quarry Co.....					X	X	X
MOUNT EAGLE:							
Sand side track.....					X		X
Freight Station.....					X		X
MILESBURG:							
Storage tracks.....					X		
Station track.....					X		
JULIAN:							
Freight Station.....					X		
PORT MATILDA:							
McFeeley Brick Co.....				X	X		X
Clay track.....				X	X	X	X
CLEARFIELD BRANCH:							
TYRONE:							
A. C. yard.....					X		
North yard—Vail to 17th St.					X		
West Virginia Pulp & Paper Co., tracks 5, 6, 7.....		X	X	X	X	X	X
West Virginia Pulp & Paper Co. tracks 1, 2, 4, 8, 9, 10, 11.....				X	X	X	X
East Tyrone Wye.....				X	X	X	X
14th St. Coal Yard at Washington Avenue.....	X	X	X	X	X	X	X
13th St. Coal Yard at Washington Avenue.....	X	X	X	X	X	X	X
Bayer-Gillam Co.....		X	X	X	X	X	X
South Yard—10 car lengths south of Park to 14th St.		X		X	X	X	X
BELLEFONTE SECONDARY TRACK				X	X		X
BELLEFONTE:							
Back Track, Passenger Station.....				X	X		X
Sheffield's Farms.....				X	X		X
All other side tracks.....				X	X	X	X
All Industrial tracks—"Font" to "White".....				X	X	X	X
MILROY SECONDARY TRACK				X	X	X	X
NAGINEY:							
Bethlehem Mines Corporation bridge at west end of loaded track.....		X		X	X	X	X
YEAGERTOWN:							
Yeagertown trestle.....		X		X	X	X	X
LEWISTOWN SECONDARY TRACK				X	X	X	X
LEWISTOWN:							
Mt. Rock trestle.....	X	X	X	X	X	X	X
M. H. Wiker trestle.....		X		X	X	X	X
O. A. Hoffman trestle.....		X		X	X	X	X

LOCATION	CLASS OF ENGINES								
	B A B GS 4 AS, BS, ES 8 BS 7 AS, BS, ES, FS 10 BS, ES, FS 12	ES 15 AS, BS, FS 18 AP, AFP, BP, EP, FP 20, 40, 60 EP 22, 45	H 9, 10 BS 24 FS 20 LS 25 AF, BF, EF, EH 15, 30, 45, 60 EFP 15, 30, 45 AF, BF, FF 18, 32, 48, 64 FF 20, 40, 60	I	J	K BH 50	L	M	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
H. & P. SECONDARY TRACK:									
PETERSBURG:									
Bridge 0.69.....				25	X				
Bridge 0.72.....				15	X			20	
Bridge 0.90.....				20	X				
BLAIRFOUR:									
Bridge 11.51.....				15	X			25	
WILLIAMSBURG:									
West Virginia Pulp & Paper Co. trestles.....		X		X	X	X	X	X	X
Penna. Electric Co.....		X		X	X	X	X	X	X
GANISTER:									
Bridge 20.19.....				20	X				
HORRELL:									
Bridge 24.37.....				25	X				
HOLLIDAYSBURG YARD:									
Eastward Relay yard.....				X	X	X		X	X
Samuel Rea shop yard tracks.....				X	X	X		X	X
Eastward Advance yard:									
West Ladder.....				X	X	X		X	X
East Ladder.....					X				X
Scrap Dock & Reclamation Plant tracks.....				X	X	X		X	X
Westward Rec. yard tracks Nos. 1, 2, 3, 4, 5, 7, 8 & 9.....				X	X	X		X	X
Tracks Nos. 6 and 10.....					X				
West Ladder—Old Stone yard.....				X	X	X		X	X
Old Stone yard except West Ladder.....	X	X	X	X	X	X	X	X	X
Westward Relay yard, except West Ladder and 10 car lengths at west end Nos. 1 to 6, incl.....					X				
West Class yard:									
Tracks Nos. 1, 2, 3, 4, 5 & 6.....				X	X	X		X	X
Tracks Nos. 7 to 25, incl. except West Ladder and 10 car lengths at west end.....					X				
Tracks Nos. 26 & 27.....				X	X	X		X	X
Mill track.....				X	X	X		X	X
Freight House track.....				X	X	X		X	X
HOLLIDAYSBURG:									
McLanahan Stone Machinery Co. track.....	X	X	X	X	X	X	X	X	X
Blair County Oil & Supply Co.....	X	X	X	X	X	X	X	X	X
DUNCANSVILLE:									
W. P. Appleyard trestle.....		X		X	X	X	X	X	X
Swope trestle and track.....		X	X	X	X	X	X	X	X
All other individual tracks.....		X		X	X	X	X	X	X
MORRISON COVE SECONDARY TRACK:									
Between Holly and Brook.....				X	X	X		X	X
Between Brook and Curry.....				X	X	X	X	X	X

LOCATION	CLASS OF ENGINES								
	B	A 6	GS 4	AS, BS, ES 6	BS 7				
				AS, BS, ES, FS 10	BS, ES, FS 12				
				ES 15	AS, BS, FS 16	AP, AFP, BP, EP, FP 20, 40, 60			
				EP 22, 45					
				H 9, 10	BS 24	FS 20	LS 25	AF, BF, EF, EH 15, 30, 45, 60	
				FF 15, 30, 45	AF, BF, FF 16, 32, 48, 64	FF 20, 40, 60			
	I								
	J								
	K	BH	50						
	L								
	M								
	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks								
ROARING SPRING:									
D. M. Bare Paper Co. trestle				X	X	X	X	X	X
Coal Trestle				X	X	X	X	X	X
BEDFORD SECONDARY TRACK									
Cessna Station				X	X	X	X	X	X
Bedford—H. C. Heckerman Co.				X	X	X	X	X	X
MT. DALLAS SECONDARY TRACK									
						X	X	X	X
CLOVER CREEK SECONDARY TRACK									
Basalt track						X	X	X	X
SPRINGFIELD SECONDARY TRACK									
Oremine track						X	X	X	X
CANOE CREEK SECONDARY TRACK									
						X	X	X	X
CLEARFIELD SECONDARY TRACK:									
North of Park (See Note)						X	X	X	X
First curve South of M.P. 7, 3 3/4 miles North of Vail						X	X	X	15
Fourth curve North of M.P. 9, 3 1/2 miles South of Summit						X	X	X	15
Fourth curve South of M.P. 11, 2 3/4 miles South of Summit						X	X	X	10
OSCEOLA MILLS:									
Both legs of Wye						X	X	X	5
MOSHANNON SECONDARY TRACK & CONNECTING TRACKS:									
Mills to McCartney						X	X	X	
SNOW SHOE SECONDARY TRACK & CONNECTING TRACKS									
						X	X	X	X
FAIRBROOK SECONDARY TRACK									
						X	X	X	X
WESTERN MARYLAND RR: State Line to Cumberland						X	X	X	X

NOTE—Class I-1 engines may be used between Park and Maple and must conform to the following speed restrictions:

	Miles per Hour
Park to Summit (light only)	5
Summit to Maple	20

LOCATION	CLASS OF ENGINES									
	B, AS-8, BS-8, ES-8, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-16	G, AP, BP, EP, FP-80, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-80, EH	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60A, BH-50	L	M
PITTSBURGH										Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
MAIN LINE										
Slope to Perry including Sang Hollow Extension.....										
Perry to CM.....							X			
CM to Pittsburgh.....										
GALLITZIN:										
Yard-tracks No. 9.....						X	X	X	X	X
No. 10.....							B5	X		B5
Altoona Power Track.....						B5	B5			B5
Conemaugh Power Track.....						B5	B5			B5
CRESSON:										
Wye.....							5			5
DERRY:										
Sand Rock Track.....			X			X	X	X	X	X
LATROBE:										
Superior Spur.....			X	5	5	X	X		X	X
Freight House Track.....			X	X	X	X	X	X	X	X
LATROBE INDUSTRIAL TRACK:										
Vulcan Mold Spur.....			X	X	X	X	X	X	X	X
Latrobe Electric Steel Spur.....	X	X	X	X	X	X	X	X	X	X
Other Industrial Tracks.....						X	X			X
DONOHUE:										
Connection from No. 4 track to Alexandria Branch.....			X	5	5	X	X	X	5	X
PITCAIRN:										
Passenger Yard No. 1 and No. 2 and run-around tracks.....						X	X			X
WG:										
East Pittsburgh connection.....							X			X
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
WILKINSBURG TO CM:										
All Industrial tracks.....			X	X	X	X	X	X	X	X
CM:										
City of Pittsburgh Industrial track off east leg of Wye.....			X	X	X	X	X	X	X	X
Int. crossover No. 4 to Industrial track.....							X			8
Brilliant Branch Jumper bridge.....						X	X			X
West leg of Wye.....						X	6			6
All industrial tracks.....			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
Interlocked turnouts from Federated Metals Corp. and Gulf Ref. Co. to No. 4 track.....						X	X	X		X
33rd ST., PITTSBURGH:										
Industrial track.....			X	X	X	X	X	X	X	X
PITT:										
Interlocked crossovers and turnouts.....			B 5			6	X	B 6		8

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	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	
CRESSON SECONDARY TRACK: (See Note)							X			X	
Cresson to Fordham.....	15	15	15	15	15		15	15	15	8	
BLACK LICK SECONDARY TRACK: (See Note)						B	X			X	
KY to Ebensburg.....						15	X			X	
COAL PIT RUN:							X			X	
SHUMAN RUN:							X			X	
REXIS: (See Note).....						X	X			X	
SUSQUEHANNA SECONDARY TRACK:						B	X		B	X	
Tunnel to Bakerton.....						10	X		10	X	
LUTHER:							X			X	
STERLING No. 1:							X			X	
WALNUT RUN:							X			X	
PORTER RUN:							X			X	
MOSS CREEK SECONDARY TRACK:							X			X	
PATTON No. 1 INDUSTRIAL TRACK:							X			X	
PATTON No. 2 INDUSTRIAL TRACK:							X			X	
North Leg Patton Wye.....						X	X	X		X	
HASTINGS SECONDARY TRACK:							X			X	
LA JOSE INDUSTRIAL TRACK:							X			X	
McGEES SECONDARY TRACK:							X			X	
MAHAFFEY:							X			X	
GLEN CAMPBELL:							X			X	
McCOY RUN:							X			X	
BRADY RUN:							X			X	
BEAR RUN:							X			X	
HILLMAN:							X			X	
ELK RUN INDUSTRIAL TRACK:						X	X	X		X	
Br. 0.38 Punxsutawney.....	15	15	15	15		X	X	X	8	X	
IRVONA BRANCH:							X	20		X	
Stroud.....							X	15		X	
LILLY INDUSTRIAL TRACK:						X	X	X		X	

LOCATION	CLASS OF ENGINES									
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-18	G, AP, BP, EP, FP-80, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-80, EH	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60A, BH-50	L	M
BEN'S CREEK INDUSTRIAL TRACK: NY to BC.....										
MARTIN INDUSTRIAL TRACK:						X	X	X		X
SONMAN:							X			X
SOUTH FORK BRANCH: Br. 0.04 Jumpover Bridge.....		20	20	20	20	20	20	20	20	20
West Leg of Wye at So. Fork			X			X	X	X	X	X
Stineman Mine track.....										
Second curve south of M. P. I.							5			A5
No. 1 and No. 2 tracks.....										5
SOUTH FORK SECONDARY: HC to end of track.....							X			X
Windber Wye.....							X			X
BEAVER SECONDARY TRACK: Industrial tracks except track leading to Burkett mine (F-78).....							X			X
							X			X
LLANFAIR SECONDARY TRACK:						X	X	X	X	X
PAINT CREEK BRANCH: Bridge 0.57 Scalp Level.....		15	15	15	15	10	X	15	15	X
							X			
SHADE CREEK BRANCH: Bridge 5.39 Seanor.....						10	X			X
							X			X
EUREKA No. 32:							X			X
WINDBER INDUSTRIAL TRACK:							X			X
JOHNSTOWN: C to Yard Office east of Bridge 0.67.....							X			X
Yard Office east of Bridge 0.67 to terminus.....						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
West end of second curve to terminus.....	X	X	X	X	X	X	X	X	X	X
BRADENVILLE SECONDARY TRACK: Industrial tracks.....			X			X	X	X	X	X
							X			
UNITY SECONDARY TRACK: Junction to South end of Unity yard.....							•			
South end of Unity yard to Palmer's.....							X			X
Palmer's to Hostetter.....			X			X	X	X		X
First curve south of Palmer's.....			X			X	X	X	5	X
Ann Loco Spur.....			X			X	X	X		X
Whitney Spur.....						X	X			X
Industrial tracks.....						X				X

LOCATION	CLASS OF ENGINES										
	B, AS-6, BS-6, ES-8, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-16	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	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
ALEXANDRIA BRANCH:							X	X		X	
ALEXANDRIA SECONDARY TRACK:											
Dundale Wyo track				5	5		X	X	5	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	
JAMISON No. 2 SECONDARY TRACK:							X	X		X	
BRUSH CREEK:						X	X	X		X	
BULL RUN:						X	X	X	X	X	
JEANNETTE:			X			X	X	X	X	X	
MANOR SECONDARY TRACK:							X	X		X	
YOUGHIOGHENY SECONDARY TRACK:						X	X	X	X	X	
TURTLE CREEK BRANCH:						X	X			X	
BY to Mile Post 11.5						X	X	X		X	
Remaleys Indl. track (5447)											
Wm. Penn Hwy. to end of track				X	X	X	X	X	X	X	
Seonor Mine Tracks No's 1, 2, 3 and 4 Under Tipple	X	X	X	X	X	X	X	X	X	X	X
Seonor Mine to Saltsburg							X	X		X	
EAST PITTSBURGH INDUSTRIAL TRACK:						X	X	X		X	
MONONGAHELA SECONDARY TRACK:											
Between:											
H and West Brownsville Jct.						15	15	15		15	
West Brownsville Jct. and BF											
WEST BROWNSVILLE SECONDARY TRACK:											
Between:											
West Brownsville and Ten Mile Run Jct.						X	X			X	X
MONON:											
Carson Street yard						X	X	X	X	X	X
Turnouts to south end of 18th Street yard						X	X			X	X

LOCATION	CLASS OF ENGINES										
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-18	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	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
OB:											
Whitehall track.....			X	X	X	X	X	X	X	X	X
Industrial tracks.....			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	
Crossover between No. 3 and No. 4 tracks at south end of OB Interlocking.....							X			X	
Turnout from No. 0 track to south end No. 2 track 30th Street north extension yard.....							X			X	
All turnouts in 30th Street south extension yard.....							X			X	
HAYS:											
Axle Works track.....			X			X	X	X	X	X	X
Harbison-Walker trestle.....		X	X	X	X	X	X	X	X	X	X
Other Industrial tracks.....			X	X	X	X	X	X	X	X	X
Street Run track.....			X			X	X	X	X	X	X
Industrial tracks.....			X	X	X	X	X	X	X	X	X
MESTA:											
Crossover from No. 2 track to south end of Howard middle yard.....							X			X	
All turnouts in middle and south yards, Howard yard.....							X			X	
PG:											
Turnouts to north end of No. 4 and No. 6 tracks in Thomson yard.....						X	X	X		X	X
All turnouts in Thomson yard.....										X	
Turnouts to Nos. 4 to 13 tracks incl. in Thomson Storage yd.....						X	X	X	X	X	X
SOUTH DUQUESNE:											
All turnouts in south end McKeesport yard.....							X	X		X	
All turnouts in north end Cochran yards.....							X	X		X	
All turnouts in north end McKeesport and south end Cochran yards.....						X	X	X	X	X	X
CLAIRTON:											
P. & W. Va. Ry. Interchange.....						X	X			X	X
Penna. Industrial Chemical Co. Carnegie-Illinois Steel Co. yard, south of Clairton.....					5	5	X	X	5	X	5
FLOREFFE:											
Vesta Coal Co. Marine Ways.....						X	X	X	X	X	X
Mississippi Glass Co.—run-around track.....	X	X	X	X	X	X	X	X	X	X	X
All other tracks.....						X	X	X	X	X	X
SHIRE OAKS:											
Duquesne Light Co.....						X	X	X	X	X	X
Loaded car repair tracks.....	5	5	5	5	5	X	X	X	X	X	X
Power house track.....						5	5	5	5	5	5
Transfer tipple—low track.....						5	5	5	5	5	5
COURTNEY:											
Pittsburgh Coal Co.....							X			X	X

LOCATION	CLASS OF ENGINES										
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-16	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	Engines with Tender Capacity of over 15,000 Gallons with 8-Wheel Trucks
MONONGAHELA:											
New Eagle Industrial tracks.....						X	X	X	5	X	X
Monongahela Iron & Metal Co.						X	X	X		X	X
Monongahela Iron & Metal Co.											
River track.....	X	X	X	X	X	X	X	X	X	X	X
All industrial tracks, Second and Third Wards.....						X	X	X		X	X
DONORA:											
A. S. & W. Co. furnace yard—No. 5 track to clearance point.....			5	5	5	5	X	5	5	X	X
A. S. & W. Co. furnace yard—No. 6 track.....			5	5	5	X	X	X	X	X	X
A. S. & W. Co. furnace yard, except No. 5 & No. 6 tracks.....			5	5	5	X	X	X	5	X	X
CHARLEROI:											
Latchem Transfer Co.....			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
ALLENPORT:											
Pittsburgh Steel Co.....			X	X	X	X	X	X	X	X	X
CALIFORNIA:											
Public Delivery track.....							X	X		X	X
BRIDGE 48.50:			40	40	40	20	15	40	30	30	
Vesta No. 4 Mine Supply track.....							X	X		X	X
Public Delivery tracks.....							X	X		X	X
WEST BROWNSVILLE JCT.:											
Turnouts south end West Brownsville Jct. yard tracks No. 5 to No. 10 inclusive.....							5				
McKEESPORT SECONDARY TRACK:											
Between north and south ends of McKeesport yard.....										X	
Between south end of McKeesport yard and McKeesport.....	D	D	D	D	D	X	X	X	(D 10	X	X
When two or more engines are used on Bridge 12.19 there must be at least eight cars between engines.....											
PETERS CREEK INDUSTRIAL TRACK:											
Between Peters Creek Jct. and Pennmont.....			10	10	10	X	X	X	X	X	X
South Leg of Wye.....			5	5	5	X	X	X	X	X	X
Empire Lumber Co.....						X	X	X			
PETERS CREEK BRANCH:											
Between Pennmont and Gould Pinoy Fork Mine, South end No. 2 track.....			X	X	X	X	X	X	X	X	X
			X	X	X	X	X	X	X	X	X
ELLSWORTH SECONDARY TRACK:											
Between:											
MC and Cokeburg Jct.....	X	X	X	X	X	X	X	X		X	X
Sheidler Lumber Co. trestle.....			5	5	5	X	X	X	5	X	X
Bethlehem No. 58 Mine.....						X	X	X		X	X

LOCATION	CLASS OF ENGINES										
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-16	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	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
MC: Monongahela Public Delivery track.....			5	5	5	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
BENTLEYVILLE: Delivery track 0.5 mile north of Bentleyville.....						X	X	X	X	X	X
ELLSWORTH: Bethlehem No. 51 Mine, all tracks under tipple..... Bethlehem No. 52 Mine, Mine Supply track..... Bethlehem No. 52 Mine track under tipple..... Industrial tracks.....	X X	X X	X 5 5	X 5 5	X 5 5	X X X	X X X	X X X	X X X	X X X	X X X
MARIANNA SECONDARY TRACK: Between: Cokeburg Jct. and Marianna.....						X	X	X		X	X
COKEBURG SECONDARY TRACK: Between Cokeburg Jct. and Cokeburg.....						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.....						X X 5	X X X	X X X		X 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 5 5	5 5 5	5 5 5	5 X X	X X X	5 5 5	5 5 5	5 X X	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 X	15 15		15 X	 X
BROWNSVILLE JCT.: Turnouts north end Brownsville Jct. yard, tracks No. 1 to No. 13 inclusive..... Brownsville Junction yard.....						5 5	5 5	5 5	5 5	X X	
LINN: Mt. Hope Works.....						X	X	X	X	X	X
FH: Colonial No. 1 Mine..... Delivery track.....			5 5	5 5	5 5	X X	X X	X X	X X	X X	X X

LOCATION	CLASS OF ENGINES										
	B, AS-8, BS-8, ES-8, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-18	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	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
WALTERSBURG: Waltersburg track.....							X	X		X	
VANCE MILL JUNCTION: Phillips Mine.....			5	8	5	X	X	X	X	X	X
RS: Oliver No. 1 Mine..... North Leg of Wye.....			5	5	5	X	X	X	X	X	X
GRINDSTONE INDUSTRIAL TRACK:						X	X	X	X	X	X
VANCE MILL SECONDARY TRACK: Between Vance Mill Jct. and Monarch..... Leisenring No. 2 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
SOUTHWEST SECONDARY TRACK: Between: H. E. Fox Co..... 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 X X X X	X X X X X
GREENSBURG SECONDARY AND INDUSTRIAL TRACKS: Hempfield Foundry Co..... Walworth Company..... Hayden Sec. track..... 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 X X
BRIDGE 24-56: South of Connellsville.....	15	15	15	15	15	X	X	15	15	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
BRIDGE 36-75: South of RS.....						15	X			X	
HEMPFIELD SECONDARY TRACK: Between Hempfield Jct. and Gratztown.....							X			X	X
YUKON SECONDARY TRACK: Between Yukon Jct. and Cowansburg..... Storage tracks over Bridge 4.30, South of Whyel Jct..... Walta Delivery track..... Yukon Delivery track.....						 X X X	X X X	 X X X	 X X X	X X X	 X X X

LOCATION	CLASS OF ENGINES										
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, ES, FS-10, BS-10, ES-12, FS-16	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-80, EH	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60A, BH-50	L	M	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
WHYEL TRACK:							X			X	
Helper Co. track:						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
HUNKER TRACK:						X	X	X	X	X	X
TARR TRACK:						X	X	X	X	X	X
SCOTSDALE SECONDARY TRACK:											
Between:											
Scottdale Jct. and 1.0 mile south thereof:						5	X	5		X	X
1.0 mile south of Scottdale Jct. and end of track:						X	X	X		X	X
BROADFORD INDUSTRIAL TRACK:											
Between Broadford Jct. and Summit:						X	X	X		X	X
OPOSSUM RUN INDUSTRIAL TRACK:											
Between Opossum Run Jct. and end of track:						X	X	X		X	X
DUNBAR TRACK:						X	X	X		X	X
UNIONTOWN:											
Fayette Milling & Feed Co.:			5	5	5	X	X	X	X	X	X
Hygeia Ice Co.:			X	X	X	X	X	X	X	X	X
J. F. Hogsett & Son:			5	5	5	X	X	X	X	X	X
H. C. Frick Coke Co., Continental No. 1 Mine:			X	X	X	X	X	X	X	X	X
Other Industrial tracks:						X	X	X	X	X	X
COAL LICK INDUSTRIAL TRACK:											
Between:											
VA and end of track:							X			X	
RAINEY TRACK:							X			X	
FAIRCHANCE INDUSTRIAL TRACK:											
Between Fairchance Jct. and Kyle Coke Works:						X	X	X	X	X	X
OLIPHANT INDUSTRIAL TRACK:											
Between Oliphant Jct. and end of track:						X	X	X	X	X	X

LOCATION	CLASS OF ENGINES									
	B, A, AS, BS, ES6, GS4	A68, BS7, AS, BS, ES, FS10, BS, ES12	H, AS, BS, FS16, ES15, FS20, LS25	G, AP, BP, EP, FP60	AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48	I	J	K, BH50, BP60A	L	M
CONEMAUGH	Engines with Tender Capacity of over 15,000 Gallons with 8-Wheel Trucks									
MAIN LINE Between JD and BI: All other Industrial tracks.....						R	X	R		R
MILE POST 0: Garfield Fire Brick Co. track.....					X	X	X	X	X	X
Bridge 0.10, No. 1 track.....			50		50	50	40		50	50
Bridge 0.10, No. 2 track.....			50		50	40	30		50	50
BRIDGE 8.75: East of BI.....			50		50	30	20		50	40
BLAIRSVILLE: On Track Scales.....	X	X	X	X	X	X	X	X	X	X
ATLAS: Crossover between No. 1 track and Saltsburg Industrial track.....							A			A
SALINA: Bridge 26.59.....			50		50	35	35		50	35
Avonmore Industrial track.....						X	X	X	X	X
General Refg. Co. Clay Pocket track.....						X	X		X	X
Cochran Coal Co. track West of tipple.....	X	X	X	X	X	X	X	X	X	X
BRIDGE 34.74: W. Apollo No.2 track.....			50		50	40	30		50	50
VANDERGRIFT: East and West end of tracks Nos. 3, 5, 6, 7 and 8.....					X	X	X	X	X	X
VANDERGRIFT YARD TO MP 45: All Industrial tracks.....					X	X	X	X		X
LEECHBURG: Storage track, within 200 ft. E. E.....	X	X	X	X	X	X	X	X	X	X
BRIDGE 47.83: Kiakiminetas Jct.....			50		50	50	45		50	50
FREEPORT: P. & S. R. R. Interchange tracks.....							X	X		X
Br. 0.60, P & S. R. R. Interchange tracks.....					X	15	X	X		X
Freeport Storage track.....							X			
NATRONA: Beyond gate to Pennsylvania Salt Co. trk.....					X	X	X	X	X	X
Between NATRONA and FEDERAL STREET: All other Industrial tracks.....						X	X	X		X
Between Natrona and Tarentum on yard track.....					X		X			

CLASS OF ENGINES

LOCATION

	B, A, AS, BS, ES8, GS4	A6B, BS7, AS, BS, ES, FS10, BS, ES12	H, AS, BS, FS18, ES15, FS20, LS25	G, AP, BP, EP, FP60	AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48	I	J	K, BH50, BP60A	L	M	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
WEST TARENTUM:											
Pittsburgh Plate Glass Co. tracks.....						X	X	X	X	X	X
Tarentum Paper Products Co. track.....			X	X	X	X	X	X	X	X	X
CREIGHTON:											
Baileys Run track.....					X	X	X	X	X	X	X
ACME:											
Womley track.....					X	X	X	X	X	X	X
Cemline Tank Corp. track.....					X	X	X	X	X	X	X
HARMAR:											
Red Raven Co. track.....					X	X	X	X	X	X	X
Bridge 64.97.....							40				
BLAW KNOX:											
River Side Plant track.....						X	X	X	X	X	X
Blaw Knox Const. Co. track.....						X	X	X	X	X	X
ASPINWALL:											
Boro. Elec. Light trestle.....					X	X	X	X	X	X	X
Ross Pump Sta. track.....					X	X	X	X	X	X	X
Pittsburgh Machinery & Equip. Co. track.....					X	X	X	X	X	X	X
SHARPSBURG:											
Fort Pitt Brewery Co. track.....					X	X	X	X	X	X	X
Pittsburgh Elec. Galvanizing Co. track.....			X	X	X	X	X	X	X	X	X
Boro. Coal trestle.....					X	X	X	X	X	X	X
Frank Fair Coal Co. track.....					X	X	X	X	X	X	X
ETNA:											
Crossover to Spang Chalfant tracks.....					X	X	X	X	X	X	X
CQ to HERRS ISLAND:											
CQ to E.E. Br. 0.10.....							X	X		X	X
E.E. Br. 0.10 to Herrs Island.....						X	X	X		X	X
National Lead & Paint Co. track.....					X	X	X	X	X	X	X
Standard Ice Co. track.....					X	X	X	X	X	X	X
HERRS ISLAND:											
Union Stock yard tracks.....						X	X	X		X	X
Pgh. Prov. & Pkg. Co. Ice House track.....					X	X	X	X	X	X	X
Curved portion of loop tracks.....					X	X	X	X	X	X	X
CQ to FEDERAL ST.:											
Madison St. yard track.....					X	X	X	X	X	X	X
May Stern Warehouse track.....					X	X	X	X	X	X	X
Jokel Coal Co. tracks.....					X	X	X	X	X	X	X
No. 4 and 5 tracks, Federal St. Freight Station.....					X	X	X	X	X	X	X
BRILLIANT BRANCH-WEST PENN											
Bridge 0.68.....	18	18	18	30	18	18	10	30	18	18	

LOCATION	CLASS OF ENGINES									
	B, A, AS, BS, ES6, GS4	A8B, BS7, AS, BS, ES, FS10, BS, ES12	H, AS, BS, FS16, ES15, FS20, LS25	G, AP, BP, EP, FP60	AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48	I	J	K, BH50, BP60A	L	M
Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks										
No. 101 and No. 102										
SECONDARY TRACKS										
Between:										
10th St. and 11th St.						X	X	X	X	X
11th St. and 29th St.						X	X	X		X
Girder Rail Turnouts:										
Between 11th St. and										
29th Street						X	X	X		X
12th St.—Chas. Koch										
& Co. track			X	X	X	X	X	X	X	X
12 St.—Felix Half &										
Bro. Inc. track			X	X	X	X	X	X	X	X
12th St.—H. J. Heinz										
track			X	X	X	X	X	X	X	X
23rd St.—Armstrong										
Cork Co. track			X	X	X	X	X	X	X	X
24th St.—Monroe &										
Sons track			X	X	X	X	X	X	X	X
26th St.—S. Hausman										
Sons Co. track			X	X	X	X	X	X	X	X
29th St.—yard tracks			X	X	X	X	X	X	X	X
No. 0 Secondary track						X	X			X
29th St.—Colonial										
Supply Co. track			X	X	X	X	X	X	X	X
No. 101 and No. 102										
Secondary tracks be-										
tween 29th St. and										
South end of Cole-										
man yard							X			
30th St.—Crucible Steel										
Co. track			X	X	X	X	X	X	X	X
31st St.—South end of										
local track			X	X	X	X	X	X	X	X
32nd St.—Lectrone										
Steel Co. track			X	X	X	X	X	X	X	X
33rd St.—Penn. Lub.										
Co. track			X	X	X	X	X	X	X	X
33rd St.—Standard Oil										
Co. of Pa. track			X	X	X	X	X	X	X	X
36th St.—track leading										
to Penn. I. & S. Co.										
track			X	X	X	X	X	X	X	X
36th St.—Harrison										
Shields track			X	X	X	X	X	X	X	X
40th St.—Arsenal track			X	X	X	X	X	X	X	X
41st St.—Pgh. Piping										
& Equip. Co. track						X	X	X	X	X
43rd St.—Cabin track,										
southbound							X			X
48th St.—Ladder track										
leading off No. 22										
track						X	X	X	X	X
48th St.—McConway &										
Torley Co. track			X	X	X	X	X	X	X	X
48th St.—Heppenstall										
Forge & Knife Co.										
tracks			X	X	X	X	X	X	X	X
49th St.—J. P. Devine										
House track			X	X	X	X	X	X	X	X
51st St.—J. P. Devine										
track			X	X	X	X	X	X	X	X
51st St.—Crane & truck										
Service, Inc. track			X	X	X	X	X	X	X	X
Sears, Roebuck & Co.										
track			X	X	X	X	X	X	X	X
North Star Concrete										
Block Co., Apt. Steel										
Co. track			X	X	X	X	X	X	X	X
McCandless Avenue—										
Am. Bridge Co. track			X	X	X	X	X	X	X	X
Pittsburgh Spring &										
Steel Co. track			X	X	X	X	X	X	X	X
54th St.—Pennzoil										
tracks			X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES									
	B, A, AS, BS, ES8, GS4	A6B, BS7, AS, BS, ES, FS10, BS, ES12	H, AS, BS, FS16, ES15, FS20, LS25	G, AP, BP, EP, FP60	AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48	I	J	K, BH50, BP60A	L	M
Engines with Tender Capacity of over 15,000 Gallons with 8-Wheel Trucks										
No. 101 and No. 102 SECONDARY TRACKS Continued										
55th St.—Kroger Co. track.....		X	X	X	X	X	X	X	X	X
55th Street—United Engineering Co., F. Kneeland Plant track.....		X	X	X	X	X	X	X	X	X
58th St.—Hanlon & Gregory track.....		X	X	X	X	X	X	X	X	X
57th St.—Atlantic Rfg. Co. tracks.....		X	X	X	X	X	X	X	X	X
62nd St.—Hubbard & Co. track.....		X	X	X	X	X	X	X	X	X
62nd St.—Union Steel Casting Co. tracks.....		X	X	X	X	X	X	X	X	X
BRILLIANT YARD: J. K. Davidson & Bro. tracks.....						X	X	X	X	X
ALLEGHENY BRANCH VERONA:										
River Yard North Ladder tracks.....						X	X	X	X	X
River Yard South Lad- der tracks Nos. 7, 8, 9, 10, 11 and 12.....						X	X	X	X	X
Plum Creek Industrial track.....						X	X	X	X	X
OAKMONT:										
Edgewater Steel Co. track.....		X	X	X	X	X	X	X	X	X
Scalle & Sons Co. and Walters Mfg. Co. track.....		X	X	X	X	X	X	X	X	X
U.S. Gypsum Co. track.....		X	X	X	X	X	X	X	X	X
PARNASSUS:										
Pucketa Industrial track.....						X				
NEW KENSINGTON:										
Gen. Elec. Co. tracks.....		X	X	X	X	X	X	X	X	X
Standard Ry. Equip. Mfg. Co. track.....		X	X	X	X	X	X	X	X	X
Indian Run track and Wye.....						X	X	X	X	X
American Shim Steel Co., 2nd Ave. track.....		X	X	X	X	X	X	X	X	X
Ken Iron & Steel Co. track.....		X	X	X	X	X	X	X	X	X
H. C. Altman track.....		X	X	X	X	X	X	X	X	X
Aluminum Co. track— Arnold Plant.....		X	X	X	X	X	X	X	X	X
Aluminum Co. track— 9th Street.....		X	X	X	X	X	X	X	X	X
Spg. Wks. River tracks.....		X	X	X	X	X	X	X	X	X
J. K. Davison & Bro. track.....		X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES									
	B, A, AS, BS, ES6, GS4	AB8, BS7, AS, BS, ES, FS10, BS, ES12	H, AS, BS, FS18, ES15, FS20, LS25	G, AP, BP, EP, FP60	AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48	I	J	K, BH50, BP60A	L	M
Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks										
ARNOLD: West Penn Power Co. track, 2260 ft. north of Arnold.....			X	X	X	X	X	X	X	X
KISKI JCT: East and West leg of Wye.....							A			
BRIDGE 28.91: Kiskiminetas River South End Bridge 28.91 to FD.....	20	20	20	20	20	20	20	20	20	20
SCHENLEY: Finch & Co. Back track No. 4..... Schenley track.....			X	X	X	X	X	X	X	X
BRIDGE 39.05: South of FD.....			50		50	30	30		50	50
FORD CITY: FD to Mile Post 120.....							X			
KITTANNING: McNease - Reese Brick Co. track..... Duck Run track be- yond tracks to Frt. Station.....	X	X	X	X	X	X	X	X	X	X
COWANSHANNOC TRACK:						X	X	X	X	X
BRIDGE 49.71: North of Mosgrove			50		50	45	30		50	50
TEMPLETON: Pittsburgh Limestone Co. track..... H & W Dust Mill track, North of crossing.....						X	X	X	X	X
BRIDGE 60.81: North of Rimerton.....			50		50	30	30		50	50
BLAIRSVILLE INDUS- TRIAL TRACK: Blairsville Wye track							5			
INDIANA SECONDARY TRACK: BLACK LICK TO HOMER CITY: Potter Coal Co. track..... Yellow Creek Industrial track.....					X	X	X	X	X	X
HOMER CITY TO INDIANA: Bridge 16.10..... Bridge 17.79..... North Leg of Indiana Wye track.....						15	15	X	X	X

LOCATION	CLASS OF ENGINES									
	B, A, AS, BS, ES6, GS4	A6B, BS7, AS, BS, ES, FS10, BS, ES12	H, AS, BS, FS16, ES15, FS20, LS25	G, AP, BP, EP, FP80	AF, BF64, AF, BF, EF, EH, FF60, EFP45, FF48	I	J	K, BH50, BP80A	L	M
INDIANA: All tracks north of Phila. St.....					X	X	X			X
APOLLO INDUSTRIAL TRACK: Apollo to Apollo Wye including Apollo Extension.....							X			X
All other tracks & Wye.....						X	X			X
BUTLER SECONDARY TRACK: JB to a point 2276 feet East of JB.....										
2276 feet East of JB to Lane Yard Limits.....							X			
Lane Yard Limits to Butler.....						X	X			X
All industrial tracks between Lane Yard Limits and Butler.....						X	X	X		X
Butler Stand. Plate Glass Co. Bridge.....			10	10	10	X	X	X	10	X
WINFIELD R. R.: WA Block-Limit Station to 2000 feet East thereof.....						X	X	X		X
2000 feet East of WA Block-Limit Station to Winfield.....			X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES									
	B, AS8, BS8, BS7, ES8, GS4	AS10, AS18, BS10, BS18, ES10, ES12, ES15, FS18	E, H6	G, AP80, BP80, EP80, FP80	H-8-9-10, FS10, FS20, BS-18A, BS24, LS25, AF, BF, EF, EH, FF60, AF, BF64	I	J	K, BP60A, BH50	L	M
EASTERN	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks									
MAIN LINE										
PITTSBURGH:										
Leads to Penn Street Freight Station tracks.....			X	X	X	X	X	X	X	X
PITTSBURGH, N. S.:										
Swift & Co. and Armour & Co. side track east and west end of Swift & Co. Building.....	X	X	X	X	X	X	X	X	X	X
Federal Street Coach Yard, except No. 5 track.....						X	X	X	X	X
D. L. Clark Co. tracks.....			X	X	X	X	X	X	X	X
North Avenue, Freight House tracks except No. 31 track.....						X	X	X	X	X
North Avenue, Freight House No. 31 track.....			X	X	X	X	X	X	X	X
Allegheny Shop Yard, except No. 1 track.....						X	X	X	X	X
Lead to Power House.....			X	X	X	X	X	X	X	X
Preble Avenue Industrial tracks			X	X	X	X	X	X	X	X
All tracks leading off No. 0 track between Verner and Penna. Ave. Yard, excepting straight ladder.....			X	X	X	X	X	X	X	X
Pennsylvania Avenue Yard.....			X	X	X	X	X	X	X	X
Crossover from O. C. 4 track to No. 44 yard track west of Island Avenue bridge.....						X	X		X	X
West end Nos. 6 and 8 tracks Island Avenue Yard.....						X	X		X	X
Westbound Yard, Island Avenue, East end tracks 39, 43, 47, 49, 51, 53, 55 and 57—west end tracks 47, 49, 51, 53 and 55.....						X	X		X	X
Eastbound Yard, Island Avenue, tracks 30, 32, 34, 36, 38, 40 and 42.....						X	X		X	X
Manchester Yard, No. 60 track Curve, on lead track Standard Sanitary Manufacturing Company, between 0 track and Preble Avenue.....	6	5	X	X	X	X	X	X	X	X
Island Avenue:—										
Through crossovers and turn-outs not otherwise restricted at east and west ends of east and westbound yards.....						5	5		5	5
Connection to No. 0 track.....						5	5		5	5
Manchester Yard, except No. 60 track.....			X	X	X	X	X	X	X	X
Verner Yard 18, 24 and 26 tracks						X	X		X	X
Verner Yard, under shake-out apparatus at coal dock.....	X	X	X	X	X	X	X	X	X	X
BEN AVON:										
J. Berckbichler track.....						X	X	X	X	X
J. Berckbichler trestle.....	X	X	X	X	X	X	X	X	X	X
EMSWORTH										
Tejan Coal & Supply Co., track and trestle, from a point 500 feet east of entrance from main track.....						X	X	X	X	X
GLENFIELD:										
Farm Industrial Tractor Corp. track, from a point 240 feet west of entrance from No. 1 track.....						X	X	X	X	X
HAYSVILLE:										
Sterling Varnish track.....						X	X	X	X	X

LOCATION	CLASS OF ENGINES										
	B, AS6, BS6, BS7, ES6, GS4	AS10, AS16, BS10, BS16, ES10, ES12, ES15, FS18	E, H6	G, AP60, BP60, EP60, FP60	H-8-9-10, FS10, FS20, BS-16A, BS24, LS25, AF, BF, EF, EH, FF60, AF, BF64	I	J	K, BP60A, BH50	L	M	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
EDGEWORTH: Industrial Lining Engineers trestle.....	X	X	X	X	X	X	X	X	X	X	X
LEETSDALE: Bethlehem Steel Co., Lead track.....						X	X	X	X	X	X
All tracks in plant.....			X	X	X	X	X	X	X	X	X
American Bridge Co., U. S. Navy Plant tracks.....						X	X			X	X
AMBRIDGE: Team track beyond switch to Ambridge Supply Co.....						X	X			X	X
American Bridge Co., Yard.....						X	X	X		X	X
ECONOMY INDUSTRIAL TRACK: East of 16th Street.....						X	X			X	X
A. M. Byers Co.....			X	X	X	X	X	X	X	X	X
Spang Chalfant & Co., except receiving and delivery tracks.....			X	X	X	X	X	X	X	X	X
All other industrial tracks in Economy Yard.....						X	X			X	X
CONWAY: River-Rail Transfer tracks.....						5	6	5	5	5	5
Through crossovers and turnouts —east and west end of yards 5 and 8.....						5	6	5	5	5	5
Enginehouse layout.....						5	5	5	5	5	5
East end of 9 yard.....						5	5	5	5	5	5
FREEDOM: No. 0 (naught) track—West Conway and Rochester.....						X	X			X	X
West Conway and Rochester—Industrial tracks off No. 0 (naught) track.....				X		X	X	X	X	X	X
WEST ROCHESTER: Rochester Box Co. track.....			X	X	X	X	X	X	X	X	X
Rochester Box Co. trestle.....		X	X	X	X	X	X	X	X	X	X
NEW BRIGHTON: North Rochester Branch.....				X	X	X	X	X	X	X	X
Hydrill Co. trestle.....				X	X	X	X	X	X	X	X
(*) Class AS16, BS16, FS16, ES12, ES15 engines are prohibited on the Hydrill Co. trestle.											
Block House Run Branch.....				X	X	X	X	X	X	X	X
BAYARD BRANCH BRIDGE 4.47: West of Merrill No. 2 track.....						40	40				
MIDLAND: No. 8 yard track.....						X	X			X	X
Water works pump station track.....						X	X			X	X
Midland Hill track.....						X	X			X	X
MIDSTEEL: Turnouts to No's. 6 and 7 tracks from west No. 1 track to yard tracks at west end of yard.....							X			X	X

LOCATION	CLASS OF ENGINES										
	B, AS8, BS8, BS7, ES8, GS4	AS10, AS16, BS10, BS18, ES10, ES12, ES15, FS16	E, H8	G, AP60, BP60, EP60, FP60	H-8-9-10, FS10, FS20, BS-16A, BS24, LS25, AF, BF, EF, EH, FF60, AF, BF64	I	J	K, BP80A, BH50	L	M	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
LAUGHLIN:											
National Drawn Steel Co.....			X	X	X	X	X	X	X	X	X
The Patterson Foundry and Machine Co.....			X	X	X	X	X	X	X	X	X
The Patterson Foundry and Machine Co. trestle.....	X	X	X	X	X	X	X	X	X	X	X
Hall China Co.....				X	X	X	X	X	X	X	X
Louthan Pennz Oil.....				X	X	X	X	X	X	X	X
Smith-Phillips China Co.....			X	X	X	X	X	X	X	X	X
Potters Mining & Milling Co., No. 2 track.....			X	X	X	X	X	X	X	X	X
Team track.....			X	X	X	X	X	X	X	X	X
Patterson Foundry and Machine Co. (Refractories Dept.).....				X		X	X	X	X	X	X
American Vitrified Products Co.....			X	X	X	X	X	X	X	X	X
Kerr Lumber Co.....				X		X	X	X	X	X	X
EAST LIVERPOOL:											
Midway Oil Company.....				X		X	X	X	X	X	X
Outbound Freight.....						X	X	X	X	X	X
Potters Supply Co.....						X	X	X	X	X	X
S. C. Williams.....							X			X	X
South Siding between Union St. and Broadway.....				X		X	X	X	X	X	X
South Siding from a point 800 feet east of Thompson cross-over to the east end of siding.....				X		X	X	X	X	X	X
Goldings & Sons No. 1.....						X	X	X	X	X	X
Goldings & Sons No. 2.....			X	X	X	X	X	X	X	X	X
Hill track except Enterprise Coal Co. trestle.....			X	X	X	X	X	X	X	X	X
Bridge 0.84, Enterprise Coal Co. trestle.....	X	X	X	X	X	X	X	X	X	X	X
A. & P. Co. track.....	X	X	X	X	X	X	X	X	X	X	X
Market St. Team Yard No. 116.....	X	X	X	X	X	X	X	X	X	X	X
WELLSVILLE:											
McLain Brick Co. (Champion Works).....			X	X	X	X	X	X	X	X	X
Stevenson Foundry, all engines restricted beyond a point (300) feet from switch.....			X	X	X	X	X	X	X	X	X
Belt Line.....			X	X	X	X	X	X	X	X	X
House tracks.....						X	X	X	X	X	X
McLain Brick Company—Buckeye Plant.....						X	X	X	X	X	X
RIVER BRANCH											
EMPIRE:											
Union Fire Clay Co., side track, beyond second road crossing, 165 feet west of frog.....			X	X	X	X	X	X	X	X	X
Bridge 5.62 west of Empire.....						25	25			25	25
TORONTO:											
Toronto Paper Mfg. Co.....				X		X	X	X	X	X	X
Kaul Clay Co.....				X		X	X	X	X	X	X
BEAVER VALLEY											
SECONDARY TRACK:											
State Road to P. & L. E. R. R. connection.....						X	X	X		X	X
Side Tracks, State Road to Buffalo St., 1.6 miles east thereof.....						X	X	X		X	X
Side Tracks, Buffalo St. to Fair Ave., 1.3 miles east thereof.....		(*)	X	X	X	X	X	X	X	X	X
(*)Class AS16, BS16, FS16, ES12, ES15 engines are prohibited on the Cook-Anderson Co. and the W. H. Silverman Co. tracks located between Buffalo St. and Fair Ave. on the Beaver Valley Secondary track.											

LOCATION	CLASS OF ENGINES									
	B, GS4, AS, BS, ES-8	BS7, AS, BS, ES, FS-10, BS, ES-12	AS, BS-16, BS24, FS20, LS25	G, AP, BP, EP, FP-80, AF, BF-30	H, AF, BF-64, AF, BF, EF, EH, FF-80	I	J	K, BP60A, BH-50	L	M
PANHANDLE										Engines with Tender Capacity of over 15,000 Gallons with 8-Wheel Trucks
MAIN LINE										
FOURTH AVENUE:										
Try Street Yard.....						X	X	X	X	X
MONON:										
Interlocking diverging movements.....						10 B5	10 B5		10 B5	
East leg of Wye.....				5		X	X	5 A	5A	X
East leg of Wye.....										
POINT BRIDGE:										
Elevator trestle.....	X	X	X	X	X	X	X	X	X	X
CORLISS:										
Yard tracks.....						X	X	X	X	X
West end of No. 6 track.....						X	X	X	X	X
Phillip Carey Co. track.....						X	X	X	X	X
No. 27 SECONDARY TRACK:										
Between Corliss and Esplen.....										
CRAFTON:										
Industrial tracks.....						X	X	X	X	X
ROSSLYN:										
Falk and Co., Southside plant.....		X	X	X	X	X	X	X	X	X
CARNEGIE:										
Yard tracks Nos. 16, 17, 18, 19, 20 and 21.....						X	X		X	X
Track 12 and west end of tracks 13 and 14.....							X		X	X
L. B. Foster Co. track.....		X		X	X	X	X	X	X	X
L. B. Foster Co. track beyond first switch south of crossing	X	X	X	X	X	X	X	X	X	X
SUPERIOR MILL INDUSTRIAL TRACK:										
Bridge No. 0.09.....						X	X	X	X	X
Bridge No. 0.62.....						X	X	X	X	X
Beyond frog on Superior Steel Co. No. 1 and No. 2 tracks.....		X		X	X	X	X	X	X	X
Dunlap-Heinz track beyond first curve east of frog.....		X		X	X	X	X	X	X	X
FORT PITT:										
Viviano track beyond switch to M. K. Frank track.....							X	X	X	
Viviano platform track and M. K. Frank tracks.....		X		X	X	X	X	X	X	X
WALKERS MILL:										
Tubescop Co. track.....							X			
OAKDALE:										
Industrial track.....							X		X	
NOBLESTOWN:										
Lead and run-around tracks Amn. Mineral Products Co. E. H. Jennings tracks.....							X		X	
Oakdale Coal Co. beyond west end of tipple.....							X	X	X	X
Sunny Hill Coal Co. track.....	R	R	R	R	R	R	R	R	R	R
South Penn Oil Co. east of frog on No. 1 track.....						X	X	X	X	X

LOCATION	CLASS OF ENGINES										
	B, GS4, AS, BS, ES-8	BS7, AS, BS, ES, FS-10, BS, ES-12	AS, BS-16, BS24, FS20, LS25	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, EH, FF-80	I	J	K, BP60A, BH-50	L	M	Engines with Tender Capacity of over 15,000 Gallons with 8-Wheel Trucks
McDONALD:											
West of house track frog.....						X	X	X	X	X	X
Industrial tracks beyond frog leading to McCarthy track.....						X	X	X	X	X	X
JO Yard No. 2 and No.3 tracks beyond clearance point.....	X	X	X	X	X	X	X	X	X	X	X
M. & O. INDUSTRIAL TRACK:											
Primrose Mine tracks under tipple.....	X	X	X	X	X	X	X	X	X	X	X
BURGETTSTOWN:											
Florence Industrial track beyond a point 400 feet from main track.....						X	X	X	X	X	X
MILE POST 29:											
Francis Mine empty track west of tipple, loaded track west of switch to back track.....						R	R	R	R	R	R
HANLIN:											
Jefferson Coal Co. from main track switch to tipple.....							X	X		X	X
Jefferson Coal Co. under tipple.....	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 35.54:											
East of Collier, No. 1, No. 2 and No. 3 tracks.....						45	30				
COLLIER:											
Westward Yard No. 27 track.....						X	X				
All other tracks westward yard						X	X	X	X	X	X
Locust Grove mine track.....						X	X	X	X	X	X
STEUBENVILLE:											
Turnout No. 2 track east of Market Street, leading to yard tracks.....						X	X	X	X	X	X
Chicago Wall Paper Co. track.....			X	X	X	X	X	X	X	X	X
Central Sewer Pipe Co. No. 9 track.....			X	X	X	X	X	X	X	X	X
Ohio Foundry Co., track beyond frog.....			X	X	X	X	X	X	X	X	X
SCULLY BRANCH											
ESPLEN:											
Interlocking diverging movements.....						10 B5	10 B5			10 B5	
West leg of Wye, while passenger trains occupy adjacent track.....							X				
East and west legs of Wye.....										A	
No. 25 track beyond a point 200 feet from switch.....						X	X	X	X	X	X
DUFF:											
Pruett-Shaeffer, Prest-O-Lite, and Guibert track.....						X	X	X	X	X	X
Bridge No. 2, P.C.&Y.R.R.....							X			X	X
SCULLY:											
Interlocking diverging movements.....						10 B5	10 B5			10 B5	

LOCATION	CLASS OF ENGINES									
	B, GS4, AS, BS, ES-8	BS7, AS, BS, ES, FS-10, BS, ES-12	AS, BS-16, BS24, FS20, LS25	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, EH, FF-60	I	J	K, BP60A, BH-50	L	M
SCULLY YARD:										
Westward receiving yard, all tracks, except Nos. 41, 43, 45 and 47.....							X			X
Westward classification yard, east end of all tracks, except No. 5 and No. 7.....							X			X
Westward classification yard, west end of all tracks, except Nos. 5, 7, 9, 11, 13 and 15.....							X			X
Eastward receiving yard, west end of all tracks.....							X			
Eastward receiving yard, east end of all tracks, except No. 6 and crossover between Scully No. 1 and No. 6 tracks.....							X			
Eastward classification yard, west end of all tracks.....							X			X
East end of all tracks, except Nos. 40 and 42 and crossover between Scully No. 1 and No. 40 track.....							X			X
Nos. 1 to 9 steel car tracks.....		X		X	X	X	X	X	X	X
MILE POST 5:										
Superior Paper Co. track.....						X	X	X	X	X
ROSSLYN:										
Porcelain Metal Products Co.....						X	X	X	X	X
No. 105 SECONDARY TRACK:										
Between KY and RG.....										X
OHIO CONNECTING BRIDGE:										
Duquesne Light Co. track.....						X	X	X	X	X
RIVER BRANCH										
STEUBENVILLE:										
Eastern Ohio Sand and Supply, both tracks beyond sand storage bins.....	X	X	X	X	X	X	X	X	X	X
Liberty Paper Box Co., Hill track.....						X	X	X	X	X
Wheeling Steel Corporation, Steubenville Works, tracks on bridge, trestle and open hearth stock-house trestle.....	X	X	X	X	X	X	X	X	X	X
Weirton Steel Co., tracks at west end.....			X	X	X	X	X	X	X	X
Weirton Steel Co., tracks at east end.....						X	X	X	X	X
MINGO JCT.:										
Wheeling Steel Co., on bridges and ore trestles.....		X	X	X	X	X	X	X	X	X
400 Yard, all tracks.....							5			5
West end No. 400 Yard tracks.....							X			X
Ohio Nut and Washer Co., track.....			X	X	X	X	X	X	X	X
Standard Slag Co., all tracks.....	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES					
	GS-4, AS, BS, ES-8	BS-7, AS, BS, ES, FS-10, BS, ES-12	AS, BS-16, BS-24, FS-20, LS-25	AP, BP, EP, FP-60, AF, BF-30	AF, BF-64, AF, BF, EF, EH, FF-60	BP-60A, BH-50
CHARTIERS BRANCH:						
CARNEGIE: Carnegie Coal and Supply Co. and Freight House Bridge.....						X
MILE POST 2 (EAST OF): Contractors Supply Co. track.....						X
WOODVILLE: Industrial track between Woodville and Woodville Jct.....						X
BRIDGEVILLE: Mayer Brick Co. track.....	X	X	X	X	X	X
Flannery Bolt, Vanadium and Higbee Companys tracks.....						X
Universal rolling mill, ladder track from clearance point to end of track and on No. 1 loading track.....						X
Universal mill on all other tracks.....	X	X	X	X	X	X
Sihol Lumber and Supply Co.						X
MAYVIEW: Power Company track.....						X
WASHINGTON SECONDARY TRACKS:						
Bridge No. 11.78, west of Van Emman.....						20
RICHFOL: Standard Tin Mill lead, storage tracks and track to old Davis Mine beyond 500 ft. from Main track switch.....						X
Standard Tin Mill, private tracks and Magnolia mine track.....						X
Pennsylvania Transformer Co., Building No. 55.....			X	X	X	X
CANONSBURG: Patsch Mine, Fort Pitt Bridge, Canonsburg Iron and Steel, Hardy and Rankin, Beaver Lumber and Pottery, and Chemical Co. tracks.....						X
Patsch Mine empty track beyond Fort Pitt Bridge Company crossing.....			X	X	X	X
Canonsburg Iron and Steel Co., on trestle.....	X	X	X	X	X	X
Fort Pitt Bridge Company, empty track.....	X	X	X	X	X	X
Tracks serving Fort Pitt Bridge Co., located 575 ft. east of Mile Post 14, beyond Bridge over Chartiers Creek.....	X	X	X	X	X	X
Taylor Lumber Co. tracks.....	R	R	R	R	R	R
Canonsburg Iron and Steel Co., on Scale track.....						X
Canonsburg Iron and Steel Co., track connected with lead track at plant gate.....						X
HOUSTON: Station track.....						X
Bridge No. 15.85, west of Houston.....						20
MILE POST 16 (WEST OF): American Brake Shoe Co., west of Mile Post 16, beyond first switch in plant.....						X
MEADOW LANDS: M. L. & Z. Industrial track, beyond Bridge No. 2.....						X
ARDEN: Enterprise Mine track, Rich Hill Mine track, beyond clearance point, loading end.....	R	R	R	R	R	X
Rich Hill Mine, beyond clearance point, empty end.....						R
WASHINGTON: All Industrial tracks between Mile Post 20 and Power plant Washington, inclusive.....			X		X	X
Tylerdale Conn. R. R. west of east switch leading to interchange track. Tylerdale connection to Main track West Woodland Ave. McElroy Mill tracks.....			X	X	X	X
Richman Scrap, Transfer yard, scale track and engine house lead at Maiden Street.....			X		X	X
Northrup track and Cornfield track.....						X
Northrup track, beyond a point 200 ft. from switch point.....	R	R	R	R	R	R
Lytle Lumber Co. track.....			X	X	X	X
Lytle Lumber Co., track beyond 50 ft. from switch.....	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES					
	GS-4, AS, BS, ES-8	BS-7, AS, BS, ES, FS-10, BS, ES-12	AS, BS-16, BS-24, FS-20, LS-25	AP, EP, EP, FP-60, AF, BF-30	AF, BF-64, AF, BF, EF, EH, FF-60	BP-60A, BH-50
WAYNESBURG SECONDARY TRACK: Beyond a point 1000 ft. west of Main Street crossing, Washington.....	X	X	X	X	X	X
Hazel Atlas Glass Co., (Atlas Factory).....			X		X	X
Hazel Atlas Glass Co., (Atlas Factory) on bridge.....						
B. & M. INDUSTRIAL TRACK: Mayer Lumber Co., track McClain Coal Co., track on bridge.....	X	X	X	X	X	X
National Mine No. 1 beyond engine limit boards at east and west end and McClain Coal Co., tracks.....						X
WESTLAND INDUSTRIAL TRACK: Between Pike Street and a point 1000 ft. west of Bridge 3.91, and Reed Lumber Co., track.....						X
Beyond a point 1000 ft. west of Bridge 3.91.....	X	X	X	X	X	X
ATLASBURG INDUSTRIAL TRACK: West of Mile Post No. 2.....						X
Haines Hardware track and (Patterson Mine track beyond derail).....						X
CHERRY VALLEY INDUSTRIAL TRACK: Beyond a point 1500 ft. east of Bridge 2.52, two and one-half miles east of Center Avenue.....	X	X	X	X	X	X
Wye track connections.....	5	5	5	5	5	5
STUDA INDUSTRIAL TRACK: Chemical Company tracks.....						X
Langeloth Mine tracks on trestle.....	X	X	X	X	X	X
NEW CUMBERLAND SECONDARY TRACK: Kings Creek to Chester.....						X
WEIRTON JCT: Wye tracks.....	10	10	10	10	10	10
Cove Valley Lumber Company track.....						X
NEW CUMBERLAND: Acme Clay track beyond main track frog.....	X	X	X	X	X	X
KENILWORTH: J. Porter Company track on Coal trestle.....	X	X	X	X	X	X
CHESTER: Wye tracks.....	5	5	5	5	5	X
Taylor Smith and and Taylor track No. 3.....		X	X	X	X	X
INDUSTRIAL TRACK: Between Chester and Kobuta.....						X
KOBUTA: Beyond restricted boards, Koppers United Co.....	X	X	X	X	X	X
WHEELING SECONDARY TRACK: WEIRTON JCT.: Car cleaning track, 4059 ft. east of Mile Post No. 1 between a point 10 car lengths west of facing switch at east end of track and a point 10 car lengths east of facing switch at west end of track.....						X
BRIDGE 4.45: West of Follansbee.....						25
BEECH BOTTOM: Wheeling Steel and Ohio River Power tracks.....						X
EAST WARWOOD: All Industrial tracks leading from storage track.....						X

LOCATION	CLASS OF ENGINES					
	GS-4, AS, BS, ES-6	BS-7, AS, BS, ES, FS-10, BS, ES-12	AS, BS-16, BS-24, FS-20, LS-25	AP, BP, EP, FP-60, AF, BF-30	AF, BF-64, AF, BF, EF, EH, FF-60	BP-60A, BH-50
WARWOOD:						
Wheeling Mold and Foundry tracks.....	X	X	X	X	X	X
Wheeling Mold and Foundry Scale track.....						
WHEELING:						
Wheeling Electric, Power house track at 42nd Street, on girders over pits 265 ft. from point of switch.....	X	X	X	X	X	X
Wheeling Electric, all tracks at 42nd and Water Streets and Bloch Brothers Co., tracks.....			X	X	X	X
Continental Can Co., 48th Street, beyond building line South side of Water Street.....			X	X	X	X
Ohio River Sand and Gravel Co., track.....						X
POWHATAN SECONDARY TRACK:						
BRILLIANT:						
James Morgan Co., track.....						X
NICKLE PLATE ROAD						
Between junction switch with Powhatan Secondary Track and Warrenton, and on Martins Ferry leg of Wye at Warrenton.....						X
LITTLE SHORT CREEK INDUSTRIAL TRACK:						X
OHIO JUNCTION (EAST OF):						
Glenns Run, Industrial track.....						X
MARTINS FERRY:						
Terminal Yard, Buckeye, Belmont Brewery and Furnace Industrial tracks.....			X	X	X	X
AETNAVILLE:						
Tri-State Asphalt track, beyond west end of mixer plant.....	X	X	X	X	X	X
WEGEE:						
Industrial track.....						X
WEGEE:						
Industrial track, Webb Mine under tipple.....	X	X	X	X	X	X
AULT:						
Rail and River Coal Co., Mine No. 3 on bridge on empty track, beyond tipple.....						X
POWHATAN:						
Neff Lumber Co., track beyond a point 300 ft. from main track switch.....	R	R	R	R	R	R
East end of Bridge 60.62, Big Run to Krebs Run.....	X	X	X	X	X	X
TERMINAL BRANCH:						
PENINSULA:						
City Coal, Pittsburgh-Wheeling Coal Co., Wheeling Iron and Supply Co., and (Hi-Grade Products Co., tracks beyond switch located on Bridge 0.14).....						X
Wheeling Mold and Foundry Co., Whitaker-Gleason Co., and Creek-Mill Co., tracks.....			X	X	X	X
Wheeling Mold and Foundry Co., Scale track, and Clean Coal Co., track under tipple.....	X	X	X	X	X	X
WHEELING (18th ST. YARD):						
Tracks No. 2 and No. 9.....				X		X
All other tracks in 18th Street Yard.....			X	X	X	X
WHEELING:						
Hazel-Atlas Co., tracks on trestle.....		X	X	X	X	X
Wood Bros. Co. and A. & P. Warehouse tracks.....						X
Twenty-ninth Street yard tracks and LaBelle track, all industrial tracks, except A. & P. Warehouse track.....			X	X	X	X
Wheeling Box Co., track.....			X	X	X	X

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

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-A4. On account of improper shunting of track circuits, diesel electric class GS-4 engines must not be operated in track circuit territory, unless one or more cars are attached.

1160-A5. Class J engines are prohibited on Holidaysburg and Petersburg Branch and H. & P. Secondary Track, except between Alto and Jones Street, Holidaysburg.

Other Equipment Restrictions

1160-B1. Cars weighing from 150,000 up to 210,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to H-6 engines.

Cars weighing from 210,000 up to 251,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to H-8, H-9 and H-10, AF, BF-64, AF, BF, EF, EH, FF-60 engines.

1160-B2. Cars 50 to 52 feet in length must not be placed on the Cook-Anderson Co. and the W. H. Silverman Co. tracks located between Buffalo St. and Fair Ave. on the Beaver Valley Secondary Track, unless coupled to 40 foot cars and handled with extreme care. Cars exceeding 52 feet in length are prohibited on these tracks.

1160-B3. Box cars exceeding a width of 10 feet and height of 13 feet 6 inches cannot be placed on Allegheny-Pittsburgh Coal Co. track, 3800 feet North of Mile Post 16, Barking, Allegheny Branch.

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	Banks	Slope	.....	2
Holidaysburg & Petersburg Br. and H. & P. Sec- ondary Track	Pete	Alto	.....	1
Clearfield Branch	Tyrone	Park	.....	.....
Bald Eagle Br.	Park	Lock Haven	.....	.....

In the above territory, 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 M engines with heavy tenders.

Main Line	Slope	Pittsburgh	.....	.....
New Portage Secondary Track	Wye	SF	.....	3
Irvona Branch	Cresson	Blandburg	.....	3
South Fork Br.	W	HC	.....	3
Brilliant Branch	CM	UY-Nadine	.....	3
Cresson Second- ary Track	Cresson	Fordham	18.59 27.79	3-4
Black Lick Sec- ondary Track	Ebensburg Jct.	Black Lick	23.81	3-4

Main Line, Branch or Secondary	Between	And	Bridge	Note
Susquehanna Sec- ondary Track	Bradley Jct.	Cherry Tree	.....	3
South Fork Sec- ondary Track	HC	End of Track	.....	3
Monongahela Br. & Monongahela Secondary Track	Monon.	West Brownsville Jct.	.....	.....
Hempfield Secondary Track	Hempfield Jct. Cowansburg	Cowansburg Gratztown	..... .....	3 3-5
Southwest Secondary Track	RG	Scottdale	.....	.....
Greensburg Secondary	Greensburg Jct.	County Jct.	.....	.....

In the above territory, 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.

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

Main Line or Branch	Between	And	Bridge	Note
Indiana Secondary Track	Homer City	Indiana	.....	.....
Avonmore Industrial Track	Junction Switch	End of Track	.....	.....
Butler Secondary Track	Lane	Butler	.....	.....
Plum Creek Industrial Track	Verona	End of Track	.....	.....
Schenley Industrial Track	Schenley	End of Track	.....	.....
Ben Avon	.....	.....	J. Berkbichler Trestle	.....
Emsworth	.....	.....	Tejan Coal & Supply Co. Trestle	.....
North Rochester Branch	New Brighton	North Rochester	.....	.....
Block House- Run Branch	New Brighton	End of Branch	.....	.....
Beaver Valley Secondary Track	Vanport	Bridgewater	.....	.....
Monon	.....	.....	0.95 East Leg of Wye	.....
New Cumberland Secondary Track	Kings Creek	Kobuta	.....	.....
Terminal Branch	.....	.....	2.57 (Public Road)	3
	.....	.....	1.75 (Ohio River)	.....
Powhatan Secondary Track	East End Bridge 60.62 West of Powhatan	Krebs Run	.....	.....

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. When hauled by an engine heavier than class H-10 the derrick must be separated from the engine by at least 4 cars, which may or may not be loaded.

NOTE 2. Account close clearance within Spruce Creek tunnel, No. 3 Track, and with station platform Tyrone, No. 3 Track, train must be operated at slow speed.

NOTE 3. Unless two empty cars are placed between derrick and engine.

NOTE 4. Unless speed of 20 miles per hour is not exceeded.

NOTE 5. Unless speed of 10 miles per hour is not exceeded.

1160-C2. ~~Trains with 250-ton wrecking derricks are restricted to the speeds indicated while passing over the following bridges:~~

Track	Bridge No.	Location	Miles per Hour
Chartiers Branch	0.47	East of KY	20
	3.54	West of Kirwan	20
Washington Secondary Track	11.78	West of Van Emman	15
	15.85	West of Houston	15
	21.73	East of Tylerdale	20
Wheeling Secondary Track	4.45	West of Follansbee	25
	14.03	West of Mile Post 14	20
	15.19	West of Short Creek	10
Powhatan Secondary Track	28.85	West of Rush Run	20
	30.88	East of Rayland	10
	32.61	West of Tiltonville	20
	40.77	East of Mile Post YC-41	15
	41.41	East of Bellaire	15
Terminal Branch	1.67	Jefferson St., Martins Ferry	10

POINT BRIDGE:

1160-C3. Trestle Stewart elevator. Wreck derricks are prohibited.

Washington Secondary Track

TYLERDALE:

1160-C4. All types of box cars are prohibited under overhead shed and overhead crane of Plasteel Products Corp., on Track No. 108.

Terminal Branch

MARTINS FERRY:

1160-C5. Road diesel engines hauled "dead" in train restricted to speed of 10 miles per hour over bridge 1.75 (Ohio River).

Wheeling Secondary Track (Yard Track)

ZANE:

1160-C6. Account no clearance, movement of cars or engines through doorway of building on track serving Sylvania Electric Products Inc., west of Zane, prohibited.

Powhatan Secondary Track

AETNAVILLE:

1160-C7. Cars higher than type GS (8 ft. 1 in.) gondolas prohibited beyond west end of Tri-State Asphalt mixer plant.

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.

Hill Track, East Liverpool on Bayard Branch.

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

Close Side Clearance

1163-A3. Account clearance at the following locations, trainmen and other employees are prohibited from riding on side of moving equipment.

Between	And
Port Block Station	No. 4 Track
Lewis Block Station	No. 1 Track
Hunt Block Station	No. 4 Track
Spruce Block Station	No. 3 Track
Gray Block Station	No. 1 Track
Slope Block Station	No. 4 Track

Pittsburgh:

PITT Interlocking.

Pittsburgh Passenger Station.

U. S. Post Office Building.

Railway Express Terminal.

33rd Street Bridge.

Conemaugh Loop Track, Gallitzin.

Conway—On 0 Secondary Track 2800 feet west of Mile Post 23.

While passing Diesel Sanding facilities.

Truxall —Platforms along No. 1 and No. 2 Tracks at Coaling Station.

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

1163-B1. Unless adjacent tracks are clear, class J engines must not be operated between the points indicated below:

Class of Engines	Between	And
J	East end of curve Monongahela River Bridge 0.95, Monon.	West end of curve Monongahela River Bridge 0.95, Monon.

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

Main Line:

Curves between R and Turtle Creek.

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

When passing trains or cars on adjacent tracks between Oakdale and Monon.

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.

Scully Branch:

When passing trains or cars on adjacent tracks between Oakdale and Elliott.

Region

When standing or moving on all yard, storage or enginehouse tracks.

1163-B3. Storm windows on side of cab next to adjacent track on Class M engines must be closed when passing trains or cars on adjacent track on curve at west end Monongahela River Bridge 0.95.

1163-B4. Storm windows must be folded against side of cab on engines moving between Pittsburgh, 11th Street Yard and Brilliant Yard.

USE OF TELEPHONES

Trainphone

1164-A1. Trainphone in service:

	Between	And
Main Line	Region Post (Phila. Reg.)	Slope
	Slope	PITT
	JD	UY
	Corliss	Region Post (Buckeye Reg.)
Hollidaysburg and Petersburg Branch and H. & P. Secondary Track	Pete	Alto

	Between	And
Bald Eagle Branch	Lock Haven	Park
Clearfield Branch	Park	Tyrone
Huntingdon Icing Station	East End	Platform
Turtle Creek Branch	SZ	End of Track
Brilliant Branch Valley Nos. 1 & 2 Tracks	Nadine	CM
Brilliant Branch West Penn Nos. 1 & 2 Tracks	UY	CM
Allegheny Branch	Nadine	Brady
Bayard Branch	Rochester	Yellow Creek
River Branch	Yellow Creek	Rockville
Scully Branch	Monon	Wagner
Ohio Connecting Bridge	Esplen	Jacks Run, Island Ave.
Chartiers Branch	Wagner	MO
Burgetts Branch	Burgetts	CN
New Cumberland Branch	Weirton Jct.	WN
New Portage Secondary Track	WYE	SF
Cresson Secondary Track	EP	RE
Susquehanna Secondary Track	DF	DC
Black Lick Secondary Track	KY	ZD
Indiana Secondary Track	D	NM
Washington Secondary Track	MO	WH
New Cumberland Secondary Track	WN	HS
Powhatan Secondary Track	GR	PN

1164-A2. Conductors of trains having a trainphone equipped cabin car, will make trainphone test with the first block station after departing from their initial terminal.

Block operators, in turn, will promptly notify train dispatchers that cabin car is trainphone equipped.

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

Altoona

Train Dispatchers in charge as follows:

Main Line—Region Post (Phila. Reg.) to Slope.

Branches:

Holidaysburg and
Petersburg
Clearfield
Bald Eagle

Secondary Tracks:

H. & P. between Pete and Wye
Morrison Cove between
Holly and Brook
Bedford
Mt. Dallas
Clearfield between Park and Cur
Moshannon between Mills
and Ram
Bellefonte

Pittsburgh

Train Dispatchers in charge as follows:

Main Line Slope to Reg. Post (Lake Reg.) and Reg. Post
(Buckeye Reg.)

Branches:

Alexandria
Turtle Creek
Monongahela
Port Perry
Scully
Brilliant
Allegheny
Bayard
River
Chartiers
Burgetts
New Cumberland
Terminal

Secondary Tracks:

New Portage
Monongahela
Ellsworth
Marianna
Southwest
Greensburg
Hempfield
Redstone
Yukon
Indiana
Butler
Washington
Powhatan
New Cumberland
Weirton
Wheeling

Cresson

Train Dispatchers in charge of:

Branches:

Irvona
South Fork
Paint Creek and
Shade Creek

Secondary Tracks:

Cresson
Susquehanna
Black Lick

Pittsburgh Region Train Dispatchers in charge of Main Line
between Mingo Jct., and Acre.

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.

1201-A2. The Pittsburgh Region Time-Table and Special
Instructions is authority for movement of trains and use of tracks
on that part of the Northern Region between Lock Haven and
the Region Post located 0.7 of mile east of Mill Hall, Bald Eagle
Branch.

1201-A3. Train orders issued for movement of snow plows
must specify whether single or multiple track plow.

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, No. 3 and No. 4	Region Post (Phila. Div.)	Port
	No. 1 and No. 4	Port	Mifflin
	No. 1, No. 2, No. 3 and No. 4	Mifflin	Tunnel
	No. 1 and No. 3	Spruce	Forge
	No. 1, No. 2, No. 3 and No. 4	Forge	Antis
	No. 3 and No. 4	Antis	Works
	No. 4	Works	Alto
	No. A, No. 1, No. 2 and No. 4	Alto	Slope
	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 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
	No. 1 and No. 2	UY	AJ
	No. 1 and No. 2	PITT	Federal Street
	No. 1, No. 2, No. 3 and No. 4	Pennsylvania Ave.	East Conway
	No. 1 and No. 4	East Conway	Rochester
	No. 1 and No. 2	Rochester	Region Post (Lake Region)
	No. 1 and No. 2	PH	Monon
	No. 3 and No. 4	Monon	Elliott
	No. 1 and No. 2	Elliott	Wagner
	No. 1, No. 2, No. 3 and No. 4	Wagner	CH
	No. 1 and No. 2	CH	Oakdale
	No. 1, No. 2 and No. 3	Oakdale	Weirton Jct.
	No. 1 and No. 2	Weirton Jct.	Region Post (Buckeye Reg.)

	Track	Between	And
Brilliant Branch	West Penn No. 1 and No. 2	CM	UY
	Valley No. 1 and No. 2	CM	Nadine
Monongahela Branch	Monon No. 1 & Monon No. 2	Monon	OB
	Scully No. 1 & Scully No. 2	Monon	OB
	No. 1, No. 2, No. 3 and No. 4	OB	Kenny
	No. 1, No. 2 and No. 3	Kenny	CR
	No. 1 and No. 2	CR	H
Allegheny Branch	No. 1 and No. 2	Nadine	Region Post (North'n Reg.)
Brilliant Branch, Valley	No. 1 and No. 2	CM	Region Post (North'n Reg.)

Opposing and Following Movements of Trains by Block Signals

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

	Track	Between	And
Main Line	No. 2	Mifflin	Port
	No. 1	Spruce	Tunnel
	No. 2	Tunnel	Forge
	No. 3	Tunnel	Spruce
	No. 5	Tyrone	Gray
	No. 3	Works Alto	Alto Slope
	No. 3	SG	Slope
	No. 6	JD	SG
	No. 1 and No. 2	PITT	Federal Street
	No. 1, No. 2, No. 3 and No. 4	Federal Street	Pennsylvania Ave.
	No. 4	CO	Weirton Jct.
Bald Eagle Branch	Single	Region Post (North'n Reg.)	Wood
	No. 1 and No. 2	Wood	Sand
	Single	Sand	Park
Clearfield Branch	Single	Tyrone	Park
Hollidaysburg and Petersburg Branch	Single	Wye	Eldo
Chartiers Branch	Single	Wagner	KY

1291-A1. Referring to **Rule 291**, between:

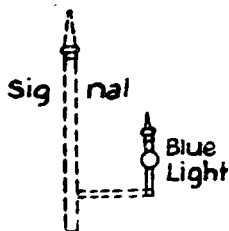
Jacks and Lewis.

Mifflin and Port.

When a passenger train receives a stop and proceed signal the engineman or conductor must immediately communicate with either the operator or train dispatcher from telephone located at signal bridge or trainphone and be governed by his instructions. If unable to establish communication, train may proceed governed by signal indication.

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.

Monongahela 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.

Allegheny Branch

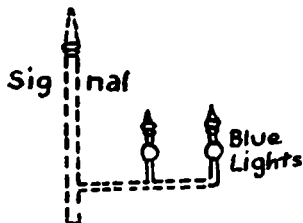
On Northward Home Signal at DN.

Wheeling Secondary Track

On distant switch signal J-19 at East Steubenville.

New Cumberland Branch

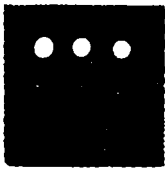
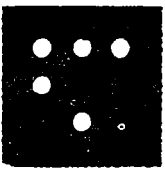
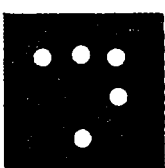
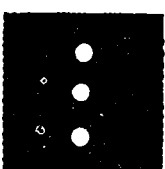
On distant signal N-05, 1200 feet east of CY.



INDICATION—Two tracks intervenes between signal and track it governs.

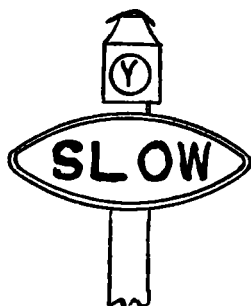
NAME —Signal mast bracket marker.

In service at South End of Bridge 28.91 for Southward movement on Allegheny Branch.

Aspect	Indication	Name
	Stop	Stop-signal
	Proceed at Restricted Speed	Restricting
	Proceed prepared to stop at next signal. Slow speed within Interlocking limits.	Slow-approach
	Proceed	Clear

1280-A2. 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.

Southwest Secondary Track—Approaching southward block signal for RS.

In lieu of distant signal to home or block signal.

Butler Secondary Track, VO Eastward.

1285A-A1. Distant Switch Indicator.

Note: Y—Yellow; G—Green.



Indication—Switch open.
Name—Caution Indicator.



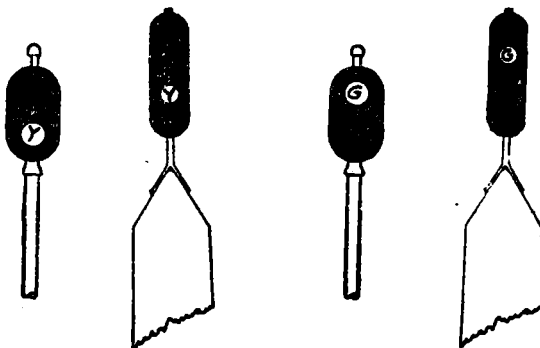
Indication—Switch closed.
Name—Clear Indicator.

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 ft. north of Mile Post 5	Northward	2500	Junction switch to Black Lick Sec- ondary Track
Cresson Secondary Track 480 ft. south of Mile Post 11	Northward	3100	Junction switch to Susquehanna Sec- ondary Track
Susquehanna Sec- ondary Track 2112 ft. south of BN	Northward	2112	Switch leading to Barnesboro Pullout Track
East End of Indus- trial Track east of Houston	Eastward	6370	Spring switch east of No. 13 Tunnel.

Slide Protection Fence Indicator

Note: Y—Yellow; G—Green



Indication—When slides are against the fence.

Name—Caution Indicator.

Indication—When fence is clear.

Name—Clear Indicator.

1285A-A3. Slide Protection Fence Indicators in service.

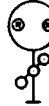
Main Line—Conemaugh

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

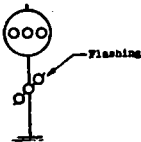
1285A-A4. Fixed signal aspects not in conformity with typical aspects:

Position Color-Light Type Signals

Note: R—Red.

INTERLOCKING 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

Will be placed in service on High Interlocking Position Light Type Signals at all Interlockings on the Main Line, as the work progresses, without further notice.

Location	Fixed Signal	Indication	Name
Home Signal governing eastward movement from Conemaugh Main Line No. 1 track, 2914 feet west of JD		Proceed at Medium speed prepared to stop at next signal. Train exceeding Medium speed must at once reduce to that speed.	Medium-approach

When Medium-approach is displayed, cab signal will display:

CAB SIGNAL



NOTE—After a train or engine passes fixed signal displaying Medium-approach, cab signal will display approach and it does not constitute a conflict.

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 movement with current of traffic.

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Region Post (Phila. Reg.)	Port
	No. 1, No. 2 and No. 4	Port	Mifflin
	No. 1, No. 2, No. 3 and No. 4	Mifflin	Tunnel
	No. 1, No. 2 and No. 3	Tunnel	Forge
	No. 1, No. 2, No. 3 and No. 4	Forge	Antis
	No. 3 and No. 4	Antis	Alto
	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 and 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
	No. 1 and No. 2	AJ	JD
	No. 1 and No. 2	PH	Monon
	No. 3 and No. 4	Monon	Elliott
	No. 1 and No. 2	Elliott	Wagner
	No. 1, No. 2, No. 3 and No. 4	Wagner	CH
	No. 1 and No. 2	CH	Oakdale
	No. 1, No. 2 and No. 3	Oakdale	CO
	No. 1, No. 2, No. 3 and No. 4	CO	Weirton Jct.
	No. 1 and No. 2	Weirton Jct.	Custer

	Track	Between	And
River Branch	No. 1 and No. 2	Branch	Rockville
Chartiers Branch	Single	Wagner	KY

For movements in assigned direction.

	Track	Between	And
Secondary Track Bell-Slope	No. 1 and No. 2	Antis	Rose
Sidings	Denholm— Westward	West Mifflin	Wall
	Denholm— Eastward	Wall	East Wall

For movements against current of traffic.

	Track	Between	And
Main Line	No. 2	Port	Mifflin
	No. 1	Tunnel	Spruce
	No. 3	Spruce	Tunnel
	No. 2	Forge	Tunnel
	No. 3	Works	Alto
	No. 3	SG	Slope
	No. 3	Home Signal 635 feet East of RG	Westward Home Signal, East End Radebaugh Tunnel
	No. 1	Wagner	Switch leading to Chartiers Branch when routed to Chartiers Br.
	No. 4	Weirton Jet.	CO

For movements against assigned direction.

	Track	Between	And
Secondary Track Bell-Slope	Pull-Up	Bell	East End Homer Yard

For movements in eastward direction.

	Track	Between	And
H. & P.	Secondary	Signal H-20 8853 feet West of Pete	Pete

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 region as specified:

	Track	Between	And
H. & P.	Secondary	Pete	Holly
H. & P.	Secondary No. 1 and No. 2	Holly	Wye
Morrison Cove	Secondary	Holly	Brook
Bedford	Secondary	Brook	State
Mt. Dallas	Secondary	Creek	Dallas
Clearfield	Secondary	Cur	Park
Moshannon	Secondary	Mills	Ram
Bellefonte	Secondary	Miles	White
Main Line	No. 6 (Eastward) (Direction)	JD	SG
New Portage Secondary Track	Secondary	Wye	SF
Cresson Sec- ondary Track	Secondary	EP	RU
Black Lick Secondary Track	Secondary	KY	ZD
Susquehanna Secondary Track	Secondary	DF	DC
South Fork Branch	No. 1 and No. 2	W	HC
Turtle Creek Branch	Single	SZ	End of Track M.P. 11.5
Monongahela Secondary Tracks	No. 1 and No. 2	H	BF
Redstone Secondary Track	North leg of Wye —Single	BF	Connection with Monon- gahela Ry.
	Secondary	BF	RS
	South leg of Wye —Single	Connection with Monon- gahela Ry.	Connection with Redstone Secondary Track, Brownsville Jct.
Southwest Sec- ondary Track	Secondary	RG	VA
Allegheny Branch	No. 1 and No. 2	DN	Region Post (North'n Reg.)
Indiana	Secondary	D	NM

	Track	Between	And
Butler	Secondary	JB	VO
Chartiers Branch	No. 1	KY	MO
	No. 2	LD	MO
Washington	Secondary	MO	WH
Burgetts Branch	Single	Burgetts	CN
Powhatan	Secondary	GR	PN
Wheeling	Secondary	Weirton Jct.	Zane
Terminal Branch	Single	WT	Zane
New Cumberland Branch	Single	Weirton Jct.	WN
Weirton	Secondary	CY	WN
New Cumberland	Secondary	WN	HS

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:

Clearfield Secondary Track:

Southward between Summit and Park.

Northward between Summit and Mills.

For Movements Against Current of Traffic

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

Main Line—Between **PH** and Region Post (Buckeye Reg.), except on No. 4 Track between Weirton Jct. and **CO**.

1317-A1. Rule 317 will apply:

On Single track;

On Secondary Tracks between points listed under Special Instructions 1305-A1, except where **Rule 316** applies.

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

Eastward on No. 6 Track between **JD** and **SG**.

For Movements Against Current of Traffic

Main Line—Between Region Post (Phila. Reg.) 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**.

Main Line—Conemaugh.

Main Line—Eastern.
except where **Rule 261** is in effect.

Branches—

Hollidaysburg and Petersburg between **Eldo** and **Alto**.

South Fork Branch—

Brilliant Branch—

Allegheny Branch—

Monongahela Branch—

Ohio Connecting Bridge—

Low Grade Branch—

Bayard Branch—

River Branch—

Scully Branch—

Chartiers Branch—

Secondary Tracks

H. & P. Secondary Tracks No. 1 and No. 2 between **Holly** and **Wye**.

No. 1 and No. 2 Secondary Tracks between **Antis** and **Rose**.

Monongahela Secondary Tracks.

AUTOMATIC BLOCK SIGNAL SYSTEM

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

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	No. 5	Gray	Tyrone
	A, No. 1, No. 2, No. 3 and No. 4	Alto	Slope
	No. 1 and No. 2	AJ	Federal Street
	No. 1 and No. 2	PITT	Federal Street
	No. 1, No. 2, No. 3 and No. 4	Federal Street	East Conway
	No. 1 and No. 4	East Conway	Rochester
	No. 1 and No. 2	Rochester	Region Post (Lake Region)
Hollidaysburg and Petersburg Branch	No. 1 and No. 2	Alto	Eldo
	Single	Eldo	Wye
Clearfield Branch	Single	Tyrone	Park
Bald Eagle Branch	Single	Park	Sand
	No. 1 and No. 2	Sand	Wood
	Single	Wood	Lock Haven
Port Perry Branch	No. 1 and No. 2	Perry	PG
Brilliant Branch	West Penn No. 1 and No. 2	CM	UY
	Valley No. 1 and No. 2	CM	Nadine
Monongahela Branch	Monon. No. 1 and Monon. No. 2	Monon.	OB
	Scully No. 1 and Scully No. 2	Monon.	OB
	No. 1, No. 2, No. 3 and No. 4	OB	Kenny
	No. 1, No. 2 and No. 3	Kenny	CR
	No. 1 and No. 2	CR	H
Allegheny Branch	No. 1 and No. 2	Nadine	DN
Ohio Connecting Bridge	No. 3 and No. 4	Pennsylvania Ave.	Island Ave. Jct.
	No. 1 and No. 2	Jacks Run	Esplen
Low Grade Branch	No. 1 and No. 2	Rochester	Region Post (Lake Region)
Bayard Branch	No. 1 and No. 2	Rochester	Region Post (Lake Region)
River Branch	No. 1 and No. 2	Yellow Creek	Branch
Scully Branch	Scully No. 1 and No. 2	Monon.	Wagner
Chartiers Branch	No. 2	KY	LD

For Movements Against Current of Traffic.

	Track	Between	And
Main Line	No. 5	Tyrone	Gray
	No. 3	Alto	Slope
	No. 1 and No. 2	PITT	Federal Street
	No. 1, No. 2, No. 3 and No. 4	Federal Street	Pennsylvania Ave.
Bald Eagle Branch	No. 1 and No. 2	Wood	Sand

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

For Movements with Current of Traffic and on single track.

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Region Post (Phila. Reg.)	Port
	No. 1, No. 2 and No. 4	Port	Mifflin
	No. 1, No. 2, No. 3 and No. 4	Mifflin	Tunnel
	No. 1, No. 2 and No. 3	Tunnel	Forge
	No. 1, No. 2, No. 3 and No. 4	Forge	Antis
	No. 3 and No. 4	Antis	Alto
	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
	No. 1 and No. 2	PH	Monon
	No. 3 and No. 4	Monon	Elliott
	No. 1 and No. 2	Elliott	Wagner

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Wagner	CH
	No. 1 and No. 2	CH	Oakdale
	No. 1, No. 2 and No. 3	Oakdale	CO
	No. 1, No. 2, No. 3 and No. 4	CO	Weirton Jct.
	No. 1 and No. 2	Weirton Jct.	Region Post (Buckeye Reg.)
Chartiers Br.	Single	Wagner	KY

Secondary Tracks**For Movements in Assigned Direction**

	Track	Between	And
Bell-Slope	No. 1 and No. 2	Antis	Rose

Sidings**For Movements in Assigned Direction**

	Track	Between	And
Main Line	Denholm— Westward	West Mifflin	Wall
	Denholm— Eastward	Wall	East Wall

For Movements Against Current of Traffic

	Track	Between	And
Main Line	No. 2	Port	Mifflin
	No. 1	Tunnel	Spruce
	No. 3	Spruce	Tunnel
	No. 2	Forge	Tunnel
	No. 3	Works	Alto
	No. 3	SG	Slope
	No. 3	RG	Westward Home Signal, east end Rade- baugh Tunnel
	No. 1	Wagner	Switch leading to Chartiers Branch when routed to Chartiers Br.
	No. 4	Weirton Jct.	CO

For Movements Against Assigned Direction

	Track	Between	And
Bell-Slope	Pull-Up	Bell	East End Homer Yard

1501-B2. Rules 501 to 518, inclusive, except Rules 515 and 516, are in effect on portions of the Region as follows:

For Movements with Current of Traffic

	Track	Between	And
Main Line Conemaugh	No. 1 and No. 2	JD	AJ
River Branch	No. 1 and No. 2	Branch	Rockville

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 operator at
West End UN interlocking....	No. 4	AR
Signal Bridge 2752, just west of Johnstown Station.....	No. 2	C
Signal Bridge 2804.....	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
Parnassus: 990 feet west of Mile Post 17	No. 2	Truxall
New Kensington: 1530 feet east of Mile Post 18	No. 1	Truxall
Neal: 2040 feet west of Mile Post 46	No. 2	AJ
Esplen: 1150 feet east of Esplen.....	Scully No. 1	Esplen
Steubenville: 750 feet west of Mile Post 42	No. 2	Weirton Jct.
Steubenville: 500 feet west of Mile Post 44	No. 1	Mingo Jct.

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

Tyrone:

West leg of Wye at passenger platform, three hundred feet in length, extending one hundred feet beyond west end of platform.

West end Tyrone yard—No. 5 Track between westward home signal bridge and interlocking signal located 425 feet west thereof, also on Tracks 8 and 9 north side of water tank opposite Gray extending eastward two hundred feet.

1515-A2. Engines dispatched from points in cab signal territory to Northern Region points or to points where test circuits are not provided must have cab signal equipment cut in for the entire trip.

Engines dispatched to Bellefonte, Southport, Northumberland or Buttonwood must have cab signals cut out in Tyrone yard.

Engines dispatched from Southport, Northumberland or Buttonwood must make departure test and have cab signal equipment cut in before departure.

Cutting-in Sections Located:

	Track	Between	And
Westward Trains			
Main Line	No. 3 and No. 4	Westward home 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	
	No. 104	300 feet east of Westward Home Signal BI	Westward Home Signal BI
	No. 3 Old Main	300 feet east of Westward Home Signal BI	Westward Home Signal BI
	No. 2	Interlocking signal west of Washington Street foot Bridge PH	Home signal east of No. 1 Tunnel
	No. 1	5724 feet east of Westward distant signal for Monon	Westward Home Signal on B Track and Home Signal on east leg of Wye Track at Monon
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
	No. 1	PITT	Home Signal No. 1 Track, 400 feet east of PITT
	Apollo	300 feet west of Eastward Home Signal Apollo	Eastward Home Signal Apollo
	Horn	300 feet west of Eastward Home Signal AJ	Eastward Home Signal AJ
	No. 1	½ mile east of Mile Post 53	Eastward Home Signal Beale

1515-A2. Cutting-in-Section Located:

	Track	Between	And
Westward Trains			
New Portage Secondary Track	Single	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
Secondary Track	No. 27	711 feet east of Westward Home Signal for Corliiss	Westward Home Signal, Corliiss
Scully Branch	Scully No. 2	Block Signal No. 57 east of Wagner	Westward Home Signal, Wagner
River Branch	No. 2 Note—For Westward trains enroute to Main Line	Signal No. Y-185 east of Rockville	Westward Home Signal, Rockville
Yellow Creek Secondary Track	No. 2 Yellow Creek	Yellow Creek	Branch
	Secondary	River	Branch
New Cumberland Branch	Single	755 feet east of Westward Home Signal for Weirton Jct.	Westward Home Signal, Weirton Jct.

Eastward Trains

Cresson Secondary Track	(Trains routed to No. 0)	300 feet west of Eastward 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
Wheeling Secondary Track	Secondary	2015 feet west of distant switch signal No. J-16	Eastward Home Signal, Weirton Jct.
Burgetts Branch	Single	446 feet west of Eastward distant signal No. B-04	Eastward Home Signal, Burgetts
Chartiers Branch	No. 1	2474 feet west of Eastward Home Signal for KY	Eastward Home Signal KY
River Branch	No. 1 Yard Track	300 feet west of Signal Y-210	Eastward Home Signal, Rockville

Cutting-in-Section Located:

	Track	Between	And
Northward Trains			
South Fork Branch	No. 2	600 ft. south of Northward distant signal 2656 for W	Signal 2656
Southwest Secondary	Single	1500 feet south of Northward distant signal RO8	Signal RO8
Monongahela 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 Trafford, trains to and from the Cone-maugh Main Line, yard engines, helping engines, and 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 between Slope and **PITT** of wire, work and wreck trains, ballast cleaners, etc., to and from work, are authorized to move as non-equipped trains.

(a) Between Pittsburgh and Monon, passenger engines and switching movements are authorized to move as non-equipped trains.

(b) Between Fourth Ave., and Carnegie; Laurel Hill and Weirton Jct., trains in switching and transfer service are authorized to move as non-equipped trains.

(c) Between Weirton Jct. and Mingo Jct., trains in switching and transfer service and Wheeling Secondary Track freight engines are authorized to move as non-equipped trains.

1515-B2. Referring to Rules 515 and 516.

Trains and engines not equipped with cab signals and operated solely in switching service may be operated at a speed of 20 miles per hour, governed by fixed signal indications:

Between	And
Bell Interlocking	Alto Interlocking

1515-B3. Referring to Rule 516.

Trains with engine not equipped with cab signal apparatus, or equipped with cab signal apparatus not in operative condition, must be prepared to pass the following signals at Medium Speed:

Westward

Signal 1179—East of View
Signal 1647—East of Lewistown
Signal 2035—East of Deer

Eastward

Signal 2036—West of Hunt
Signal 1142—East of Perdix

1515-B4. Between **AJ** and **JD** on Main Line Conemaugh and between Branch and Rockville, on River Branch where cab signals are used without Fixed Automatic Block Signals to govern movements with the current of traffic on No. 1 and No. 2 Tracks, the movement of a train, the engine of which is

1. Not equipped with cab signal apparatus;
2. Equipped with cab signal apparatus but not in operative condition;
3. Equipped with cab signal apparatus, but has failed after leaving engine terminal;

will be made at Restricted Speed unless otherwise authorized by train order and governed by home signals displaying **Rule 281**, **Rule 283** or **Rule 287**. When governed by home signal displaying **Rule 281**, **Rule 283** or **Rule 287** and authorized by train order, the train may proceed at authorized speed, prepared to stop at all home signals.

Before permitting a train to pass a home signal, when the train has been authorized by train order to proceed at authorized speed, operator in control of the home signal at the entrance of the route to be used must know that the route is clear of all trains to the next home signal and that no other train has been given permission or a signal to enter or foul that track.

The following form of train order will be used to instruct a train to proceed at authorized speed without cab signals:

Extra 4800 West proceed at authorized speed on **No. 2 track** from **A** to **B** without cab signals.

All block stations within the specified limits must have a copy of the train order.

1515-B5. When cab signal aspect changes from Restricting to a more favorable aspect, speed must not be increased until train has run its length.

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

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

INTERLOCKING

1605-A1. Rule 605—in effect:

	Track	Between	And
Main Line	No. 1	Wagner	Switch leading to Chartiers Branch
	No. 4	Wagner	Interlocking switch leading to East end Carnegie Yard
	No. 1	CH	Home Signal 890 ft. west of Mile Post 11
	No. 1 and No. 2	Mingo Jct.	East end Gould siding
Main Line—River Branch	Connection	Main Line at Mingo Jct.	River Branch at Rockville

1605-A2. Gauntlet in No. 1 Tunnel just west of **PH** Block Station, in No. 2 Tunnel just west of Corliss Block Station, and in No. 5 Tunnel just west of Gould interlocking are within the interlocking limits at those points.

INTERLOCKING

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

Slope	Gray
Alto	Hunt
Works	Jacks
South	Lewis
Rose	Wall
Antis	East Wall
Bell	West Mifflin
Forge	Mifflin
	View

All interlockings between Slope and **Pitt**

AJ
UY
CQ
 Federal Street
 Penna. Avenue
 Jacks Run
 Leetsdale
 East Conway
 West Conway
 Rochester
 Yellow Creek
 Monon
 Esplen
 Scully
 Wagner
 Weirton Junction

1606-A2. At Zane Interlocking Station there are no distant signals in connection with home signals. Trains must approach the home signals at this point prepared to stop.

1663-A1. Trains and engines finding a home signal at **GI** displaying Stop Signal (**Rule 292**) must communicate with signalman at Truxall for instructions, and must not pass Stop Signal except as authorized by train order.

1663-A2. Trains and engines finding a home signal at **FD** displaying Stop Signal (**Rule 292**) must communicate with signalman at **AJ** for instructions, and must not pass Stop Signal except as authorized by train order.

Name.

7.3.46/12d

Occupation:

4

QUALIFIED FOR SERVICE

[illegible]

THE PENNSYLVANIA RAILROAD PITTSBURGH REGION

Pittsburgh, Pa., April 20, 1956.

GENERAL ORDER No. 101

Effective 2.01 A.M., Sunday, April 29, 1956

Applies in All Zones

- (a) Time-Table No. 1 in effect. It contains the necessary instructions issued in general orders up to and including

Middle District General Order No. 912

Pittsburgh District General Order No. 916

Conemaugh District General Order No. 910

Eastern District General Order No. 915

Panhandle District General Order No. 909

all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 1 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 9 to bulletin board attendant, after Time-Table No. 1 takes effect.

(b) BOOK OF RULES

RULES FOR CONDUCTING TRANSPORTATION

Designation of a "DIVISION" is changed and hereafter the term "REGION" will apply. Any reference to "DIVISION" under Rule 4 or any other rule or special instruction will apply to "REGION".

The Superintendent Transportation of the Region will assume all authorities vested in the Superintendent as defined by the Book of Rules—Rules For Conducting Transportation.

All Rules For Conducting Transportation remain in force.

Pgh. Region G.O. 104

(c) BOOK OF RULES

Rules for Conducting Transportation

The General Motors train is equipped with rotating red search lights on front of engine and rear car of train and rotating white search light on front of engine.

Second and third paragraphs of **Rule 102** amplified to provide for movement of the General Motors train as follows:

In single or two or more track territory, when a train is equipped with rotating red light on either engine or rear car, and a sudden or severe application of the brakes takes place or an equipment failure occurs which may obstruct adjacent tracks, the rotating light or lights shall be turned on immediately.

Trains approaching from either direction must stop and must not proceed until it is ascertained that it is safe to do so.

(d) RULES 515 and 516 MODIFIED:

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

When instructed orally by Operator to proceed at authorized speed governed by fixed signal indications but not exceeding seventy-five (75) miles per hour the trains must not pass Stop-and-proceed or Restricting Signal unless permitted by the Operator when authorized by the Superintendent Transportation.

Applies in Zone A

(e) TIME TABLE AUTHORITY

On Schedule pages where both Station and Block Station name appears on the same line, the time shown applies at Block Station for trains that do not make the station stop.

**(f) BELL—SLOPE SECONDARY TRACK
SOUTH—(ALTOONA YARD)**

Eastward Arranged Service Freight Trains and Ore Trains on Bell—Slope Secondary Tracks, must not exceed a speed of 3 miles per hour passing South, until train is yarded.

Special Instruction **1157-H1**, changed.

Applies in Zone B

**(g) YUKON SECONDARY TRACK
HUNTER RUN JCT.—COWANSBURG**

Trains and engines on Yukon Secondary Track must not exceed a speed of 5 miles per hour between Mile Post 9 and Mile Post 10, account track condition.

Special Instruction **1157-H1**, changed.

**(h) MONONGAHELA BRANCH
CLAIRTON—WEST ELIZABETH**

Trains and engines on No. 1 track and No. 2 track must not exceed a speed of 10 miles per hour between Mile Post 20 south of Clairton and West Elizabeth, account track condition.

Special Instruction **1157-F1**, changed.

(i) Following Sidings blocked with stored cars.

Cresson Secondary Track:

Munster.

Ebensburg Jct.

Bradley Jct., Northward siding.

Welshdale.

Irvona Branch:

Condron.

Sandy Run.

Susquehanna Secondary Track:

BN

Black Lick Secondary Track:

Twin Rocks.

Ritter.

Beulah.

Ellsworth Secondary Track:

Frye Siding.

Southwest Secondary Track:

Gist.

**(j) COAL LICK INDUSTRIAL TRACK
RAINEY JUNCTION**

Coal Lick Industrial Track blocked with stored cars at north and south ends of Rainey Yard.

**(k) HEMPFIELD SECONDARY TRACK
COWANSBURG—MILE POST 11**

That portion of Hempfield Secondary track, extending between Cowansburg and Mile Post 11, out of service.

Special Instruction **1157-D1** and **1157-H1**, changed.

Applies in Zone C

- (l) ALLEGHENY BRANCH
BRAEBURN
Braeburn Siding blocked with cars.
- (m) BUTLER SECONDARY TRACK
SUMMIT
Summit eastward siding blocked with cars.
- (n) INDIANA SECONDARY TRACK
BLACK LICK—GRACETON
Trains and engines must not exceed a speed of 10 miles per hour between a point 1400 feet north of Mile Post 8 to a point 2400 feet north of Mile Post 8, account of track condition.
Special Instruction 1157-F1, changed.
- (o) ALLEGHENY BRANCH
FD southward siding blocked with cars.
FD northward siding blocked with cars.

Applies in Zone D

- (p) RIVER BRANCH
CROXTON—TORONTO
Trains and engines on No. 2 track must not exceed a speed of 20 miles per hour, between a point 2000 feet west of Mile Post 7 and a point 3000 feet west of Mile Post 8, account track condition.
Special Instruction 1157-F1, changed.
- (q) Following siding blocked with stored cars.
River Branch:
Clayport Eastward siding.

Applies in Zone E

- (r) POWHATAN SECONDARY TRACK
JEFFERSON—SHANNON
Trains and engines on Powhatan Secondary Track must not exceed a speed of 15 miles per hour between Mile Post 27, west of Jefferson and a point 750 feet west of switch one Shannon siding, account construction work.
Special Instruction 1157-F1, changed.

This General Order is printed in Time-Table No. 1 and will not be issued in sticker form.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., April 21, 1956.

GENERAL ORDER No. 102

Effective 2.02 A.M., Sunday, April 29, 1956

Applies in All Zones

- (a) This General Order contains the necessary instructions issued in Middle District General Order No. 913 and Eastern District General Order No. 916, which must be removed from bulletin boards.

Applies in Zone A

- (b) **MAIN LINE**

JACKS—MILL CREEK (West of)

Trains and engines on No. 3 track must not exceed a speed of 30 miles per hour, between Jacks and a point two miles west of Mill Creek, account track condition. Special Instruction 1157-F1, changed.

Applies in Zone D

- (c) **MAIN LINE**

WEST CONWAY—EAST CONWAY

Trains and engines on No. 1 track must not exceed a speed of 50 miles per hour, between a point 1000 feet west of Mile Post 21 and a point 3000 feet east of Mile Post 21, account relocation of track. Special Instruction 1157-F1, changed.

Applies in All Zones

- (d) **Maximum Speeds, Unless otherwise Specified**

Special Instruction added—

1157-C15. Diesel engines when operated from rear unit or other than leading end for direction of movement..... 30 miles per hour.

- (e) **Operating against current of traffic, except where Rule 261 is in effect and except as specified below—**

MAIN LINE	Miles per Hour

Between Works and Slope—Passenger.	30

Freight ...	25

Special Instruction 1157-C8, changed.

- (f) **Cars carrying major calibre gun barrels etc.**

When operating over territory shown below, such trains will be restricted to not exceeding the following speeds—

Main Line

Between	Miles per Hour

Works and Slope.....	20

Special Instruction 1157-C25, page 182, changed.

Sheet 2 of 3 Sheets

(g) Curves, Bridges, Etc.

Maximum Speeds, Unless Otherwise Specified

Under Note 1, page 187, add— Miles per Hour

Curve at Tyrone Station..... 40

Special Instruction 1157-F1, changed.

(h) Curves, Bridges, Etc.

Maximum Speeds, Unless Otherwise Specified

"When operating on assigned passenger tracks" added to Note 2 at bottom of page 188.

Special Instruction 1157-F1, changed.

(i) Normal Position of Switches and Crossovers at Specified Locations

WHITE

Normal position of switch located at White, connecting Bellefonte Secondary Track with White Rock Quarries Track, is for movements to White Rock Quarries Track.

Special Instruction 1104-A1, page 126, changed.

(j) Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Moshannon (S)	Mills	Ram	Park	1
	Ram	McCartney	Park	1

Note 1, added.

Special Instruction 1151-D1, page 143, changed.

(k) Bulletin board locations where fifth paragraph Rule 75, will apply:

Add—"At the following locations, in the application of Rule 75, conductor and engineman will not be required to know that either is qualified and that he has inserted in his time-table the necessary General Orders for the trip or tour of duty"

Special Instruction 1075-A2, page 103, changed.

(l) WRECK TRAINS

H. & P. Secondary Track

Boom Boom
Trailing Forward

Miles per Hour

Between Holly and Wye..... 30 20

Special Instruction 1157-C2, page 174, changed.

(m) WORK TRAINS

H.&P. Secondary Track

Boom Boom On
Trailing Forward Curves

Miles per Hour

Between Holly and Wye.. 30 20 20

Special Instruction 1157-C3, page 177, changed.

(n) Opposing and Following Movements of Trains by Block Signals

Rules 261, 262, 263 and 264 in effect:

BALD EAGLE BRANCH

Special Instruction 1261-A1, page 239, reading—

Between Region Post (Northern Reg.) and Wood, changed to read—Between Lock Haven and Wood.

Sheet 3 of 3 Sheets

(o) INTERLOCKING

Emergency Signals—Whistle or Horn, in service—

MAIN LINE

Add—PORT, between Mifflin and View.

Special Instruction 1606-A1, page 258, changed.

(p) SECONDARY TRACKS AND SIDINGS

Delete—Runner Track, between

Maple and Summit..... speed 20 miles per hour.

Special Instruction 1157-H1, page 196, changed.

(q) HAND-OPERATED SWITCHES EQUIPPED
WITH ELECTRIC LOCKS

WYE—ELDO

Single track to National Radiator Co. track.

Delete—ELDO.

Special Instruction 1104-D1, page 129, changed.

(r) PASSENGER TRAIN OPERATION

Special Instruction 1154-A16, will not apply to local commuter trains and trains No's. 360, 362 and 364, at Pittsburgh.

(s) Interlocking, Block and Block-Limit Stations in service part-time as follows:

Station	Hours in service
DV	11.01 PM. Sunday to 7.01 AM. Monday, 3.01 PM. Monday to 7.01 AM. Tuesday, 3.01 PM. Tuesday to 7.01 AM. Wednesday, 3.01 PM. Wednesday to 7.01 AM. Thursday, 3.01 PM. Thursday to 7.01 AM. Friday, 3.01 PM. Friday to 11.01 PM. Friday, except closed May 30, July 4, and Sept. 3.

Page 5, changed.

(t) Trains with 250 ton wrecking derricks etc.

Pages 231 and 232, changed.

Sticker pages attached to sticker form of this General Order must be detached and pasted in time-table over corresponding pages 231 and 232.

(u) MISCELLANEOUS

TIME-TABLE CORRECTIONS

Page 48—Leave and Arrive, transposed.

Employes must correct page 48, in ink.

Page 93—Division Post Monon Branch, should read "Monon"

Page 238—Region Post (Phila Div.), should read "Region Post (Phila Region)"

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., April 25, 1956.

GENERAL ORDER No. 103

Effective 12.01 A.M., Friday, May 4, 1956

Applies in All Zones

(a) Letters and Characters

T—Regular stop, Monday only, to unload newspapers, added.

Special Instruction 1004-B1, page 86, changed.

(b) TIME-TABLE AUTHORITY

S stop for No. 24 at Huntingdon, at 4.54 P.M., page 45, added.

T stop for No. 77 at Carnegie, at 9.57 A.M., page 53, added.

Employees must correct pages 45 and 53, in ink.

(c) U. S. MAIL WORK

U. S. Mail work for No. 55, 61 and 33, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted over corresponding trains, page 72.

U. S. Mail work for No. 39 at Rochester, for No. 363 at Ambridge and Rochester and for No. 360 at Rochester, Freedom, Baden, Ambridge and Leetsdale, withdrawn.

Employees must correct pages 72 and 73, in ink.

Applies in Zone C

(d) ALLEGHENY BRANCH

ALADDIN—GARVERS FERRY

Rule D-93 in effect on No. 1 and No. 2 tracks, between Aladdin and Garvers Ferry.

Special Instruction 1093-B1, page 109, changed.

Applies in Zone A

(e) MAIN LINE

ALTOONA

Referring to Instruction 14-e of the 99-D-1, Intermediate Train Brake Tests for Specified Freight Trains:

Instruction 14-e, will apply to eastward and westward empty trains at Altoona.

Special Instruction 1155-A3, page 155, changed.

Applies in Zone B

(f) DUNBAR INDUSTRIAL TRACK

Trains and 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
Dunbar Industrial	Township Road No. 26730	2765 feet south of Junction with Southwest Sec- ondary track.

Special Instruction 1103-C1, changed.

(g) GREENSBURG—SOUTH GREENSBURG
GREENSBURG INDUSTRIAL TRACK

Greensburg Industrial track, between a point 1000 feet south of Mile Post 2 and a point 1680 feet north of Mile Post 1, out of service.

Special Instruction 1103-A5, changed.

(h) GREENSBURG SECONDARY TRACK
SOUTH GREENSBURG

Facing hand-operated switch for southward movement, 288 feet south of Mile Post 1, leading to Schallers Bakery track, in service.

Facing hand-operated switch for southward movement, 2380 feet south of Mile Post 1, leading to Pennsylvania Farm Bureau track, equipped with hand-operated derail, in service.

Facing hand-operated switch for southward movement, 3777 feet south of Mile Post 1, leading to north end of Huff Yard, equipped with hand-operated derail, in service.

Trailing hand-operated switch, 5132 feet south of Mile Post 1, establishing crossover to Greensburg Industrial track, out of service.

(i) Secondary Tracks of No Assigned Direction
Correct page 144, to read as follows:

Track	Between	And	Controlled by	
Greensburg (N)	County Jct.	Greensburg Jct.	RG	

Special Instruction 1151-D1, page 144, changed.

(j) ENGINE RESTRICTIONS
MONONGAHELA SECONDARY TRACK
MONONGAHELA (South of)

Engines are prohibited from using Monongahela Iron and Metal Co., tracks A and B (former Goldman Iron and Metal Co.) as follows:

Track A beyond a point 1500 feet and track B beyond a point 1400 feet from switch leading from No. 1 main track to tracks A and B at a point 2230 feet north of Mile Post 31.

Special Instruction 1160-A1, page 210, changed.

(k) Interlocking, Block and Block-Limit Stations in service
part-time as follows:

Station	Hours in Service
NY	11.01 P.M., Sunday to 11.01 P.M., Friday, except closed May 30, July 4, and Sept. 3.

Page 5, changed.

Sheet 3 of 3 Sheets

Applies in All Zones

- (l) Referring to Special Instruction 1509-A1, page 253
Under Signal Located at—
Delete the word Parnassus: and insert the word Atlas:
New Kensington: and insert the word Atlas:
Neal: and insert the words East End
Kiskiminetas Jct. Yard.
- (m) Referring to Special Instruction 1515-B5, page 257.
Special Instruction 1515-B5, applies only to movements with the current of traffic on No. 1 and No. 2 tracks between AJ and JD on Main Line Conemaugh and between Branch and Rockville on River Branch, as listed in first paragraph of Special Instruction 1515-B4.
- (n) SECONDARY TRACKS AND SIDINGS
Correct third item from bottom of page 197, to read as follows:
No. 101 track, instead of No. 111 track.
Special Instruction 1157-H1, changed.
- (o) Referring to Special Instruction 1317-A1, page 249.
For Movements Against Current of Traffic:
Rule 317 will not apply where Rule 261 is in effect as shown in Special Instruction 1261-A1.
- (p) INTERLOCKING
Operators must secure all affected signal levers with standard blocking devices while trains No. 16 and No. 17 are passing through interlocking.
- (q) Referring to page 137.
Delete NOTE—reading—Tracks are numbered from east to west.

Applies in Zone C

- (r) Interlocking, Block and Block-Limit Stations in service part-time as follows:

Station	Hours in Service
FD	6.01 A.M., to 10.01 P.M., Daily except Sunday

Time specified in note, detailing method of operation during the hours FD Block and Interlocking Station is not in service, changed to read, from 10.01 P.M. to 6.01 A.M. daily and from 10.01 P.M. Saturday to 6.01 A.M. following Monday.

Page 16, changed.

W. G. DORWART,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD PITTSBURGH REGION

Pittsburgh, Pa., May 2, 1956.

GENERAL ORDER No. 104

Effective 12.01 A.M., Thursday, May 10, 1956

Applies in All Zones

(a) FREIGHT TRAIN OPERATION

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

Engines Equipped With Operative Dynamic Brakes And Pressure Maintaining Brake Valves

On such trains the following tonnage will govern:

One 1500 or 1600 horsepower unit—	3250 tons
One 1750 horsepower unit—	3500 tons
One 2000 horsepower unit—	3750 tons
One 2400 horsepower unit—	4500 tons

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.

The tonnage for any train will be determined by multiplying the tonnage per single unit by the number of operative units hauling the train.

Trains exceeding 12,000 tons, irrespective of the number of units, must comply with instructions for non-equipped engines.

Page 154 of Special Instruction 1155-A1, changed.

(b) BOOK OF RULES

RULES FOR CONDUCTING TRANSPORTATION

Paragraph (b) of General Order No. 101, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over paragraph (b) General Order No. 101, page 261.

Applies in Zone B

(c) Maximum speeds, unless otherwise specified

	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
	Miles per Hour							
Main Line Between:								
MO and M.P. 254	50	45	70	50	70	50	45	45
M.P. 254 and NY	50	45	70	45	70	45	45	45
NY and W	50	45	70	50	70	50	45	45
W and AO	60	45	70	50	70	50	45	45
AO and C	60	45	70	45	70	45	45	45
JD and DR	50	45	70	50	70	50	50	45
DR and KR	50	45	70	50	70	50	50	45
KR and M.P. 320	50	45	70	50	70	50	50	50
M.P. 320 and M.P. 322	50	45	70	50	70	50	50	45
M.P. 322 and RG	50	45	70	45	70	50	50	45

Special Instruction 1157-C1, page 169, changed.

(d) SOUTH FORK BRANCH

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

Station	Hours in Service
FK	6.01 A.M., Monday to 6.01 A.M., Saturday, except closed May 30, July 4, and Sept. 3. On day following above holiday, in service, 6.01 A.M., May 31, July 5, and Sept. 4, to 6.01 A.M., Saturday.

Page 12, changed.

(e) ELLSWORTH AND WEST BROWNSVILLE SECONDARY TRACKS

Movements on Ellsworth and West Brownsville Secondary Tracks must be made at Reduced Speed unless the track upon which movement is to be made is seen or known to be clear and switches properly lined.

Delete—14 from column showing Notes applying to Ellsworth and West Brownsville Secondary Tracks on page 144.

Special Instruction 1151-D1, changed.

**(f) CRESSON SECONDARY TRACK
EP**

Northward movements made on signal indication at EP.

**REDSTONE SECONDARY TRACK
BF—RS**

Southward movements made on signal indication at BF.

Northward movements made on signal indication at RS, when RS Block Station is in service.

SOUTHWEST SECONDARY TRACK

Northward movements made on signal indication at RS, when RS Block Station is in service.

Special Instruction 1151-D1, changed.

Applies in Zone D**(g) MAIN LINE
WEST CONWAY—EAST CONWAY**

Paragraph (c) General Order No. 102, referring to speed of 50 miles per hour, on No. 1 track between a point 1000 feet west of Mile Post 21 and a point 3000 feet east of Mile Post 21, annulled.

**(h) RIVER BRANCH
KINGS—ROCKVILLE**

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

Signal located at	On Track	Secure clearance card or order through operator at
Kings: 2300 feet west of Mile Post 14	No. 2	Rockville

Special Instruction 1509-A1, page 253, changed.

Applies in Zone E

(i) PASSENGER AND FREIGHT TRAIN OPERATION

Special Instructions, added:

1156-A41. North Spur Yard Track, Weirton Jct., under jurisdiction of operator at Weirton Jct., and must not be used or blocked without permission.

Signal Aspect Rule 290, Fig. B, will be authority for trains or engines to enter and use this track in either direction.

1156-A42. Industrial track between Chester and Kobuta, under jurisdiction of operator at Weirton Jct.

Permission from operator at Weirton Jct. must be obtained for trains or engines to use this track in either direction and they must be reported clear to operator when movement has been completed.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., May 7, 1956.

GENERAL ORDER No. 105

Effective 12.01 A.M., Tuesday, May 15, 1956

Applies in All Zones

(a) ARRANGED FREIGHT TRAIN SERVICE

Time of trains TT-1 and TT-2, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table over corresponding trains on pages 75 and 77.

(b) MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

On assigned passenger tracks, in territory where the maximum speed for passenger trains is in excess of 60 miles per hour, trains TT-1, TT-2, TT-3 and TT-4, may operate at a maximum speed of 60 miles per hour when consist is entirely flat cars in TrucTrain Service.

Except as provided above, all other speed restrictions as they apply to passenger trains, remain in effect.

Special Instruction 1157-C1, changed.

Applies in Zone B

(c) TICKET OFFICES OPEN FOR SALE OF TICKETS DERRY

Monday to Friday 7.30 A.M., to 4.30 P.M., instead of 6.30 A.M., to 3.30 P.M.

Employees must correct page 70, in ink.

(d) Interlocking, Block and Block-Limit Stations in service part-time as follows:

Station	Hours in Service
NY	10.01 P.M., Sunday to 10.01 P.M., Friday, except closed May 30, July 4, and Sept. 3.

Paragraph (k) General Order No. 103, annulled.

Page 5, changed.

Applies in Zones B and C

(e) SIGNAL RULES

Movement of Trains in the same Direction by Block Signals Rules 251, 253 and 254 in effect:

	Track	Between	And
Brilliant Branch, Valley	No. 1 and No. 2	CM	Nadine

instead of between CM and Region Post (Nor. Reg.)
Special Instruction 1251-A1, page 239, changed.

Applies in Zone C

**(f) TURTLE CREEK INDUSTRIAL TRACK
SALTSBURG (West of)**

Facing-hand-operated switch for westward movement from Turtle Creek Industrial track to Seanor Mine (loaded) track, equipped with hand-operated derail, 350 feet west of Mile Post 21, in service.

Applies in Zone E

(g) TRACK ASSIGNMENTS

Two or More Tracks

Current of traffic is as follows:

Chartiers Branch Between:	No. 2 Track	No. 1 Track
KY and MO	Westward	Eastward

Added to Special Instruction 1151-B1, page 136.

Effective 9.01 A.M., Tuesday, May 15, 1956

Applies in Zone B

**(h) MAIN LINE
GREENSBURG**

Trailing hand-operated crossover in No. 1 track, leading to Greensburg Secondary track, equipped with center throw locking device, 323 feet east of Mile Post 321, in service.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., May 16, 1956.

GENERAL ORDER No. 106

Effective 12.01 A.M., Sunday, May 27, 1956

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 61, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in time-table over corresponding schedule, page 36.

(b) TIME-TABLE AUTHORITY

S stop for No. 45 at Rochester, at 6.10 P.M., page 56, added.

Employees must correct page 56, in ink.

(c) U.S. MAIL WORK

Letter E for No. 45 at Rochester, page 72, withdrawn.
Employees must correct page 72, in ink.

(d) ARRANGED FREIGHT TRAIN SERVICE

Time of trains CG-2, CG-8 and NW-88, changed.

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

Applies in Zone B

(e) DRAGGING EQUIPMENT DETECTOR

The following Fixed Signal equipped with E sign which when illuminated, indicates that dragging equipment detector connected therewith has been actuated:

Location	Signal	Governing movements on
Greensburg Jct.	No. 3207	No. 3 and No. 4 tracks

Added to Special Instruction 1076-A1, page 105.

- (f) Referring to Special Instruction 1155-A5, reading:**
Hog drenchers in service on Nos. 0, 1, 2 and tracks 927 feet west of AR.
Delete reference to No. 1 track.
Page 155, changed.

**(g) McKEESPORT SECONDARY TRACKS
SOUTH DUQUESNE—McKEESPORT
(Under Grade Bridge No. 12.19)**

D M I R cars 24 ft. 1 in. long having a gross weight of 183,000 pounds, C.N.W. cars 24 ft. 6 in. long having a gross weight of 210,000 pounds, may be operated over Under Grade Bridge No. 12.19, subject to the following restrictions:

1. Loaded hopper cars must not be coupled together.
2. Each loaded hopper car must be preceded and followed by an empty car.
3. Must not exceed a maximum speed over the bridge of 10 miles per hour.

Special Instruction 1160-B4, added.

**(h) Maximum speeds, unless otherwise specified
MONONGAHELA BRANCH**

Instruction contained in speed table for tracks on Monongahela Branch, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding speed table on page 172.

Special Instruction 1157-C1, changed.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., May 28, 1956.

GENERAL ORDER No. 107

Effective 12.01 A.M., Friday, June 8, 1956

Applies in All Zones

(a) Letters and Characters

■—No baggage service *between Harrisburg and Altoona, added.

Special Instruction 1004-B1, page 86, changed.

(b) TIME-TABLE AUTHORITY

Character ■ for No. 35 page 34, No. 61 page 36, No. 24 page 45, No. 18 page 47 and No. 60 page 49, added.
Character ● for No. 717 page 55 and No. 714 page 60, added.

Employes must correct pages 34, 36, 45, 47, 49, 55 and 60, in ink.

(c) U.S. MAIL WORK

U.S. Mail work for No. 55 at Sewickley, Leetsdale, Ambridge, Baden, Freedom and Rochester, withdrawn.
Employes must delete letters and characters showing U.S. Mail work for No. 55 at stations mentioned, from page 72.

(d) PASSENGER AND FREIGHT TRAIN OPERATION

Not more than two persons in addition to the engine crew will be permitted to ride in the cab of steam or diesel engines, except crews with an engine in the performance of their duties, unless otherwise authorized by the Superintendent Transportation.

Special Instruction 1156-A2, page 160, changed.

(e) MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

On assigned passenger tracks, in territory where the maximum speed for passenger trains is in excess of 60 miles per hour, Trains TT-1, TT-2, TT-3 and TT-4, may operate at a maximum speed of 60 miles per hour when consist is entirely flat cars in TrucTrain Service.

Except as provided above, all other speed restrictions as they apply to passenger trains, remain in effect.

Special Instruction 1157-C1, and 1157-G1, changed.

Paragraph (b) General Order No. 105, annulled.

(f) MANUAL BLOCK SIGNAL SYSTEM

Referring to Special Instruction 1317-A1, page 249.

Rule 317 will apply for eastward movement on No. 6 track between JD and SG.

Rule 317 will not apply on other portions of the Region where Rule 261 is in effect.

Paragraph (o) General Order No. 103, annulled.

Sheet 2 of 3 Sheets

Applies in Zone A

(g) MAIN LINE

THOMPSONTOWN

Facilities for repairing hot boxes:

Cooling hose, sponging material, etc. located $\frac{1}{4}$ mile west of Thompsonstown, out of service.

Special Instruction 1156-A4, page 160, changed.

(h) CHECKING SPEEDOMETERS

White marker posts installed opposite Mile Posts along south side of tracks and Mile Posts on north side of tracks will serve as markers at the following locations, for the purpose of checking speedometers.

Between	Location
Mile Post 114 and Mile Post 115	East and West of Perdix
Mile Post 229 and Mile Post 230	East of Bellwood to Bell

Special Instruction 1157-A2, page 166, changed.

(i) PROTECTION OF HIGHWAY CROSSINGS

LEWISTOWN SECONDARY TRACK

LEWISTOWN (East of)

Trains and engines on Lewistown Secondary track, before passing over Main Street Crossing (U.S. Route 22) 3661 feet east of station, must stop clear of crossing and a member of crew must manually operate the highway traffic stop light from control switch.

Control switches to be operated when traffic lights are displaying an amber indication.

Control switches are located on telephone pole 55 feet west of crossing, southwest corner and 50 feet east of crossing, southeast corner.

After highway traffic light switch has been operated and highway traffic is under control, trains and engines may proceed over crossing.

After trains and engines have cleared crossing, highway traffic stop light switch at either end must be operated to restore traffic signals to normal.

Control boxes are secured with standard switch locks. In case of failure of traffic signals, a trainman must be sent ahead to protect street traffic.

Special Instruction 1103-C12, added.

Applies in Zone B

(j) MAIN LINE

PITT

Trainphone installed in PITT Block Station.

Page 4, changed.

(k) MAIN LINE

PITT

Construction track from a point 2540 feet west of, to a point 2110 feet west of PITT Interlocking Station, designated Duquesne Way Construction track, out of service.

Facing hand-operated switch for eastward movement, 2540 feet west of PITT Interlocking Station, connecting Duquesne Way Construction track to No. 1 track, out of service.

Home Signal governing westward movement from Duquesne Way Construction track, 2380 feet west of PITT Interlocking Station, out of service.

Applies in Zone D

**(l) MAIN LINE
LEETSDALE—SHIELDS**

Trailing hand-operated switch for eastward movement in No. 1 track, 3450 feet east of Leetsdale Interlocking, equipped with pipe-connected derail, leading to Buncher Co. Industrial Sites Track, capacity 14 cars, in service.

At a location 229 feet from main line switch, track has an open deck bridge 130 feet in length with footwalk on south side, only.

All classes of engines are prohibited from using the Buncher Co. Industrial Sites Track, except class B, AS6, BS6, BS7, ES6, GS4, AS10, AS16, BS10, BS16, ES10, ES12, ES15 and ES16.

Special Instruction 1160-A1, changed.

Effective 8.01 A.M., Friday, June 8, 1956.

Applies in Zone D

**(m) MAIN LINE
LEETSDALE**

The following fixed signals will display yellow triangle outlined in black, Rules 282 and 283:

Eastward Home Signal for No. 1 track and Eastward Distant Signal 170 for No. 1 track.

Westward Home Signal for No. 3 track and Westward Distant Signal 129 for No. 3 track.

**(n) RIVER BRANCH
KINGS**

Facing hand-operated crossover, connecting No. 1 track with No. 2 track, equipped with center locking device, located 3555 feet west of Mile Post 13, in service.

**(o) RIVER BRANCH
CLAYPORT**

Trailing hand-operated switch for eastward movement in No. 1 track 3055 feet west of Mile Post 3, equipped with pipe-connected derail, leading to east end of Clayport Eastward Siding, in service.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., June 4, 1956.

GENERAL ORDER No. 108

Effective 10.01 A.M., Monday, June 11, 1956.

Applies in Zone A

**(a) MAIN LINE
FORGE**

Automatic Signals number 2197, distant signals for Forge, governing westward movement on No. 2 and No. 3 tracks, located 1200 feet east of Mile Post 220, out of service.

Automatic Signals number 2196, governing eastward movement on No. 1 and No. 2 tracks, located 1200 feet east of Mile Post 220, out of service.

Applies in Zone D

**(b) MAIN LINE
EAST CONWAY**

Facing interlocked crossover for eastward movement, leading from No. 0 track 175 feet east of East Conway Block and Interlocking Station, to No. 3 track 400 feet east of East Conway Block and Interlocking Station, out of service.

Trailing interlocked switch for eastward movement, leading from No. 99 track 40 feet west of East Conway Block and Interlocking Station to No. 0 track, out of service.

Facing interlocked crossover for eastward movement, leading from No. 0 track 360 feet west of East Conway Block and Interlocking Station to No. 3 track 40 feet west of East Conway Block and Interlocking Station, out of service.

Facing interlocked crossover for eastward movement, leading from No. 99 track 625 feet west of East Conway Block and Interlocking Station to No. 0 track 390 feet west of East Conway Block and Interlocking Station, out of service.

Sheet 2 of 2 Sheets

Trailing interlocked switch for eastward movement, leading from old No. 8 yard to No. 99 track 400 feet west of East Conway Block and Interlocking Station, out of service.

Low Home Signal 675 feet west of East Conway Block and Interlocking Station, governing eastward movement on old No. 0 track, out of service.

Low Home Signal 700 feet west of East Conway Block and Interlocking Station, governing eastward movement on old No. 99 track, out of service.

Low Home Signal 650 feet west of East Conway Block and Interlocking Station, governing eastward movement from old No. 8 yard, out of service.

Low Home Signal 675 feet west of East Conway Block and Interlocking Station, governing eastward movement on No. 11 track, relocated 625 feet east of East Conway Block and Interlocking Station, in service.

Low Home Signal 675 feet west of East Conway Block and Interlocking Station, governing eastward movement on No. 4 track, relocated 625 feet east of East Conway Block and Interlocking Station, in service.

Low Home Signal 500 feet east of East Conway Block and Interlocking Station, governing eastward movement from new No. 5 pull-out track, in service.

Facing interlocked crossover for eastward movement leading from No. 10 track 525 feet east of East Conway Block and Interlocking Station, to No. 5 pull-out track 815 feet east of East Conway Block and Interlocking Station, in service.

Facing interlocked crossover for eastward movement leading from No. 5 pull-out track 840 feet east of East Conway Block and Interlocking Station, to No. 10 track 1130 feet east of East Conway Block and Interlocking Station, in service.

Facing interlocking switch for westward movement leading from No. 11 track 1150 feet east of East Conway Block and Interlocking Station, to No. 5 pull-out track, in service.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., June 18, 1956.

GENERAL ORDER No. 109

Effective 2.01 A.M., Sunday, June 24, 1956

Applies in All Zones

**(a) TIME-TABLE AUTHORITY
(HARRISBURG—PITTSBURGH)**

Schedule of No. 13 and No. 46, withdrawn.

Schedule of No. 69 and No. 68, added.

Schedule of Nos. 11, 9, 17, 15, 59, 41, 39, 3, 58, 48, 14, 24, 16, 502, 18, 4, and 40, changed.

No. 35 changed to run Daily.

No. 36 changed to read: Will Not Run July 3 and Sept. 2.

Sticker coupons (long forms) attached to sticker page of this General Order must be detached and pasted in time-table as follows:

No. 35, 11, 9, 17, 15, 41, 39, 3, 14, 16, 502, 18, 36, 4, and 40 over corresponding schedules, pages 34, 37, 38, 39, 41, 43, 46, 47 and 49.

No. 59 over blank column, page 41.

No. 69 over No. 59, page 41.

No. 58 over No. 48, page 42.

No. 48 over No. 58, page 42.

No. 24 over No. 46, page 46.

No. 68 over blank column, page 48.

Blank coupon No. 1, over No. 13, page 37.

Blank coupon No. 2, over No. 24, page 45.

**(b) TIME-TABLE AUTHORITY
(PITTSBURGH—MINGO JCT.—ROCHESTER)**

Schedule of Nos. 59, 41, 69, 3, 39, 77, 11, 54, 6, 76, 4, 40, 68 and 48, changed.

Sticker coupons (short forms) attached to sticker page of this General order must be detached and pasted in time-table as follows:

Nos. 59, 41, 69, 3, 39, 77, 11, 54, 6, 76, 4 and 48 over corresponding schedules, pages 50, 51, 53, 60, 61, 63 and 65.

No. 68 over No. 40, page 64.

No. 40 over No. 68, page 64.

Sheet 2 of 2 Sheets

(c) TIME-TABLE AUTHORITY

F stop for No. 50 at Mifflin, at 8.52 A.M., page 43, added.

Employees must correct page 43, in ink.

(d) EXTRA STOPS—PASSENGER TRAINS

Stop at Derry for No. 14, for Employees, page 71, withdrawn.

Employees must correct page 71, in ink.

(e) Passenger Trains as Specified will use Tracks as follows unless Interlocking Signals otherwise indicate:

Train No. 9 use track No. 5 Lewistown to Lewis to be passed by train No. 17.

Special Instruction 1151-J1, page 149, changed.

(f) PASSENGER TRAIN OPERATION

No. 502 at R will back train to Pittsburgh.

Special Instruction 1154-A15, page 151, changed.

(g) U.S. MAIL WORK

U.S. Mail work, page 72, changed.

Sticker page attached to sticker form of this General Order must be detached and pasted in time-table over corresponding page 72.

(h) U.S. MAIL WORK

Correct train No. 46 on page 73 to read No. 24.

No. 24 will do the mail work shown at Cresson.

(i) TIME-TABLE AUTHORITY

No. 638 will stop at Derry at 4.50 P.M., instead of 4.40 P.M.

Employees must correct page 45, in ink.

(j) TIME-TABLE AUTHORITY

Character ■ for No. 63 page 36, No. 26 page 45, and No. 62 page 49, added.

Employees must correct pages 36, 45 and 49, in ink.

W. G. DORWART,

Superintendent Transportation.

THE PENNSYLVANIA RAILROAD

	68	38	4	40	59	41
	A. M.	A. M.	A. M.	A. M.	DAILY	DAILY
	\$ 4.20	\$ 3.25	\$ 3.52	\$ 4.36		
	4.05	3.10	3.37	4.21	A. M.	A. M.
	3.57	3.02	3.29	4.13	# 1.30	# 1.55
	3.45	2.48	3.16	4.01	1.34	
	3.27	2.29	2.58	3.43	1.40	
	3.15	2.15	2.45	3.31		
	2.53	1.52	2.23	3.09		
	2.43	1.42	2.13	2.59		
	2.32	1.31	2.02	2.48		
	2.22	1.21	1.52	2.38		
	2.19	1.18	1.49	2.35		
	2.13	1.12	1.43	2.29	1.49	
	# 2.05	# 1.04	# 1.35	# 2.21		
	\$ 2.01	\$ 1.00	\$ 1.31	\$ 2.17	1.54	
	1.58	12.57	1.28	2.14		
	1.46	12.46	1.15	2.02	1.58	
	1.36	12.35	1.05	1.52	2.00	
	1.33	12.31	1.02	1.49		
	1.20	12.18	12.50	1.38		
	1.13	12.10	12.43	1.31	2.10	
	1.02	11.59	12.33	1.21		
		\$ 11.55				
	12.56	11.49	12.27	1.15		2.01
	12.43	11.36	12.14	1.02		
	12.33	11.26	12.04	12.52		2.07
	12.26	11.19	11.57	12.45		
	12.21	\$ 11.11	11.52	12.40		
	12.09	\$ 10.57				
		10.51	11.40	12.28		2.13
		Will Not				
		Run				
		July 3,				
		Sept. 2.				
	11.59	10.42	11.31	12.19		
	11.56	10.39	11.28	12.16		2.29
	11.52	10.35	11.24	12.12		
	11.49	10.32	11.21	12.09		2.35
						2.39
	11.44	10.28	11.16	12.04		2.53
						3.01
	11.41	10.24	11.13	12.01		3.11
	\$ 10.22					3.24
	11.38	10.17	11.10	11.57		
	# 11.31	\$ 10.10	# 11.03	# 11.50		
	P. M.	P. M.	P. M.	P. M.	59	41
	DAILY	DAILY	DAILY	DAILY		
	68	38	4	40		

◇69	3	◇39	77
DAILY	DAILY	DAILY	DAILY EX.SUN.
A. M.	A. M.	A. M.	A. M.
\$ 1.56	# 4.15	\$ 4.20	\$ 8.30
2.00		4.24	
2.08		4.30	
2.15		4.39	
2.20		4.44	
2.24		4.48	
2.26		4.50	
2.36		5.03	
	4.20		8.35
	4.26		8.41
	4.32		8.47
			T 8.48
	4.47		9.03
	4.53		9.09
	4.57		9.13
	5.11		9.27
	5.19		9.35
	W 5.25		\$ 9.42
	5.30		9.47
	5.43		10.00
A. M.	A. M.	A. M.	A. M.
69	3	39	77

Pgh. Reg. G. O. No. 109, Page 51, Column 3.

Pgh. Reg. G. O. No. 109, Page 51, Column 5.

Pgh. Reg. G. O. No. 109, Page 51, Column 6.

Pgh. Reg. G. O. No. 109, Page 53, Column 2.

Pgh. Reg. G. O. No. 109, Page 53, Column 3.

E PENNSYLVANIA RAILROAD

■35	●11		●09	●17
DAILY	DAILY EX. MON.		DAILY EX. SUN. & MON.	DAILY
A. M.	A. M.		A. M.	A. M.
S 1.00	# 5.15		# 8.35	# 8.56
1.15	5.30		8.50	9.09
1.22	5.36		8.57	9.15
1.35	5.49		9.10	9.27
1.55	6.07		9.30	9.44
2.08	6.21		9.59	S 9.56
2.31	6.43		10.23	10.20
2.41	6.53		E 10.35	10.29
2.53	7.04		10.43	10.39
3.03	7.14		11.00	10.48
3.07	7.17		E 11.09	
3.13	7.25		11.14	10.51
S 3.23	E 7.33		11.22	10.58
# 3.30	# 7.40		E 11.35	S 11.06
3.33	7.43		# 11.45	# 11.09
3.45	7.55		11.48	11.11
3.56	8.07		12.01	11.22
3.59	8.10		12.13	11.32
4.06	8.17		E 12.20	11.34
4.13	8.24		12.27	11.41
4.23	8.34		12.34	11.47
S 4.29	8.40		12.45	11.57
4.33	8.53		E 1.15	S 12.01
4.46	9.03		1.21	12.05
S 4.57	9.10		1.34	12.17
S 5.07	9.15		1.45	12.27
S 5.14	9.27		1.52	12.34
S 5.29			E 2.00	S 12.40
5.34			E 2.35	S 12.49
			2.43	12.54
			Will Not Run July 5, Sept. 4.	
5.42	9.35		2.52	1.01
5.45	9.38		2.56	1.04
5.49	9.42		3.00	1.07
5.53	9.45		3.03	1.10
5.59	9.50		3.09	1.15
6.04	9.53		3.12	1.18
S 6.15	9.57		3.15	1.22
6.20	E 10.04		E 3.25	S 1.30
S 6.30			P. M.	P. M.
A. M.	A. M.			
35	11		9	17

Pgh. Reg. G. O. No. 109, Page 34, Column 2.

Pgh. Reg. G. O. No. 109, Page 37, Column 4.

Pgh. Reg. G. O. No. 109, Page 37, Column 6.

Pgh. Reg. G. O. No. 109, Page 38, Column 1.

Pgh. Reg. G. O. No. 109, Page 38, Column 2.

PITTSBURGH REGION G. O. NO. 110

#●15 DAILY EX.SUN. & MON.	◇59 DAILY	◇69 DAILY	◇41 DAILY	◇39 DAILY	◇3 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
# 2.15	# 8.40	# 8.48	# 8.58	# 10.55	# 11.15
2.30	8.55	9.03	9.13	11.10	11.30
2.36	9.01	9.09	9.19	11.16	11.36
2.49	9.13	9.21	9.31	11.28	11.48
3.08	9.32	9.40	9.50	11.47	12.07
3.21	9.45	9.53	\$ 10.05	12.00	12.20
3.43	10.07	10.15	10.28	12.22	12.42
3.53	10.17	10.25	10.39	\$ 12.34	12.52
4.04	10.28	10.36	10.50	12.46	1.03
4.14	10.38	10.46	11.00	12.57	1.13
4.17	10.41	10.49	11.03	1.00	1.16
4.25	10.47	10.55	11.09	1.06	1.22
E 4.35	\$ 10.55	\$ 11.04	\$ 11.18	\$ 1.16	\$ 1.30
# 4.55	# 11.00	# 11.10	# 11.24	# 1.21	# 1.36
4.58	11.03	11.13	11.27	1.24	1.39
5.10	11.15	11.25	11.39	1.36	1.51
5.23	11.27	11.37	11.51	1.48	2.03
5.26	11.30	11.40	11.54	1.51	2.06
5.33	11.37	11.47	12.01	1.58	2.13
5.40	11.44	11.54	12.08	2.05	2.20
5.50	11.55	12.04	12.18	2.15	2.30
5.56	12.00	\$ 12.08	12.23	K 2.18	2.35
6.10	12.13	12.13	12.36	2.23	2.48
6.20	12.23	12.36	12.46	2.46	2.58
6.27	12.30	12.43	12.53	2.53	3.05
6.32	12.35	12.48	12.58	2.58	3.10
6.45	12.48	1.00	1.11	3.12	3.23
Will Not Run July 5, Sept. 4.					
6.53	12.56	1.08	1.19	3.20	3.31
6.56	12.59	1.11	1.22	3.23	3.34
7.00	1.03	1.15	1.26	3.27	3.38
7.03	1.06	1.18	1.29	3.30	3.41
7.11	1.11	1.23	1.34	3.35	3.46
7.14	1.14	1.26	1.37	3.38	3.49
7.17	1.17	1.29	1.40	3.41	3.52
E 7.25	\$ 1.25	\$ 1.36	\$ 1.49	\$ 3.49	\$ 4.01
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.
15	59	69	41	39	3

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Note
7

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#09

#17

58	48	14	
A. M.	A. M.	A. M.	
\$ 4.46	\$ 4.54		
4.31	4.39		
4.25	4.33		
4.12	4.20		
3.54	4.02		
3.41	3.49		
3.20	3.28		
3.11	3.19		
3.00	3.08		
2.50	2.58		
2.47	2.55		
2.41	2.49		
# 2.34	# 2.42		
\$ 2.31	\$ 2.37	E 8.00	
2.28	2.34	7.57	
2.16	2.22	7.45	
2.06	2.12	7.33	
2.03	2.09	E 7.25	
1.52	1.59	7.04	
1.45	1.52	6.57	
1.35	1.42	6.46	
1.30	1.37	E 6.40	
1.17	1.25	6.15	
1.07	1.15	6.01	
1.00	1.08	5.48	
12.55	1.03	5.38	
12.43	12.51	E 5.27	
		E 5.01	
		4.38	
		Will Not	
		Run	
		July 4,	
		Sept. 3.	
12.34	12.43	4.29	
12.31	12.40	4.26	
12.27	12.36	4.22	
12.24	12.33	4.19	
12.19	12.28	4.14	
12.16	12.25	4.11	
12.13	12.22	4.07	
# 12.06	# 12.15	E 4.00	
A. M.	A. M.	A. M.	
DAILY	DAILY	DAILY	
EX.SUN.			
◇58	◇48	■#14	

Blank Coupon No. 2.

Pg. Reg. G. O. No. 109, Page 42, Column 2.

Pg. Reg. G. O. No. 109, Page 43, Column 3.

Pg. Reg. G. O. No. 109, Page 45, Column 4.

	16	24	502	18	
	P. M.	P. M.	P. M.	P. M.	
	\$ 6.39	\$ 8.16		\$ 11.32	
	6.28	8.01		11.17	
	6.22	7.54		11.07	g to
	6.11	7.40		10.48	dary
	5.54	7.21		10.25	nd a
	\$ 5.42	\$ 7.06		\$ 10.07	ling,
	5.18	6.42		9.39	
	\$ 5.09	\$ 6.30		\$ 9.27	ION
	4.56	6.18		9.14	
	4.47	6.08		9.04	
		\$ 6.06		\$ 9.00	
	4.44	6.04		8.56	th
	4.38	5.58		8.50	
	# 4.32	# 5.50		8.42	
	\$ 4.29	\$ 5.45		\$ 8.30	
	4.26	5.41		8.23	
	4.15	5.29		8.10	ard
	4.05	5.19		7.57	use
	4.02	5.16		\$ 7.50	
	3.54	5.04		7.24	
	3.49	4.57	Will Not	7.16	
	3.39	4.47	Run	7.05	
	\$ 3.35	\$ 4.40	July 4,	\$ 7.00	
	3.32	4.35	Sept. 3.	6.23	
	3.20	4.22		6.10	
	3.10	4.12		\$ 5.58	
	3.03	4.05		V 5.50	
	\$ 2.58	\$ 3.57		\$ 5.30	
	\$ 2.47	\$ 3.44		\$ 5.08	ne
	2.44	3.39		5.01	a
				V 4.55	d-
				V 4.51	
				V 4.48	
	2.36	3.31		4.46	
	2.33	3.28		4.43	
	2.29	3.24		4.39	
	2.26	3.21	4.45	Will Not	
			\$ 4.40	Run	
			\$ 4.38	4.36	
			\$ 4.36	July 4,	
	2.22	3.16	\$ 4.34	Sept. 3.	
			\$ 4.32	4.3	
			\$ 4.30		
	2.19	3.13	\$ 4.26	4.2	
		\$ 3.10	\$ 4.23	\$ 4.	
			\$ 4.20		
	2.15	3.07	\$ 4.18	4	
	\$ 2.10	\$ 3.00	\$ 4.10	\$ 4	
	P. M.	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	DAI	
	EX. SAT.	EX. SAT.	EX. SAT.	EX. S	
	& SUN.	& SUN.	& SUN.		
	●16	●24	●502	#1	

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Note
7

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., June 28, 1956.

GENERAL ORDER No. 111

Effective 12.01 A.M., Monday, July 9, 1956

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Letters and Characters

Schedule of No. 14, changed.

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

Blank coupon over No. 14, page 43.

No. 14 over blank column, page 47.

Referring to General Order No. 109

Character ● for No. 11, page 37, changed to character ◇

Letter E for No. 11 at Pittsburgh, page 37, changed to letter S

Character ‡ and Note reading Will Not Run July 5, Sept. 4 for No. 9, page 38, withdrawn.

F stop for No. 24 at Mount Union, at 6.44 P.M., page 46, added.

Character ● for No. 24, page 46, changed to character ◇

Letter S for No. 69 at Pittsburgh, page 51, changed to character #

Character # for No. 3 at Pittsburgh, page 51, changed to letter S

Character △ for No. 11, page 53, changed to character ◇

Employees must correct General Order No. 109 on pages 37, 38, 46, 51 and 53, in ink.

(b) Letters and Characters

Character ◇ for No. 26, page 45, withdrawn.

Employees must correct page 45, in ink.

(c) Special Instruction 1151-J1, changed:

Passenger Trains as Specified will use Tracks as follows, unless Interlocking Signals otherwise indicate; Sticker coupon attached to sticker form of this General Order must be detached and pasted in time-table over Special Instruction 1151-J1, page 149.

(d) PASSENGER TRAIN OPERATION

Referring to Special Instruction 1154-A11, page 150.
Delete reference to trains Nos. 46 and 13.

(e) PASSENGER TRAIN OPERATION

Train No. 9 will cut mail-express car off west of Interlocking at C

Train No. 25 will cut mail car off when train makes station stop at Johnstown on Monday.

Eighth paragraph of Special Instruction 1154-A15, referring to Nos. 11, 13 and 14, annulled.

Special Instruction 1154-A15, page 151, changed.

(f) U.S. MAIL WORK

Character ^D₁₋₄ for No. 25 at Mifflin, changed to ^{CD}₁₋₄

Character ^{CD}₁ for No. 25 at Cresson, changed to ^{E-6}_{CD}
₁₋₄

Employes must correct page 72, in ink.

Applies in Zone B

(g) SOUTHWEST SECONDARY TRACK

BROADFORD JCT.—(Broadford Industrial Track)

Broadford Industrial Track between a point 100 feet north of Bridge 1.23 (Jacobs Creek Bridge) and end of track, out of service.

Special Instruction 1160-A1, page 215. changed.

Applies in Zone C

(h) Running Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
11(W)	19th Street	Etna	Yard Master Herrs Island	

Out of Service.

Special Instruction 1151-G1, page 148, changed.

(i) Running Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
7(W)	19th Street	Etna	Yard Master Herrs Island	3

No. 7 yard track designated No. 7 Running Track of No Assigned Direction, In Service.

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

That part of Note 3 referring to No. 11 Running Track 19th Street to Etna, changed to apply for movement on No. 7 Running Track 19th Street to Etna.

Special Instruction 1151-G1, page 148, changed.

Applies in Zone D

(j) RIVER BRANCH

TORONTO

Trailing hand-operated crossover between No. 1 track and No. 2 track, 930 feet east of Mile Post 9, west of Toronto, out of service.

W. G. DORWART,
Superintendent Transportation

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., July 10, 1956.

GENERAL ORDER NO. 112

Effective 2.01 A.M., Monday, July 16, 1956

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Following trains will not run until further notice:

Westward	Eastward
No. 15	No. 36
No. 361	No. 360

No. 19 changed to run daily, except Sunday, Monday and Tuesday.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., July 11, 1956.

GENERAL ORDER No. 113

Effective 12.01 P. M., Wednesday, July 18, 1956

Applies in Zone B

**(a) PETERS CREEK INDUSTRIAL TRACK
LARGE—PENNMONT**

Peters Creek Industrial Track, between a point 1960 feet north of Mile Post 3 and Pennmont, out of service. Special Instruction 1160-A1, page 212, changed.

**(b) MAIN LINE
SG—JD**

No. 5 track between SG and JD, blocked with stored cars.

**(c) HEMPFIELD SECONDARY TRACK
COWANSBURG—GRATZTOWN
(Temporary Speed Restriction)**

Trains and engines on Hempfield Secondary Track, must not exceed a speed of 5 miles per hour, between Cowansburg and Gratztown, account track condition. Special Instruction 1157-H1, page 197, changed.

**(d) U.S. MAIL WORK
CRESSON**

No. 50 will Reduce Speed to 25 miles per hour at Cresson, daily except Sunday, to discharge U.S. Mail. Letter N, added.

Employees must correct page 73, in ink.

Applies in Zone A

**(e) U.S. MAIL WORK
MIFFLIN**

Mail chute located 270 feet west of station.

Mail crane located 450 feet west of station, in service for westward trains with the current of traffic on No. 4 track.

**(f) U.S. MAIL WORK
LEWISTOWN**

Mail chute located 656 feet east of station or 160 feet east of mail crane, in service.

Applies in Zone C

**(g) BUTLER SECONDARY TRACK
VO**

VO Block Station moved to concrete block building immediately adjacent to present location and changed to VO Block and Interlocking Station, in service continuously.

Manual Block Signal, 59 feet east of VO Block and Interlocking Station governing westward movement and Home Signal, 126 feet west of VO Block and Interlocking Station governing eastward movement on Butler Secondary Track, out of service.

Facing hand-operated switch, 571 feet west of VO Block and Interlocking Station for eastward movement leading from Butler Secondary Track to Scrap Yard Track, changed to Facing Interlocked Switch controlled from VO Block and Interlocking Station, in service.

Facing Interlocked Switch, 441 feet west of VO Block and Interlocking Station for eastward movement leading from Butler Secondary Track to New Track, connection to the B. & L. E. Interchange Track controlled by VO Block and Interlocking Station, in service.

Home Signal, 676 feet west of VO Block and Interlocking Station, governing eastward movement on Butler Secondary Track, controlled by VO Block and Interlocking Station, in service.

Distant Signal No. 192, located 755 feet east of Mile Post 19, governing eastward movement on Butler Secondary Track, in service.

Home Signal, 54 feet east of VO Block and Interlocking Station, governing westward movement on Butler Secondary Track, controlled by VO Block and Interlocking Station, in service.

Home Signal, located 260 feet east of VO Block and Interlocking Station, governing westward movement from New Track, connection, from B. & L. E. Interchange Track, to Butler Secondary Track, controlled by VO Block and Interlocking Station, in service.

Low Home Signal, located 260 feet east of VO Block and Interlocking Station, governing eastward movement on New Track, connection to B. & L. E. Interchange Track, controlled by VO Block and Interlocking Station, in service. Display of "Restricting Aspect" by this fixed signal will be authority to proceed on the B. & L. E. Interchange Track only at restricted speed.

Low Home Signal, located at clearance point, governing westward movement from Scrap Yard Track to Butler Secondary Track, controlled by VO Block and Interlocking Station, in service.

Manual Block Signal, located 676 feet west of VO Block and Interlocking Station, governing westward movement on Butler Secondary Track, controlled by VO Block and Interlocking Station, in service.

Tracks and Interlocked switches within limits of Home Signals, controlled by VO Block and Interlocking Station, established as VO Interlocking, in service continuously.

Referring to Rule 605:

At VO Interlocking, there are no Distant Signals for westward movement in connection with home signals. Trains must approach home signals prepared to stop. Page 31 and Special Instruction 1098-A1, changed.

- (h) Facing Hand-operated Switches connected with Manual Block Signal:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
VO	Westward	Butler Secondary	Westward Block Signal VO and a point 755 feet east of Mile Post 19

Special Instruction 1037-C1, applies.

- (i) AUTOMATIC HIGHWAY CROSSING PROTECTION BUTLER SECONDARY TRACK
VO—(Kittanning Street)

Automatic Highway Crossing Protection at grade now in service on B. & O. Railroad will also protect movements in either direction on New Track, connection from Butler Secondary Track to B. & L. E. Interchange Track, at Kittanning Street located 200 feet east of VO Block and Interlocking Station.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., July 23, 1956.

GENERAL ORDER NO. 114

Effective 12.01 A.M., Sunday, July 29, 1956

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 18 and No. 52, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table over corresponding schedules on pages 47 and 62.

**(b) QUALIFICATION OF CONDUCTOR OR
ENGINEMAN**

Each qualified conductor and engineman, whether or not serving in that capacity, 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 region, or a part of it, or over connecting regions used in inter-regional service within a period of twelve (12) months, must not be used on such portion 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 region involved, be examined and qualified by the proper officer. A trip in service as a brakeman or fireman during the period referred to will be considered as fulfilling these requirements.

Each qualified conductor and engineman, whether or not serving in that capacity, making a trip (not in service) for the purpose of retaining his qualifications, must notify the Superintendent Transportation in writing, giving necessary details, and have conductor or engineman witness his certification.

Such employees extending their qualifications by making trips (not in service), must be re-examined after the expiration of two (2) years from date of last qualification by examiner or from the date of last trip in service.

Special Instruction 1075-A5, changed.

Applies in Zone C

**(c) MAIN LINE
HIGGINS**

Higgins Block Station, out of service.
Page 6, changed.

Applies in Zone D

**(d) MAIN LINE
LEETSDALE**

Leetsdale Block and Interlocking Station in service part-time, 7.59 A.M. to 3.59 P.M., daily except Saturday and Sunday.

Page 7, changed.

Applies in Zone B

**(e) MONONGAHELA BRANCH
CR**

CR Block and Interlocking Station, out of service.

Page 14, changed.

**(f) MONONGAHELA SECONDARY TRACKS
MC**

MC Block and Interlocking Station in service part-time, 2.01 P.M. to 10.01 P.M. daily except Saturday and Sunday.

Page 14, changed.

**(g) SOUTHWEST SECONDARY TRACK
RS**

RS Block Station, out of service.

Page 27, changed.

Applies in All Zones

(h) TIME-TABLE AUTHORITY

Following trains will run:

Westward

No. 361

Eastward

No. 36

(i) TIME-TABLE AUTHORITY

Following trains will not run until further notice:

Westward

No. 15

Eastward

No. 360

General Order No. 112, annulled.

W. G. DORWART,

Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., August 1, 1956.

GENERAL ORDER No. 115

Effective 12.01 A.M., Thursday, August 9, 1956

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Paragraphs (h) and (i) of General Order No. 114, annulled.

No. 36 was restored to run, effective 12.01 A.M., Tuesday, July 24, 1956.

No. 360 and No. 361 were restored to run, effective 12.01 A.M., Sunday, July 29, 1956.

No. 15 withdrawn effective 2.01 A.M., Monday, July 16, 1956 will not run until further notice.

No. 19 changed to run Daily Except Sunday, Monday and Tuesday, effective 2.01 A.M., Monday, July 16, 1956.

Applies in Zone D

**(b) MAIN LINE
LEETSDALE**

Leetsdale Block and Interlocking Station in service part-time, as follows:

7.59 A.M., to 11.59 P.M., Daily except Saturday and Sunday.

Paragraph (d) of General Order No. 114, annulled.

Page 7, changed.

(c) GENERAL ORDERS

Bulletin Boards, Employees Registers:
CONWAY

Delete reference to Bulletin Board and Employees Register at Conway, No. 8 Yard Office.

Page 102, changed.

**(d) MAIN LINE
CONWAY**

Referring to Instruction 14-e, of the 99-D-1, Intermediate Train Brake Tests for Specified Freight Trains: Instruction 14-e, will apply to PF-1 and VL-9 at Conway, westward.

Special Instruction 1155-A3, Page 155, changed.

Applies in Zone B

**(e) U.S. MAIL WORK
CRESSON**

Character ^D1 for No. 50 at Cresson, Page 73, withdrawn.
Letter J for No. 50 at Cresson, Page 73, added.

Employees must correct page 73, in ink.

**W. G. DORWART,
Superintendent Transportation.**

THE PENNSYLVANIA RAILROAD

Pittsburgh, Pa. August 10, 1956.

GENERAL ORDER No. 116

Effective 9.01 A.M., Thursday, August 23, 1956

Applies in All Zones

- (a) Special Instruction 1157-C6, page 180, changed to read as follows:

	Miles per Hour
1157-C6	
Freight trains with 30 or more cars	
of mineral freight	*35
Freight trains with one or more cars	
Class HK, HM or HMA Jenny Type hoppers loaded or empty	*25

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

- (b) BOOK OF RULES

RULES FOR CONDUCTING TRANSPORTATION

Book of Rules—Rules for Conducting Transportation changed effective October 28, 1956, which will supersede current edition of Book of Rules—Rules for Conducting Transportation, effective September 30, 1951. Employees whose duties are prescribed by these rules must provide themselves with a copy, see that it is complete, and note changes.

Applies in Zone A

- (c) CLEARFIELD SECONDARY TRACK
SUMMIT-MILLS

Rule 316 will not apply for movement northward between Summit and Mills.

Special Instruction 1316-A1, page 248, changed.

Rule 317 will apply.

- (d) BEDFORD SECONDARY TRACK
BEDFORD

Facing hand-operated switch for northward movement in Bedford Secondary track, 129 feet north of Mile Post 46, leading to the Bedford Farm Bureau Cooperative Association, Freight Station and Blackburn-Russell Co., track, capacity 13 cars, in service. Old turnout to Freight House track and Blackburn-Russell Co., track, 462 feet north of Mile Post 46, out of service.

Applies in Zone C

**(e) ALLEGHENY BRANCH
DN**

Trailing hand-operated switch in No. 2 track, 2788 feet south of Mile Post 10, leading to Sterling Lumber Co., track, capacity 12 cars, in service.

Applies in Zone B

(f) ALEXANDRIA BRANCH.

Due to rust on rails on Alexandria Branch, the Crossing Protection at Crabtree Crossing, U.S. Route track circuits which operate Automatic Highway 119, 3713 feet north of Mile Post 5, may not function properly.

Trains and engines using the Alexandria Branch must stop before passing over this crossing and a member of the crew must protect the crossing in advance of each movement over the crossing.

Special Instruction 1103-C1, changed.

**(g) MAIN LINE
SG—JD**

No. 5 track between SG and JD is clear of stored cars. Paragraph (b) General Order No. 113, annulled.

W. G. DORWART,
Superintendent Transportation

(e) ALEXANDRIA BRANCH

Due to rust on rails on Alexandria Branch, the track circuits which operate Automatic Highway Crossing Protection at Crabtree Crossing, U. S. Route 119, 3713 feet north of Mile Post 5, may not function properly.

Trains and engines using the Alexandria Branch must stop before passing over this crossing and a member of the crew must protect the crossing in advance of each movement over the crossing.

Special Instruction 1103-C1, changed.

Paragraph (f), General Order No. 116, annulled.

W. G. DORWART,
Superintendent Transportation

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa. August 20, 1956

GENERAL ORDER No. 117

Effective 12.01 A.M., Sunday, September 9, 1956

Applies in All Zones

**(a) TIME-TABLE AUTHORITY
HARRISBURG-PITTSBURGH**

Schedule of No. 51, added.

Schedule of No. 39, changed.

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

No. 51 over blank column, page 40.

No. 39 over corresponding schedule, page 41.

**(b) TIME-TABLE AUTHORITY
LETTERS AND CHARACTERS
HARRISBURG-PITTSBURGH**

S stop for No. 50 at Tyrone at 7.40 A. M., added and F stop at Mifflin page 43, withdrawn.

S stop for No. 32 at Greensburg, page 44, withdrawn.

S stop for 18 at Cresson, Tyrone, Huntingdon and Lewistown, changed to E stop and F stop at Mifflin at 10.12 P. M., page 47, added.

Employees must correct pages 43, 44 and 47, in ink.

**(c) TIME-TABLE AUTHORITY
LETTERS AND CHARACTERS
ROCHESTER-MINGO JCT-PITTSBURGH**

S stop for No. 40 at Steubenville at 10.40 P. M., page 64, changed to K stop.

Employees must correct page 64, in ink.

Effective 6.01 A. M., Tuesday, September 11, 1956

Applies in Zone B

**(d) MONONGAHELA BRANCH
CR**

CR Block and Interlocking Station, restored to service part-time, as indicated below:

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

Station	Hours in service
CR	6.01 A. M. Tuesday to 6.01 A. M. Sunday

Paragraph (e), General Order No. 114, annulled.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., Sept. 4, 1956

GENERAL ORDER No. 118

Effective 7.01 A.M., Monday, September 10, 1956

Applies in Zone B

(a) UNITY SECONDARY TRACK

PALMERS-LATTA

Facing hand-operated switch for southward movement in Unity Secondary Track at Palmers, leading to Whitney Industrial Track, extending to Latta, in service.

(b) WEST BROWNSVILLE SECONDARY TRACK

Trains and engines on West Brownsville Secondary track must not exceed a speed of 15 miles per hour. Special Instruction 1157-H1, changed.

(c) HEMPFIELD SECONDARY TRACK

HERMINIE-COWANSBURG

That part of Hempfield Secondary Track extending between Mile Post 9, south of Herminie and Cowansburg, out of service.

Paragraph (k), General Order No. 101, annulled.

Special Instruction 1151-D1, changed.

(d) HEMPFIELD SECONDARY TRACK

LOWBER-GRATZTOWN

That portion of Hempfield Secondary Track extending between a point 700 feet south of switch leading to Lowber Mine, 3150 feet south of Lowber and Gratztown, out of service.

Trains and engines must not exceed a speed of 5 miles per hour, between Cowansburg and a point 700 feet south of switch leading to Lowber Mine.

Paragraph (c), General Order No. 113, annulled.

Special Instructions 1151-D1 and 1157-H1, changed.

Applies in Zone D

(e) BAYARD BRANCH

MIDSTEEL

Midsteel Block Station in service part-time as indicated below:

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

Station	Hours in service
Midsteel	7.00 A. M. to 3:00 P. M. daily, except Saturday and Sunday.

W. G. DORWART,
Superintendent-Transportation

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., September 10, 1956.

GENERAL ORDER No. 119

Effective 2.01 P. M., Monday, September 17, 1956

Applies in Zone B

**(a) MONONGAHELA SECONDARY TRACK
CALIFORNIA—DONORA**

Derails on hand-operated switches at the following locations changed from pipe-connected to hand-operated:

Track	Location of Switch
No. 2	Trailing, 865 feet south of M. P. 49
No. 1	Facing, 3390 feet north of M. P. 46
No. 2	Trailing, 1900 feet north of M. P. 43
No. 2	Trailing, 250 feet north of M. P. 40
No. 1	Trailing, 1220 feet north of M. P. 39
No. 1	Facing, 170 feet north of M. P. 37
No. 1	Trailing, 2625 feet north of M. P. 36
No. 1	Facing, 18 feet north of M. P. 35
No. 2	Trailing, 70 feet north of M. P. 35
No. 1	Trailing, 1130 feet north of M. P. 34

**(b) MONONGAHELA SECONDARY TRACK
CALIFORNIA—DONORA**

Distant Switch Signals governing approach to hand-operated switches at the following locations, out of service:

Track	Location of Distant Switch Signals	Location of Switch
No. 1	570 feet north of M. P. 48	Facing, 3400 feet north of M. P. 46
No. 1	1395 feet north of M. P. 46	Facing, 3400 feet north of M. P. 46 Trailing, 2150 feet north of M. P. 45 Trailing, 2260 feet north of M. P. 45 Facing, 2280 feet north of M. P. 45 Trailing, 1160 feet north of M. P. 44
No. 1	3050 feet north of M. P. 43	Trailing, 130 feet south of M. P. 41 Facing, 130 feet south of M. P. 40 Trailing, 3570 feet north of M. P. 40 Facing, 3620 feet north of M. P. 40

Sheet 2 of 2 Sheets

Track	Location of Distant Switch Signals	Location of Switch
No. 1	210 feet south of M. P. 38	Facing, 160 feet north of M. P. 37
No. 1	1400 feet north of M. P. 37	Facing, 365 feet south of M. P. 36 Trailing, 330 feet south of M. P. 36 Trailing, 190 feet north of M. P. 36 Trailing, 2600 feet north of M. P. 36
No. 2	710 feet south of M. P. 36	Facing, 3080 feet south of M. P. 38
No. 1	2620 feet north of M. P. 36	Facing, 30 feet north of M. P. 35 Facing, 1200 feet south of M. P. 34

(c) MONONGAHELA SECONDARY TRACK

MC

Facing Interlocked Switch in No. 1 track leading to East Yard Track 138 feet south of MC Block and Interlocking Station, out of service.

Low Home Signal 3 feet south of MC Block and Interlocking Station governing southward movement on East Yard Track, out of service.

South end of East Yard Track terminated at MC Block and Interlocking Station.

Applies in Zone D

(d) BAYARD BRANCH

MIDSTEEL

Midsteel Block Station in service part-time, as follows:
5:30 A.M., to 1.30 P.M., Daily except Saturday and Sunday.

Paragraph (e) of General Order No. 118, annulled.

W. G. DORWART,
Superintendent-Transportation

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., September 14, 1956.

GENERAL ORDER No. 120

Effective 2.01 A.M., Friday, September 21, 1956

Applies in All Zones

**(a) TIME-TABLE AUTHORITY
HARRISBURG—PITTSBURGH**

Schedule of No. 19, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in time-table over corresponding schedule, page 37.

Effective 7.01 A.M., Friday, September 21, 1956

Applies in Zone A

**(b) MAIN LINE
MAPLETON**

Trailing hand-operated switch in No. 1 track, with pipe connected derail, 440 feet east of Mapleton, leading to industrial track, in service.

Applies in Zone B

(c) TURTLE CREEK BRANCH

Due to rust on rails on Turtle Creek Branch, the track circuits which operate Automatic Highway Crossing Protection at White Valley Crossing, old U. S. Route 22, 1070 feet west of Mile Post 11, may not function properly.

Trains and engines using the Turtle Creek Branch must stop before passing over this crossing and a member of the crew must protect the crossing in advance of each movement over the crossing.

Special Instruction 1103-C1, changed.

Applies in Zone C

**(d) ALLEGHENY BRANCH
AJ—KISKIMINETAS JCT.**

Facing hand-operated switch in No. 1 track, 400 feet south of AJ Block and Interlocking Station, leading to Horn track, in service.

Home signal governing northward movements on No. 1 track at AJ Block and Interlocking Station moved north a distance of 15 feet.

Facing hand-operated crossover between No. 1 track and Horn track, 490 feet south of AJ Block and Interlocking Station, out of service.

Applies in Zone E

**(e) SCULLY BRANCH
DUFF—(East of)**

Trailing hand-operated switch in No. 1 track, with hand-operated derail, 1000 feet east of Windgap Road Crossing, leading to Chartiers Lumber and Supply Co. track, in service.

**W. G. DORWART,
Superintendent Transportation.**

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., September 27, 1956.

GENERAL ORDER No. 122

Effective 7:30 A.M., Friday, October 5, 1956

Applies in Zone A

(a) FREIGHT TRAIN OPERATION

**Instructions For Preparation And Handling
Of Freight Trains On Grades**

**CLEARFIELD SECONDARY TRACK
SUMMIT—VAIL**

On trains having engine equipped with operating dynamic brakes and pressure maintaining brake valves, retaining valves will not be set up in low or high pressure position. On mineral freight trains, retaining valves must be set in slow direct exhaust position (45 degrees above center) on all except the rear 10 cars. This must be done at the time 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 on front end to secure the train. Hand brakes must not be released until it is known brake system pressure has been restored.

When stopping trains controlled by the pressure maintaining method of braking on the Slope, approximately six or seven car lengths prior to the stop, the independent brake valve must be substituted for the dynamic brake for the remainder of the stop, in order to insure the bunching of slack on the entire train.

When starting trains that have been stopped in the above manner, the engine must not be moved more than six inches at a time until the entire train is in motion.

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

On mineral freight trains brake pipe pressure must be 105 pounds, on other loaded freight trains brake pipe pressure must be 100 pounds. Before leaving Summit it must be known that the brake pipe pressure as indicated on the cabin car gauge shows not less than 10 pounds below the standard pressure for that train.

On such trains the following tonnage will govern:

One 1500 or 1600 horsepower unit—2170 tons.

One 1750 horsepower unit—2270 tons.

One 2000 or 2400 horsepower unit—2400 tons.

If the tonnage is greater than that shown for the number of units specified, train must be handled in accordance with instructions for non-equipped engine. The tonnage will be determined by multiplying the tonnage per single unit by the number of operative units hauling the train.

Loaded trains must not exceed 75 cars Summit to Vail.
Special Instruction 1155-A1, changed.

Sheet 2 of 3 Sheets

(b) Minimum Running Times and Speeds
On Descending Grades—Freight Trains

CLEARFIELD SECONDARY TRACK

Trains having an average tonnage of 51 to 95 tons
per operative brake:

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to north end of Big Fill	1.98	2.5	11.5	13
North end of Big Fill to M.P. 8	.11 to 1.98	2.5	15	10
M.P. 8 to Vail	2.2 to 2.86	5.0	12	25
Total		10.0		48

Trains having an average of less than 51 tons per
operative brake:

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to north end of Big Fill	1.98	2.5	15	10
North end of Big Fill to M.P. 8	.11 to 1.98	2.5	15	10
M.P. 8 to Vail	2.2 to 2.86	5.0	15	20
Total		10.0		40

Special Instruction 1157-B1, changed.

(c) HOLLIDAYSBURG AND PETERSBURG BRANCH
WYE—ELDOFacing hand-operated switch for eastward movement
in main track, with pipe connected derail, 3466 feet
west of Mile Post 35, leading to Veeder-Root Inc. track,
capacity 73 cars, in service. Class I, J, K, BH-50, L
and M engines prohibited on this track.

Special Instruction 1160-A1, changed.

(d) Protection for Public Highway Crossings at Grade
HOLLIDAYSBURG AND PETERSBURG BRANCH
ELDOTrains and engines must stop before passing over the
following public highway crossings at grade and a
member of the crew must protect the crossing in ad-
vance of each movement over the crossing:

Track	Crossing	Location
Veeder Root Inc. Industrial Track	Burns Avenue 1300 feet east of Main Track switch	Elldo

Special Instruction 1103-C1, changed.

Sheet 3 of 3 Sheets

Effective 12.01 P.M., Friday, October 5, 1956

Applies in Zone C

- (e) Automatic Highway Crossing Protection
ALLEGHENY BRANCH
NADINE-DN

Automatic highway crossing protection at grade, at Stirling Lumber Company private road, 2270 feet north of Mile Post 9, in service.

On Hill Extension Track, third paragraph of Rule 103 and Note 5 of Special Instruction 1103-A2, applies. Special Instruction 1103-A2, changed.

Effective 11.59 P.M., Friday, October 5, 1956

Applies in Zone D

- (f) MAIN LINE—EASTERN
LEETSDALE

Leetsdale Block and Interlocking Station in service part-time, as indicated below:

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

Station	Hours in service
Leetsdale	11.59 P. M. Sunday to 11.59 P. M. following Saturday.

Paragraph (b), General Order No. 115, annulled.

Applies in All Zones

- (g) GENERAL ORDERS

Referring to Rule 75 — Blank pages accompanying sticker form of this General Order must be pasted in time-table for use in inserting sticker pages of subsequent General Orders.

W. G. DORWART,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., October 4, 1956

GENERAL ORDER No. 123

Effective 6.01 A.M., Thursday, October 11, 1956

Applies in Zone A

(a) MAIN LINE

HAWSTONE

Hawstone water station and water pan on No. 1 track, out of service.

(b) Secondary Tracks of Assigned Direction

HOLLIDAYSBURG

No. 6 Secondary Track through westward receiving yard and No. 14 Secondary Track through westward classification yard, Hollidaysburg Yard, changed to Yard Tracks, controlled by Yard Master.

Special Instruction 1151-C1, changed and Note 1, annulled.

Applies in Zone B

(c) MONONGAHELA SECONDARY TRACK

MC

MC Block and Interlocking Station in service part-time, as indicated below:

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

Station	Hours in Service
MC	6.01 A.M., Monday to 6.01 A.M., Saturday.

Pages 14 and 26, changed.

Paragraph (f) General Order No. 114, annulled.

W. G. DORWART,
Superintendent Transportation

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., October 9, 1956

GENERAL ORDER No. 124

Effective 10.01 A.M., Monday, October 15, 1956

Applies in Zone B

(a) MAIN LINE

CM (INTERLOCKING LIMITS)

No. 2 track from a point 470 feet east of eastward home signal CM and a point 420 feet east thereof, No. 3 track from a point 760 feet east and a point 1023 feet west of CM, No. 4 track from a point 560 feet east and a point 630 feet west of CM and Secondary Track from a point 1280 feet east and a point 1850 feet west of CM, out of service. The remaining portion of Secondary Track connected to No. 2 track and movement over this portion of Secondary Track governed by signal indication.

Facing Interlocked switch in No. 1 track leading to Jumpover Bridge track and Jumpover Bridge track, out of service.

Special Instruction 1151-C1, changed.

(b) MAIN LINE

DV

DV Block and Interlocking Station, in service continuously.

Page 4 and 5, changed. Paragraph (s) General Order No. 102, annulled.

(c) MAIN LINE

CM—DV (In the Application of RULE 107)

Rule 107 will not apply to westward passenger trains making schedule station stops on No. 3 track.

Eastward trains on No. 4 track must comply with first paragraph Rule 107.

(d) MAIN LINE

AO

Low home signal governing eastward movement on No. 4 track, 920 feet east of eastward home signal bridge, out of service.

**W. G. DORWART,
Superintendent Transportation**

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., October 10, 1956

GENERAL ORDER No. 125

Effective 6.30 A.M., Wednesday, October 17, 1956

Applies in All Zones

**(a) ENTIRE REGION
PASSENGER TRAIN OPERATION**

Operation in Tunnels or Confined Locations—Tubular Train

When Tubular Train is stopped in tunnel or confined location, load on Diesel engines in power car must be reduced by placing heat control switch on lighting switchboard panel in one or more tubular coaches in "LOW HEAT" position, unless it is known that train will proceed within five minutes. A red indicating light will be illuminated in the particular car or cars in which switch is so placed. Full heat cannot be obtained in any tubular coach unless switches in all tubular coaches are in "NORMAL HEAT" position and both Diesel engines in power car are running.

Diesel engine on power car of Tubular Train shall not be allowed to run for extended periods of time in buildings or shops unless proper ventilation is provided.

Applies in Zone A

**(b) CLEARFIELD BRANCH
TYRONE**

Facing hand-operated switch for westward movement in main track, 2972 feet east of Tyrone Station, leading to Miller Bros. Coal yard, capacity 3 cars, out of service.

Applies in Zone D

**(c) BAYARD BRANCH
MIDSTEEL**

Midsteel Block and Interlocking Station in service part-time, as indicated below:

Interlocking, Block and Block-Limit Stations in service part-time as follows:	
Station	Hours in service
Midsteel	9.30 P.M. to 1.30 P.M., Daily except Saturday and Sunday.

Paragraph (d) General Order No. 119, annulled.

**W. G. DORWART,
Superintendent Transportation**

**THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION**

Pittsburgh, Pa., October 15, 1956

GENERAL ORDER No. 126

Effective 10:01 A.M., Tuesday, October 23, 1956

Applies in Zone B

(a) MAIN LINE

EDGEWOOD

Trailing hand-operated crossover connecting eastward secondary track with No. 3 track equipped with center throw locking device, located 440 feet west of Edgewood, in service.

(b) MAIN LINE

WK

Interlocked crossover connecting No. 3 track with No. 4 track, out of service.

Interlocked crossover connecting No. 2 track with No. 3 track, out of service.

Low home signal governing eastward movement on No. 3 track, out of service.

Yellow triangle outlined in black attached to mast of home signal governing westward movement on No. 3 track, out of service.

(c) MAIN LINE

SWISSVALE

Yellow triangle outlined in black attached to mast of automatic signal 3441 governing westward movement on No. 3 track, out of service.

(d) MAIN LINE

LILLY

Trailing hand-operated switch in No. 1 track leading to No. 0 Secondary Track equipped with pipe connected derail, located 940 feet east of Mile Post 257, in service.

(e) BENS RUN INDUSTRIAL TRACK

Bens Run Industrial Track, out of service.

Special Instructions 1027-A1 and 1160-A1, changed.

(f) Interrupting Operation of Automatic Highway

Crossing Protection Manually

GREENSBURG SECONDARY TRACK

SOUTH GREENSBURG

At Huff Avenue crossing, the apparatus provided to interrupt the operation of the automatic highway crossing protection manually, out of service.

Rule 4103-C applies, Special Instruction 1103-A5, changed.

Sheet 1 of 2 Sheets

**(g) MONONGAHELA SECONDARY TRACK
MC**

Interlocked crossover connecting No. 1 track with East Yard track, 502 feet north of MC Block and Interlocking Station, out of service.

Low home signal 502 feet north of MC Block and Interlocking Station governing northward movement on East Yard track, out of service.

Low home signal 712 feet north of MC Block and Interlocking Station governing southward movement on East Yard track, out of service.

**(h) MONONGAHELA SECONDARY TRACK
MONONGAHELA**

Facing hand-operated crossover, connecting No. 1 track with East Yard track, equipped with center throw locking device, located 743 feet north of MC Block and Interlocking Station and connected to MC northward manual block signal, in service.

Applies in Zone C

**(i) Use of Trainphone for Manual Block Signal System
Operation**

**BUTLER SECONDARY TRACK
VO**

Trainphone, in service.

Page 31 and Special Instruction 1164-A1, changed.

Applies in Zone D

(j) Automatic Highway Crossing Protection

BAYARD BRANCH

WELLSVILLE (McLain Industrial Track)

Automatic highway crossing protection at grade, on McLain Brick Industrial Track crossing over State Route No. 7, in service.

Third paragraph Rule 103 and Note 5 Special Instruction 1103-A2, applies.

Special Instruction 1103-A2, changed.

**W. G. DORWART,
Superintendent Transportation**

