

# **THE PENNSYLVANIA RAILROAD**

---

## **PITTSBURGH REGION**

---

### **Time Table No. 12**

**In effect 2.01 A.M., Sunday, October 28, 1962**

---

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

---

**EASTERN STANDARD TIME**

---

**A. M. HARRIS,**  
**General Manager Transportation.**

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

**J. L. FORRESTER**  
**Superintendent Transportation.**

## TO ALL EMPLOYES—

Your company, cooperating with the local, state and national safety councils, is earnestly interested in preventing accidents to you, members of your family and your friends.

We should unite to prevent the many needless tragedies that occur in the home, on the highways, and at work.

Please lend your personal efforts to prevent accidents by heeding safe driving rules on the highways, by adopting safe practices in the home and complying with all the rules of your company while on duty.

The rules of the Pennsylvania Railroad Company are designed for your safe guidance—respect them, strictly comply with them.

Live longer and happier by always practicing safety.

J. L. FORRESTER,  
Superintendent Transportation.

Original timetable from the collection of Rob Schoenberg

scanned by Rob Schoenberg -- [robs@railfan.net](mailto:robs@railfan.net)

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2023

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NOTE—Applies on pages 3 to 23, inclusive:

- X Indicates in service continuously.  
 B Indicates in service part-time.  
 C Indicates controlled by.  
 O Indicates trainphone.  
 R Indicates remote controlled from.

Letter following station page title indicates general order zone.

### MAIN LINE—MIDDLE—A

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction. Car Capacity 50 ft. cars			
					East or South	West or North	Both	
X	X	X	HARRISBURG (Phila. Reg.).....	104.6				
			ROCKVILLE.....	109.9				
			MARYSVILLE.....	112.0				
X	X	X-O	BANKS.....	113.2				
			REGION POST (Phila. Reg.).....	113.4				
X	X	X-O	VIEW.....	118.9				
			DUNCANNON.....	119.4				
			IROQUOIS SHOP TRACK.....	125.4				
			BAILEY.....	127.5				
			NEWPORT.....	132.0				
X	X	X-O	PORT.....	133.4				
			MILLERSTOWN.....	137.3				
			THOMPSONTOWN.....	142.3				
			THOMPSONTOWN SHOP TRACK.....	144.0				
			VANDYKE.....	145.4				
			PORT ROYAL.....	150.8				
X	X	X-O	MIFFLIN.....	153.6				
X			WEST MIFFLIN.....	155.2				
			DENHOLM.....	156.2		R-Mifflin		
X			WALL.....	157.0				
			HAWSTONE.....	160.5				
			LEWISTOWN.....	165.2				
X	X	X-O	LEWIS.....	166.4				
			LONGFELLOW SHOP TRACK.....	173.2				
			McVEYTOWN.....	177.1				
			RYDE.....	181.3				
			VINEYARD SHOP TRACK.....	184.2				
			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				
			PETERSBURG.....	208.6		R-Hunt		
X			PETE.....	209.0				
X			TUNNEL.....	212.9		R-Spruce		
X	X	X-O	SPRUCE.....	214.1				
			UNION FURNACE.....	216.1				
X	X	X-O	FORGE.....	220.9				
			TYRONE.....	222.1				
X			WILSON.....	222.2		R-Gray		
X	X	X-O	GRAY.....	223.1				
			BELLWOOD.....	229.3				
X			BELL.....	230.0				
X	X	X-O	ANTIS.....	232.1				
X	X	O	WORKS.....	235.5				
			ALTOONA.....	236.1				
X	X	X-O	ALTO.....	236.3				
X	X	X-O	SLOPE.....	237.2				

Distance—Banks to Altoona is 122.9 miles.

The direction from Banks is westward.

## MAIN LINE—PITTSBURGH - B

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction. Car Capacity 50 ft. cars			
					East or South	West or North	Both	
X	X	X-O	SLOPE (MIDDLE).....	237.2				
X	B	B-O	MC.....	243.4				
X			BENNY.....	246.4				
X			SF.....	247.4				
			GALLITZIN.....	248.2				
			UN#.....	248.4				
X	X	X-O	AR*.....	248.4				
X	X	X-O	MO.....	250.5				
			CRESSON.....	251.0				
			LILLY.....	254.0				
			BC.....	256.7				
X	B	B-O	NY.....	259.1				
X			W.....	264.1				
X	X	X-O	SO.....	266.1				
X			AO.....	271.2				
			CONEMAUGH.....	272.6				
X	X	X-O	C.....	273.2				
X			JW.....	274.5				
			JOHNSTOWN.....	275.1				
X	X	X-O	SC.....	277.3				
		★	BW.....	280.4				
		★	DP.....	283.2				
		★	CV.....	287.4				
			NEW FLORENCE.....	288.7				
X	X	X-O	JD.....	290.6				
			TORRANCE.....	299.9				
X			MILLWOOD.....	306.0				
			DERRY.....	307.3				
X	X	X-O	DR.....	307.8				
			LATROBE.....	312.3				
X	X	X-O	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				
X	X	X-O	TRAFFORD.....	336.3				
			SZ.....	336.5				
			PITCAIRN.....	337.9				
			SPRING HILL.....	338.1				
			WILMERDING.....	339.3				
X	X	X-O	WG.....	339.7				
			TURTLE CREEK.....	340.3				
X			PERRY.....	340.5				
			EAST PITTSBURGH.....	340.8				
X	X	X-O	R.....	341.6				
			BESSEMER.....	342.2				
			BRADDOCK.....	342.9				
			COPELAND.....	343.5				
			HAWKINS.....	344.1				
			SWISSVALE.....	345.0				
X			WK.....	345.5				
			EDGEWOOD.....	345.8				
			WILKINSBURG.....	346.5				
			HOMEWOOD.....	347.4				
X	X	X-O	CM.....	347.8				
			EAST LIBERTY.....	348.6				
			ROUP.....	349.4				
			SHADYSIDE.....	349.9				
X	B	B-O	DV.....	350.3				
X	X	X	PITT.....	352.7				
			PITTSBURGH.....	353.1				
X	X	X	PH.....	353.2				

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

#Does not apply on No. 0, No. 1 and No. 2 tracks.

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

★Applies on No. 4 track when in service.

Distance—Altoona to Pittsburgh is 113.8 miles.

The direction from Slope is westward.

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

Station	Hours in service
<b>MG</b>	11.01 P.M. Tuesday until 11.01 P.M. Sunday except Holidays. Holidays: Memorial Day, May 30, Independence Day, July 4, Labor Day, Sept. 3, Thanksgiving Day, Nov. 22, Christmas Day, Dec. 25, New Years Day, Jan. 1. Closed 7.01 A.M. until 7.01 A.M. of following day.
<b>NY</b>	6.59 A. M. to 10.59 P. M. daily except Saturday, Sunday and Holidays. Holidays: Memorial Day, May 30, Independence Day, July 4, Labor Day, Sept. 3, Thanksgiving Day, Nov. 22, Christmas Day, Dec. 25, New Years Day, Jan. 1.
<b>DV</b>	12.01 A. M. to 8.01 A.M. Daily except Saturday, Sunday and Holidays. Holidays: Memorial Day, May 30, Independence Day, July 4, Labor Day, Sept. 3, Thanksgiving Day, Nov. 22, Christmas Day, Dec. 25, New Years Day, Jan. 1.

**MAIN LINE—CONEMAUGH-C**

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from JD	Sidings Assigned Direction. Car Capacity 50 ft. cars		
					East or South	West or North	Both
X	X	X-O	JD				
X			LOCKPORT.....	2.1			
			TOMS RUN.....	5.9			
			BENNETT.....	6.4			148
X			ALUM BANK.....	7.5			
X	X	X-O	BI.....	10.0			
			ATLAS.....	17.3			
			SALTSBURG INDUSTRIAL TRACK.....	17.4			
			AVONMORE INDUSTRIAL TRACK.....	26.1			
			SALINA.....	26.7			
X	X	X-O	TRUXALL.....	30.8			112
X			APOLLO.....	34.3			
			WEST APOLLO.....	34.9			
			VANDERGRIFT.....	37.5			
X			GI.....	38.4			
			PINE RUN.....	39.2	86		
			HYDE PARK.....	41.6			
			LEECHBURG.....	42.9			
			WEST LEECHBURG.....	43.6			
X	X	X-O	AJ.....	47.8			
			KISKIMINETAS JCT.....	47.8			
			FREEPORT.....	49.1			
			BUTLER SECONDARY TRACK.....	49.8			
X			HARRIS.....	49.8			137
X			BEALE.....	51.4			
			NATRONA.....	53.9			
			BRACKENRIDGE.....	54.8			
			TARENTUM.....	55.8			
			TARENTUM.....	56.5			
			HIGGINS.....	57.1			
			CREIGHTON.....	57.4			
			SPRINGDALE.....	60.7			
			CHESWICK.....	62.8			
X			ACME.....	63.1			
X			HARMAR.....	64.6			145
			BLAWNOX.....	68.2			
			ASPINWALL.....	70.2			
X	X	X-O	UY.....	70.4			
			SHARPSBURG.....	72.3			
X			ETNA.....	72.4			
X	X	X	CQ.....	75.9			
X	X	X	FEDERAL STREET.....	77.2			

NOTE—The distance from JD to Mile Post 0 is 3.6 miles.  
The distance from Salina to Mile Post 29 is 0.2 miles.  
The distance from JD to Federal Street is 78.6 miles.  
The direction from JD is westward.

# MAIN LINE—EASTERN - D

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
					East or South	West or North	Both
			PITTSBURGH.....				
X	X	X	PITT.....	0.3			
X	X	X	FEDERAL STREET.....	0.9			
X	X	X	PENNSYLVANIA AVE.....	1.8			
			COLUMBUS AVE.....	2.2			
			ISLAND AVENUE.....	2.7			
			WOODS RUN.....	3.4			
X	X	X-O	JACKS RUN.....	4.8			
			BELLEVUE.....	5.1			
			AVAILON.....	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			
			SHIELDS.....	14.0			
X	B	B	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			
			WEST ROCHESTER.....	26.3			
			NEW BRIGHTON.....	28.9			
			RAMP.....	29.7			
			BEAVER FALLS.....	30.2			
			MORADO.....	32.8			
			REGION POST (Lake Reg.).....	34.0			
X	X	X	WOOD.....	34.8			
X	X	X	ALLIANCE.....	83.0			
X	X	X	CRESTLINE (Northw'n Region).....	188.7			

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

Station	Hours in service
Leetsdale	Daily except Holidays. Holidays: Memorial Day, May 30, Independence Day, July 4, Labor Day, Sept. 3, Thanksgiving Day, Nov. 22, Christmas Day, Dec. 25, New Years Day, Jan. 1. Closed 7.01 A.M. until 7.01 A.M. of following day.

The direction from Pittsburgh is westward.



# MAIN LINE—PANHANDLE - E

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
					East or South	West or North	Both
X	X	X	PITTSBURGH				
			PH	0.1			
X	X	X	FOURTH AVENUE	0.6			
			MONON	1.1			
			SMITHFIELD STREET	1.3			
			POINT BRIDGE	2.2			
X	X	X	ELLIOTT	3.2			
			CORLISS	4.5			
			INGRAM	5.4			
			CRAFTON	6.0			
X	X	X-O	IDLEWOOD	6.8			
			WAGNER	7.8			
			ROSSLYN	7.8			
			CARNEGIE	8.5			
			CAMP HILL	9.4			
			FORT PITT	9.8			
X			RENNERDALE	11.8			
			OAKDALE	14.8			
			NOBLESTOWN	15.6			
X	B	B-O	STURGEON	16.8	311		
			LAUREL HILL	17.8			
			MCDONALD	18.3			
			PRIMROSE	19.8			
X			MIDWAY	21.5			
			BULGER	23.7			
			RACCOON	25.6			
			BURGETTS	26.8			
			BURGETTSTOWN	27.8			
			HANLIN	32.1			
			COLLIER	35.6			
X			CO	35.8			
X			NC	39.7			
X	X	X-O	WEIRTON JCT.	41.0			
X			SB	41.7			
			STEUBENVILLE	43.2			
X			HD	44.1			
X	X	X-O	MINGO JCT.	46.3			
X			GOULD	49.0		203	
			REGION POST (Buckeye Reg.)	50.5			190
X	X	X-O	ACRE (Buckeye Reg.)	57.4	187	124	
			DENNISON (Buckeye Reg.)	90.2			
			COLUMBUS (Buckeye Reg.)	190.7			
			*Distance from Pittsburgh.				

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

Station	Hours in Service
Laurel Hill	3.01 P. M. Monday to 3.01 P. M. Saturday.

The direction from Pittsburgh is westward.

**BALD EAGLE BRANCH - A**

Interlocking	Interlocking Station	Block Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
					East or South	West or North	Both
X	X	X-O	LOCK HAVEN (Nor. Reg.)	54.2			
X			POST (Nor. Reg.) R-Lock Haven (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			
			HOWARD	39.7			
X			SAND	35.9			
			CURTIN	34.4			
X	X	X-O	MILES	30.8			
			MILESBURG	30.8			123
X			BAKER R-Miles	29.4			
			UNIONVILLE	25.9			
X			EAST JULIAN	21.5			
			JULIAN	21.4			129
X			WEST JULIAN	20.1			
			MARTHA	17.2			
			PORT MATILDA	13.8			116
			HANNAH	10.6			
X			BEAVER	9.7			
X			EAGLE	6.1			367
			BALD EAGLE	5.0			
X			VAIL	3.1			
X			PARK	1.5			144
X			PARK R-Miles	1.5			
			TYRONE (Clearfield Branch)				

The direction from Park to Lock Haven is eastward.

\*Distance from Tyrone.

**CLEARFIELD BRANCH - A**  
**CLEARFIELD SECONDARY TRACK**

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyrone	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
				GRAMPIAN	52.5			
				STRONACH	50.8			
			X	CURWENSVILLE	47.1			
				CUR C-Miles	46.8			
			X	CLEARFIELD	40.5			
				FIELD C-Miles	39.1			
				WOODLAND	34.3			
				BIGLER	31.9			
				WALLACETON	29.4			29
			X	LACE C-Miles	29.4			
				BLUE BALL	27.1			
				GRAHAM	25.3			
X				RG. (N.Y.C. Crossing) (*)	23.7			
			X	BURG C-Miles	23.5			
				PHILIPSBURG	23.2			
				MAPLE	20.8			
			B	MILLS C-Miles	19.2			
				OSCEOLA MILLS	18.8			
				RETORT	15.5			
			X	SUMMIT C-Miles	13.1			67
				VAIL	3.1			
X		X		N. END CLASS'FN. YARD	1.9			
				PARK R-Miles	1.5			
X				PARK R-Miles	1.5			
				17th STREET, TYRONE	0.9			
X				TYRONE				
				WILSON R-Gray				

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 engineer 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.

When Block-Limit Station is not in service, light will not be extinguished.

# HOLLIDAYSBURG & PETERSBURG BRANCH-A

H. & P. SECONDARY TRACK-A

NEW PORTAGE SECONDARY TRACK-B

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Petersburg	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
				PETERSBURG (Main Line).....					
X		X		PETE (Main Line)..... R-Hunt	0.5				103
				HATFIELD.....	3.5				
				ALEXANDRIA.....	5.0				
				ALFARATA.....	6.2				45
				COVEDALE.....	14.0				
				CLOVER CREEK JCT.....	15.1				
		X		SPRING..... C-Wye..	15.1				
				WILLIAMSBURG.....	17.3				
				GANISTER.....	19.3				
				FRANKSTOWN.....	28.5				
		X		FRANK..... C-Wye..	28.5				
				W.E. EAST'D ADV. TRKS.....	29.4				
				E.E. RELAY YARD.....	29.5				
				JONES ST. HOLLBG.....	30.5				
				JCT. MOR. COVE TRK.....	31.0				
		X		HOLLY..... C-Wye..	31.2				
				HOLLIDAYSBURG.....	31.3				
X	X	X-O		WYE.....	32.4				
X	X	X-O		WYE.....	32.4				
				ELDORADO.....	35.6				
X	X	X-O		ELDO..... R-Wye..	35.6				
X	X	X-O		ALTO.....	38.6				
				ALTOONA.....	38.9				
X	X	X-O		WYE.....	32.4				
				DU.....	36.1				
				MS.....	39.6				
				AH.....	43.7				
				PS.....	45.9				
X		X		SF..... R-AR (M. L.)	47.7	180			
				NOTE—The direction from Petersburg to Altoona is westward. DU, MS, AH and PS are emergency block stations, and will be in service only when opened by train order.					
				<b>IRVONA BRANCH-B</b>					
				CRESSON.....					
				YARD LIMIT.....	2.0				
				PENNA. NO. 16.....	9.0				65
				CONDON.....	13.2				65
				SANDY RUN.....	18.0				60
				VAN ORMER.....	18.9				
				IRVONA JUNCTION.....	27.3				
				COALPORT (R. R. St.).....	30.2				
				HEVERLY.....	32.6				
				BLANDBURG (Stroud Jct.).....	40.1				
				The direction from Cresson to Blandburg is Northward. *Distance from Cresson.					
				<b>PAINT CREEK AND SHADE CREEK BRANCH-B</b>					
		X		HC (South Fork Secondary Track).....					
				PAINT CREEK BR. JCT.....	1.1				
				SHADE CREEK BR. JCT.....	1.8				
				REITZ 5.....	2.6				
				HUSKIN SIDING (HW).....	13.3				45
				CAIRNBROOK (RP).....	16.9				
				CENTRAL CITY (CW).....	18.2				
				The direction from Paint Creek Br. Jct. to Central City is Southward. *Distance from HC.					

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
				<b>SOUTH FORK BRANCH - B</b> <b>SOUTH FORK</b> <b>SECONDARY TRACK</b>				
<b>X</b>		<b>X</b>		W—R-SO.....				
				SM.....	1.2			
				SOUTH FORK.....	1.5			
			<b>X</b>	JK—C-SO.....	2.1			
				ST. MICHAEL.....	4.2			
				CO.....	5.1			
				LOVETT.....	5.7			
			<b>X</b>	LV—C-SO.....	5.8			45
			<b>X</b>	LV—C-SO.....	5.8			
				SUMMIT.....	8.6			
			<b>X</b>	HC—C-SO.....	13.8			58
				PAINT CREEK BR. JCT.....	14.9			
				SCALP LEVEL.....	15.5			
				WINDBER JCT.....	16.6			
				END OF TRACK.....	20.4			
				The direction from W to End of Track is Southward. *Distance from W				
				<b>TURTLE CREEK BRANCH - B</b>				
<b>X</b>	<b>X</b>	<b>X-O</b>		SZ.....				
				TRAFFORD.....	0.1			
				NORTH TRAFFORD.....	0.5			
			<b>X</b>	BY▲.....C-SZ.....	0.9			
				NOTE—▲Indicates Block-Limit Station for Westward trains only. The direction from SZ to BY is Eastward. *Distance from SZ.				
				<b>PORT PERRY BRANCH - B</b>				
<b>X</b>				PERRY.....R-WG.....				
<b>X</b>				U JCT. (Main Line).....R-R.....	1.1			
<b>X</b>	<b>X</b>	<b>X</b>		PG.....	2.1			
				The direction from Perry is westward. *Distance from Perry.				
				<b>PETERS CREEK BRANCH - B</b>				
				PETERS CREEK JCT. } Industrial.....				
				PENNMONT.....} Track.....	7.4			
				PENNMONT.....	7.4			
				GOULD.....	8.0			
				The direction from Pennmont to Gould is Southward. *Distance from Peters Creek Jct.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
				<b>BRILLIANT BRANCH - C</b>				
<b>X</b>	<b>X</b>	<b>X-O</b>		<b>UY</b> .....				
<b>X</b>	<b>X</b>	<b>X-O</b>		<b>CM</b> .....	1.8			
				The direction from UY to CM is Eastward. *Distance from UY.				
				<b>NO. 101 AND NO. 102 SECONDARY TRACKS</b>				
				<b>ALLEGHENY BRANCH - C</b>				
				PITTSBURGH 11TH ST.....				
				29TH STREET.....	1.3			
				SOUTH END.....				
				COLEMAN YARD.....	6.1			
				NORTH END.....				
				COLEMAN YARD.....	6.7			
				NADINE.....	7.8			
<b>X</b>	<b>X</b>	<b>X-O</b>		<b>UY</b> .....				
		<b>B</b>		NADINE.....	7.8			
				DN.....	10.1			
				VERONA.....	10.3			
				EDGEWATER.....	10.8			
				OAKMONT.....	11.1			
				HULTON.....	11.7			
				HILLMAN.....	14.8			
				BARKING.....	15.2			
				PARNASSUS.....	17.4			
				NEW KENSINGTON.....	18.1			
				ARNOLD.....	18.9			
				BRAEBURN.....	22.8			
				GARVERS FERRY.....	27.3			
				AJ.....	28.7	230	155	
<b>X</b>	<b>X</b>	<b>X-O</b>		KISKIMINETAS JCT.....	28.7			
				SCHENLEY.....	29.1			
				ALADDIN.....	29.8			
				GODFREY.....	31.9			
				LOGANSPOUT.....	36.7			
<b>X</b>	<b>B</b>	<b>B-O</b>		FD.....	40.0	240	200	
				FORD CITY.....	40.9			
				KITTANNING.....	44.5			
				NEAL.....	46.4			
				MH.....	52.8			
				TEMPLETON.....	53.6			
				RIMERTON.....	59.4			
				BRADY SIDING.....	61.0			264
				REGION POST (Nor. Reg.).....	63.4			
<b>X</b>	<b>X</b>	<b>X-O</b>		RED BANK (Nor. Reg.).....	63.5			
				BRADY (Nor. Reg.).....	64.6			
				The distance from UY to Nadine is 2.0 miles; Nadine to Region Post (Nor. Reg.) is 55.6 miles. *Distance from 11th St. Pittsburgh.				

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

Station	Hours in service
<b>DN</b>	Daily except 7.00 A.M. Saturday to 7.00 A.M. Monday and Holidays. Holidays closed 7.00 A.M. day of Holiday to 7.00 A.M. day following Holiday.
<b>FD</b>	Daily except 3.00 P.M. Saturday to 7.00 A.M. Monday and Holidays. Holidays closed 7.00 A.M. day of Holiday to 7.00 A.M. day following Holiday.

Interlooking Station	Interlooking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
X	X	X		MONON.....				
X	X	X		OB.....	2.7			
				HAYS.....	4.8			
				HOMESTEAD.....	6.4			
X	X	X		KENNY—R-PG.....	9.3			
X				PG.....	10.1			
				DUQUESNE.....	10.8			
				SOUTH DUQUESNE.....	11.6			
X				CR.....	13.7			
				DRAVOSBURG.....	14.4			
				WILSON.....	17.4			
				PETERS CREEK JCT.....	17.7			
				CLAIRTON.....	19.0			
				WEST ELIZABETH.....	20.8			
				FLOREFFE.....	22.4			
				ELRAMA.....	22.8			
X	X	X		SHIRE OAKS.....	23.7			
				H.....	25.0			
X	X	X		H.....	25.0			
				COURTNEY.....	27.0			
				MONONGAHELA.....	29.8			
X	X	X-O		MC.....	29.9			
				DONORA.....	34.2			
				WEST MONESSEN.....	38.4			72
				CHARLEROI.....	39.5			
				BELLE VERNON.....	40.9			
				ALLENPORT.....	43.5			
				ROSCOE.....	45.6			
				CALIFORNIA.....	48.9			
X	X	X		WEST BROWNSVILLE JCT... BF.....	51.8 52.4			
				*Distance from Monon.				
				<b>LOW GRADE BRANCH - D</b>				
X	X	X-O		ROCHESTER.....				
				REGION POST (Lake Reg.).....	3.4			
				FETTERMAN (Lake Reg.).....	4.6			
X	X	X-O		CASTLE.....	20.7			
				The direction from Rochester to Reg. Post (Lake Reg.) is Westward. *Distance from Rochester.				

# **BAYARD BRANCH - D**

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
X	X	X-O		ROCHESTER.....				
				BEAVER.....	0.9			
				VANPORT.....	3.5			
				MERRILL.....	4.4			
				INDUSTRY.....	7.9			
				MIDLAND.....	10.5			
				MIDSTEEL.....	11.9			
				SMITHS FERRY.....	13.5			
				EAST DRY RUN.....	14.5			
				DRY RUN.....	15.9			
				LAUGHLIN.....	16.5			
				EAST LIVERPOOL.....	18.3			
				JETHRO.....	18.6			
				WELLSVILLE THIRD ST.....	22.3			
				WELLSVILLE.....	23.4			142
X	X	X-O		YELLOW CREEK.....	25.3			
X				RIVER—R-Yellow Creek.....	26.5			
				REGION POST (Lake Reg.).....	26.6			
				NOTE—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 Reg. Post (Lake Reg.) is Westward. *Distance from Rochester.				
				<b>SCULLY BRANCH - E</b>				
X	X	X		MONON.....				
X	X	X-O		ELLIOTT—R-Esplen.....	2.1			
X				ESPLEN.....	3.4			
				DUFF.....	5.2			
				SCULLY.....	6.5			
X				RG—R-Wagner.....	8.4			
X	X	X-O		WAGNER.....	9.4			
				The direction from Wagner to Monon is Eastward. *Distance from Monon.				

# **NEW CUMBERLAND BRANCH - E** **NEW CUMBERLAND SECONDARY TRACK**

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
				KOBUTA (Industrial Track).....	34.4			
			X	CHESTER.....	21.7			29
				HS▲—C-Weirton Jct.....	21.7			
				FIRST STREET.....	20.7			
			X	NEWELL.....	19.2			23
				N—C-Weirton Jct.....	19.2			
				KENILWORTH.....	17.2			
			X	CONGO.....	16.6			
				NG—C-Weirton Jct.....	16.6			
				ARROYO.....	13.6			
				BROWNSDALE.....	12.2			
			X	MOSCOW.....	11.2			
				KI—C-Weirton Jct.....	11.1			
				GLOBE.....	10.4			
				NEW CUMBERLAND.....	7.6			
			X	TENBURY.....	7.1			
				CU—C-Weirton Jct.....	7.1			
				EAST TORONTO.....	5.0			
				KINGS CREEK.....	4.1			
			X	EAST WEIRTON.....	2.0			
				WN—C-Weirton Jct.....	1.8			
			X	WN—C-Weirton Jct.....	1.8			
			X	WEIRTON.....	1.3			
X	X	X-O		CY◆—C-Weirton Jct.....	0.3			
				WEIRTON JCT.....				
				NOTE—▲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. *Distance from Mile Post 0.				
				<b>TERMINAL BRANCH - E</b>				
			X	OHIO JCT.....				
				WT▲—C-Rockville.....	0.1			
				MARTINS FERRY.....	1.6			
				PENINSULA.....	2.7			
			X	CHAPLINE.....	4.4			
				NY◆—C-Rockville.....	4.5			
X	B			NY ZANE } (Running Track).....	4.5			
					5.5			

NOTE—▲Indicates Block-Limit Station for westward trains only.  
◆Indicates Block-Limit Station for eastward trains only.  
The direction from Zane to Ohio Jct. is eastward.  
\*Distance from Ohio Jct.

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

Station	Hours in service
Zane	8.01 A. M. to 12.01 A. M., daily except Saturday, Sunday and Holidays. Holidays: Memorial Day, May 30, Independence Day, July 4, Labor Day, Sept. 3, Thanksgiving Day, Nov. 23, Christmas Day, Dec. 25, New Years Day, Jan. 1. Sunday 4.01 P. M. to 12.01 A. M.



RIVER BRANCH-D									
POWHATAN SECONDARY TRACK-E					OMAL SECONDARY TRACK-E				
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
X	X	X-O		YELLOW CREEK.....					
X	X	X-O		BRANCH—R-Yellow Creek..	0.7				
				PORT HOMER.....	2.4				
				CLAYPORT.....	4.3	50			
				EMPIRE.....	5.5				
				CROXTON.....	7.5				
				TORONTO.....	8.7				
				KINGS.....	13.5				
				STEUBENVILLE.....	17.4				
				LA BELLE.....	18.1				
X	X	X-O		ROCKVILLE (N.K.P. Crossing).....	19.4				
X	X	X-O		ROCKVILLE (N.K.P. Crossing).....	19.4				
				MINGO JCT.....	20.2				
			X	GR + — C-Rockville.....	23.6				
			X	GR + — C-Rockville.....	23.6				
			X	BRILLIANT.....	23.8				
			X	JEFFERSON.....	24.1				
			X	RUSH RUN.....	28.7				
			X	W. & L. E. JCT.....	29.4				
			X	SHANNON.....	29.6			110	
			X	RU — C-Rockville.....	29.7				
			X	RAYLAND.....	31.0				
			X	TILTONVILLE (N.K.P. Crossing).....	32.3				
			X	YORKVILLE.....	33.2			105	
			X	OHIO JCT.....	36.1				
			X	OJ — C-Rockville.....	36.2				
			X	MARTINS FERRY.....	37.7				
			X	AETNAVILLE.....	38.4				
			X	BRIDGEPORT (B. & O. Crossing).....	39.7				
			X	BELLAIRE (B. & O. Crossing).....	43.8			145	
			X	BR — C-Rockville.....	43.9				
			X	SHADYSIDE.....	46.8				
			X	AM — C-Rockville.....	47.4				
			X	AMBLER.....	47.4				
			X	WEGEE.....	48.6				
			X	DILLE.....	51.3				
			X	AULT.....	52.8				
			X	JOHNSON.....	53.6				
			X	PIPE CREEK.....	53.9				
			X	STEWART.....	56.8				
			X	CAPTINA JCT.....	58.4				
			X	POWHATAN.....	58.6				
			X	PN — C-Rockville.....	58.7				
				PN.....	58.7				
				WEST POWHATAN.....	59.3				
				KREBS RUN.....	61.6				
				OMAL.....	71.1				
				END OF TRACK.....	72.7				
				NOTE—+ 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.					
				*Distance from Yellow Creek.					
				BEDFORD SECONDARY TRACK-A					
			X	BROOK — C-Wye.....	14.2				
			X	EAST FREEDOM.....	15.7				
			X	CLAYSBURG.....	20.3				
			X	SPROUL.....	21.6				
			X	QUEEN.....	23.4				
			X	REYNOLDSDALE.....	32.3				
			X	FISHERTOWN.....	34.5				
			X	CESSNA.....	36.8			46	
			X	CREEK — C-Wye.....	44.7				
			X	BEDFORD.....	45.8				
			X	FORD — C-Wye.....	45.8				
			X	MANN'S CHOICE.....	53.7				
			X	BUFFALO MILLS.....	58.9			46	
			X	MADLEY.....	62.6				
			X	HYNDMAN.....	68.8				
			X	STATE — C-Wye.....	75.0				
			X	STATE LINE.....	76.2				
				CUMBERLAND (W. M. Ry.).....	82.8				

\*Distance from Altoona.

MORRISON COVE SECONDARY TRACK-A						
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars
						East or South West or North Both
			X	HOLLY—C-Wye (Jct. H. & P. Secondary Track).....	7.8	
			X	BROOK—C-Wye.....	14.2	
				McKEE.....	15.2	
				ROARING SPRING.....	17.4	
				MARTINSBURG JCT.....	21.5	
				MARTINSBURG.....	22.2	
				CURRY.....	24.0	
				*Distance from Altoona.		
				MT. DALLAS SECONDARY TRACK-A		
			X	CREEK—C-Wye.....	5.2	
			X	ASHCOM.....	6.9	
				DALLAS—C-Wye.....		
				*Distance from Creek .		
				MILROY SECONDARY TRACK-A		
				CHESTNUT ST., LEWISTOWN (Jct. Lewistown Secondary Track).....		
				BURNHAM.....	2.6	
				YEAGERSTOWN.....	3.6	
				REEDSVILLE.....	5.4	
				NAGINEY.....	9.6	
				MILROY.....	11.1	
				*Distance from Chestnut St., Lewis- town.		
				MOSHANNON SECONDARY TRACK-A		
			B	MILLS—C-Miles (Jct. Clearfield Secondary Track).....	2.0	
				JCT. M.&C. SECONDARY TRACK.....	2.1	
				JCT. COAL RUN SECONDARY TRK.....	2.1	
			X	COAL—C-Miles.....	5.7	
				HOUTZDALE.....	6.9	
			X	RAM—C-Miles.....	8.9	
				RAMEY.....	11.6	
				SMOKE RUN.....	14.1	
				MADERA.....	14.6	
				BETZ JCT. (N.Y.C. Crossing).....	21.0	
				McCARTNEY.....		
				Block-Limit Stations 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.	
				*NOTE—When Block-Limit Station is not in service, light will not be extinguished.		
				*Distance from Mills.		
				BELLEFONTE SECONDARY TRACK-A		
X	X	X-O		MILES.....	30.8	
				MILESBURG.....	30.8	
				} Bald Eagle Branch		
				BELLEFONTE.....	33.5	
			X	FONT—C-Miles.....	33.6	
				PLEASANT GAP.....	37.0	
			X	WHITE—C-Miles.....	37.4	
				REGION POST (Nor. Reg.).....	37.4	
				*Distance from Tyrone.		

**ANTIS-ALTO  
SECONDARY TRACKS-A**

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
X	X	X-O		ANTIS.....				
X	X			FARM.....	1.0			
X	X			ROSE.....	1.9			
X	X			BRUSH.....	2.5			
X	X			WORKS.....	3.4			
X	X			SOUTH.....	3.4			
X	X	X-O		ALTO.....	4.3			
X	X	X-O		SLOPE.....	4.9			
				*Distance from Antis.				
				<b>ELLSWORTH SECONDARY TRACK</b>				
				<b>MARIANNA SECONDARY TRACK-B</b>				
X	X			MC.....				
				FRYE SIDING.....	0.8			
				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			
				*Distance from MC.				
				<b>WEST BROWNSVILLE SECONDARY TRACK-B</b>				
				BF.....				
				WEST BROWNSVILLE.....	1.2			
				DENBO.....	3.6			
				VESTA SIDING.....	5.8			36
				TEN MILE RUN JCT.....	10.1			
				*Distance from West Brownsville Jct.				
				<b>YUKON SECONDARY TRACK-B</b>				
				YUKON JCT.....				
				WHYEL JCT.....	4.0			
				HUNTER RUN JCT.....	6.4			
				COWANSBURG.....	11.7			
				*Distance from Yukon Jct.				
				<b>REDSTONE SECONDARY TRACK-B</b>				
X	X	X		BF.....	52.4			
				LINN.....	53.7			
				GRINDSTONE JCT.....	55.9			
			X	FH-C-BF.....	59.5			82
				WALTERSBURG.....	61.8			
				VANCE MILL JCT.....	65.0			55
				REDSTONE JCT.....	68.4			
		B		RS-C-BF.....	68.4			

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

Station	Hours in service
RS*	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, Sept. 3, Nov. 23, Dec. 25, Jan. 1.

\*NOTE—When Block-Limit Station is not in service, light will not be extinguished.

\*Distance from Monon.

## CRESSON SECONDARY TRACK-B

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
		X-O		CRESSON				
				EP	1.8			
				MUNSTER	3.6			128
				EBENSBURG JCT	6.4			50
		X		KY	6.4			
				LORETTO ROAD	7.3			
				BRADLEY JUNCTION	11.8			61
		X		DF	11.9			
				ECKENRODE MILL	15.9			
				PATTON	18.5			37
		X		PU	18.7			
				HASTINGS JCT	26.1			47
		X		RE	26.6			
				WESTOVER	28.5			
				WELSHDALE	30.8			54
		X		LJ	35.2			
				MAHAFFEY JCT	39.0			
				McGEES JUNCTION	41.0			
		X		HM	41.2			
				BEAR RUN JCT	43.7			
		X		K	47.8			
				CLOE	54.2			
				PUNXSUTAWNEY	56.5			
		X		RU	56.6			
				END OF TRACK	63.3			
				*Distance from Cresson.				
				SOUTHWEST SECONDARY TRACK-B				
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 (B. & O. Crossing)	17.6			
				CONNELLSVILLE	24.5			
				OPOSSUM RUN JCT	24.9			
		X		NJ	25.0			
				DUNBAR	28.2			
				GIST SIDING	30.9			66
				REDSTONE JCT	36.3			
		B		RS	36.3			
		X		VA	37.1			
				*Distance from RG.				

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

Station	Hours in service
RS*	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, Sept. 3, Nov. 23, Dec. 25, Jan. 1.

\*NOTE—When Block-Limit Station is not in service, light will not be extinguished.

## BLACK LICK SECONDARY TRACK-B

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
		X-O		CRESSON..... EP.....				
			X	KY.....C-EP	5.4			
				EBENSBURG JCT.....	6.4			
				WINTERSET.....	8.0			31
				EBENSBURG.....	11.0			55
			X	FL.....C-EP	11.5			
				BEULAH.....	13.5			72
			X	NW.....C-EP	18.5			
				NANTYGLO.....	18.5			74
				TWIN ROCKS.....	20.5			40
			X	SR.....C-EP	23.0			
				VINTONDALE.....	24.0			28
			X	VF.....C-EP	24.4			
				RITTER.....	25.0			46
			X	CH.....C-EP	35.8			50
			X	NI.....C-EP	42.1			
			X	ZD.....C-EP	43.3			
				*Distance from Cresson.				
				SUSQUEHANNA SECONDARY TRACK-B				
		X-O		CRESSON..... EP.....				
			X	BRADLEY JUNCTION.....	11.8			
				DF.....C-EP	11.9			
				DISHART.....	15.0			48
			X	IR.....C-EP	15.4			
				CARROLLTOWN.....	17.4			
				LUTHER JCT.....	18.8			
				BAKERTON.....	19.1			
				STERLING JCT.....	20.4			
			X	BN.....C-EP	21.6			65
				SPANGLER.....	22.3			
			X	WC.....C-EP	23.6			
				BARNESBORO.....	23.7			
			X	JA.....C-EP	25.6			
				GARMAN.....	26.0			
				EMIGH RUN JCT. N.Y.C.....	27.9			
				CHERRY TREE JCT.....	28.8			
			X	CJ.....C-EP	28.9			
			X	DC.....C-EP	29.3			
				*Distance from Cresson.				
				BUTLER SECONDARY TRACK-C				
X			X	HARRIS—R-AJ.....				
				JB—C-VO.....				
				LANE.....	0.6			
				WINFIELD JUNCTION.....	3.8			
			X	WA—C-VO.....	3.8			
				SARVER.....	7.6			
				SUMMIT.....	10.2			37
				CABOT.....	10.5			
				MARWOOD.....	11.5			
				DILKS.....	13.1			65
			X	KD—C-VO.....	13.1			
				HERMAN.....	15.8			
X	X	X-O		WEST END BUTLER WYE.....	19.5			
				VO.....	20.8			
				BUTLER.....	21.1			
				*Distance from JB.				

INDIANA SECONDARY TRACK-C								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
				END OF TRACK } Blairsville BLAIRSVILLE..... } Running Track	3.3 2.9			
			X	D ●—C-BI.....	3.6			
				BLACK LICK.....	7.6			
			X	ZD—C-BI.....	7.7			
				GRACETON.....	10.4			
			X	MR—C-BI.....	12.9			
				HOMER CITY.....	13.2			
			X	NM—C-BI.....	18.9			
				INDIANA.....	18.9			
				NOTE—● Indicates Block-Limit Station for Northward trains only. *Distance from M. P. 0.				
				NO. 0 SECONDARY TRACK-B				
X	X	X		CP (Main Line).....				
				YOUGHIOGHENY JCT.....	0.9			
				SHAFTON.....	1.8			
				*Distance from CP.				
				O SECONDARY TRACK-B				
X	X	X-O		29th STREET.....				
				PITT.....	0.6			
				*Distance from 29th St.				
				NO. 103 SECONDARY TRACK-C				
X	X	X-O		UY Brilliant Branch.....				
				SOUTH END COLEMAN YARD.....	1.2			
				*Distance from UY.				
				WAYNESBURG SECONDARY TRACK-E				
				WH (Washington Secondary Track).....				
				WASHINGTON.....	0.1			
				SUMMIT SIDING.....	4.3			
				BAKER.....	9.8			
				WEST UNION.....	17.9			
				WAYNESBURG.....	28.1			
				*Distance from WH.				
				NO. 101 SECONDARY TRACK-D				
X	X	X		FEDERAL STREET.....				
				EAST END BRIDGE 0.33.....	0.6			
				*Distance from Federal St.				
				YELLOW CREEK SECONDARY TRACK-D				
X	X			RIVER (Bayard Branch).....				
				BRANCH (River Branch).....	0.9			
				*Distance from River.				
				NO. 27 SECONDARY TRACK-E				
X	X	X		CORLISS (Main Line).....				
		X-O		ESPLEN (Scully Branch).....	1.3			
				*Distance from Corliiss.				

## WHEELING SECONDARY TRACK-E

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
X	X	X-O		WEIRTON JCT.....				
				EAST STEUBENVILLE.....	1.6			
				LOWER FERRY.....	2.4			
				FOLLANSBEE.....	4.1			22
			X	FA—C-Rockville—River Br.....	4.2			
				LAZEARVILLE.....	6.7			56
				WELLSBURG.....	7.6			
				BROOK.....	8.6			
				BEECH BOTTOM.....	12.2			93
			X	KR—C-Rockville.....	14.6			
				SHORT CREEK.....	15.1			54
				EAST WARWOOD.....	19.4			
				WARWOOD.....	20.0			
				WHEELING.....	24.0			13
			X	UN◆—C-Rockville.....	24.1			
				} Wheeling Secondary Track				
X	B			UN	24.1			
				ZANE	25.2			
				BENWOOD} (Running track)	26.5			

NOTE—◆Indicates Block-Limit Station for eastward trains only.

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

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

Station	Hours in service
Zane	8.01 A. M. to 12.01 A. M., daily except Saturday, Sunday and Holidays. Holidays: Memorial Day, May 30, Independence Day, July 4, Labor Day, Sept. 3, Thanksgiving Day, Nov. 23, Christmas Day, Dec. 25, New Years Day, Jan. 1. Sunday 4.01 P. M. to 12.01 A. M.

\*Distance from Mile Post 0.

				No. 105 SECONDARY TRACK			
				WASHINGTON SECONDARY TRACK-E			
X				RG (P.C.&Y.R.R.)—R-Wagner.....			
				CARNEGIE.....	2.0		
				GLENN (P.C.&Y.R.R.)—R-Wagner.....	2.5		
				No. 105 Secondary Track			
				*Distance from RG			
		X		GLENN▲—R-Wagner.....			
				WOODVILLE.....	1.2		
				BOWER HILL.....	2.1		
				KIRWIN.....	2.7		
		X		BD—C-Wagner.....	3.2		
				BRIDGEVILLE.....	3.3		130
				MAYVIEW.....	5.7		
				BOYCE.....	6.9		130
				HILLS.....	7.9		
		X		MO—C-Wagner.....	8.9		
				VAN EMMAN.....	10.9		
				MORGANZA.....	11.9		
				RICHFOL.....	12.5		
				CANONSBURG.....	13.5		
				HOUSTON.....	14.6		
		X		MY—C-Wagner.....	17.3		
				MEADOW LANDS.....	17.3		
				ARDEN.....	19.3		
		X		WS—C-Wagner.....	20.0		
				TYLERDALE.....	21.2		
				CHESTNUT ST.....	22.1		
		X		WH◆—C-Wagner.....	22.8		
				WASHINGTON (Waynesburg Sec. Trk)			
					22.9		
				NOTE—▲Indicates Block Station for Westward trains only. ◆Indicates Block-Limit Station for Eastward trains only.			
				The direction from WH-GLENN-RG is Eastward.			

## HARRISBURG TO PITTSBURGH

STATIONS	FIRST CLASS			
	55	#635		
	DAILY	DAILY EX. SAT. & SUN.		
Leave	A. M.	A. M.		
HARRISBURG (Phila. Reg.)	S 1.55			
BANKS	2.10			
VIEW	2.16			
PORT	2.29			
MIFFLIN	2.47			
LEWISTOWN				
LEWIS	3.01			
MOUNT UNION				
JACKS	3.23			
HUNTINGDON	3.33			
SPRUCE	3.43			
FORGE	3.53			
TYRONE				
GRAY	3.56			
ANTIS	4.05			
ALTOONA	{ S 4.12			
	{ # 4.20			
SLOPE	4.23			
MG	4.35			
GALLITZIN (UN)	4.45			
CRESSON (MO)	4.49	Will Not		
NY	4.56	Run		
SO	5.03	Nov. 22,		
C	5.13	Dec. 25,		
JOHNSTOWN	S 5.15	Jan. 1.		
SG	5.22			
JD	5.35			
TORRANCE	5.45			
DERRY (DR)	5.52	S 6.00		
LATROBE (KR)	S 5.59	S 6.15		
GREENSBURG	S 6.13	S 6.32		
RADEBAUGH (RG)	6.20	6.39		
GRAPEVILLE				
JEANNETTE		S 6.41		
PENN		S 6.44		
MANOR		S 6.47		
SHAFTON				
IRWIN		S 6.50		
LARIMER (CP)	6.28	S 6.53		
ARDARA				
N. TRAFFORD (Turtle Crk. Br.)				
TRAFFORD (SZ)	6.32	6.57		
PITCAIRN				
WILMERDING (WG)	6.36	S 7.01		
TURTLE CREEK				
EAST PITTSBURGH		S 7.06		
BESSEMER (R)	6.41	7.07		
BRADDOCK		S 7.09		
COPELAND				
HAWKINS				
SWISSVALE (WK)	6.46	S 7.15		
EDGEWOOD		S 7.17		
WILKINSBURG		S 7.20		
HOMEWOOD		S 7.23		
CM	6.49	S 7.25		
EAST LIBERTY	D 6.52	S 7.27		
ROUP		S 7.29		
SHADYSIDE (DV)	6.55	7.31		
PITTSBURGH	S 7.02	S 7.40		
Arrive	A. M.	A. M.		
	55	635		



## FIRST CLASS

#0637 DAILY EX. SAT. & SUN.	#0941 DAILY EX. SAT. & SUN.	#0913 DAILY EX. SAT. & SUN.	#0521 DAILY EX. SAT. & SUN.	#0641 DAILY EX. SAT. & SUN.	#061 DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
					# 3.52
					4.07
					4.13
					4.26
					4.44
					4.58
					5.20
					5.30
					5.40
					5.50
					5.53
					6.01
					S 6.09
					f 6.19
					6.22
					6.34
					6.45
Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	6.49
					6.57
Nov. 22, Dec. 25, Jan. 1.	Nov. 22, Dec. 25, Jan. 1.	Nov. 22, Dec. 25, Jan. 1.	Nov. 22, Dec. 25, Jan. 1.	Nov. 22, Dec. 25, Jan. 1.	D 7.04
					7.14
					7.17
					7.26
					7.39
					7.49
S 6.18				S 7.22	D 7.56
S 6.30				S 7.33	D 8.04
S 6.41				S 7.48	D 8.14
F 6.45				7.53	8.23
S 6.47				S 7.58	Will not Run
S 6.49				S 8.02	Nov. 23-24, Dec. 24, 25, 31, Jan. 1,
S 6.54					Feb. 23,
S 6.57					8.30
S 6.00					Apr. 13.
S 7.03				S 8.06	
S 7.06				8.08	
S 7.10					
			S 7.38		
S 7.14			S 7.41	8.12	8.38
S 7.18			S 7.45		
S 7.22			S 7.49	8.16	8.37
S 7.24			S 7.52		
S 7.27			S 7.54		D 8.41
S 7.30			7.56	8.19	8.44
S 7.32			S 7.59		
S 7.35			S 8.01		
S 7.37			S 8.03		
S 7.40			S 8.06	8.24	8.49
S 7.42			S 8.09		
S 7.45			S 8.12		
S 7.49			S 8.15		
S 7.52	7.57	8.06	S 8.16	8.27	8.52
S 7.53	S 7.59	S 8.08	S 8.18	S 8.29	D 8.55
S 7.55	S 8.01	S 8.10	S 8.20		
S 7.57	S 8.03	S 8.12	S 8.22	8.33	8.58
S 8.05	S 8.10	S 8.20	S 8.30	S 8.40	S 9.05
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
637	941	913	521	641	61

## HARRISBURG TO PITTSBURGH

STATIONS	FIRST CLASS			
	#13 DAILY EX. MON.	25 DAILY	#9 DAILY EX. SUN. & MON.	
	A. M.	A. M.	A. M.	
Leave				
HARRISBURG (Phila. Reg.)	E 5.17	S 11.30	E 11.45	
BANKS	5.32	11.45	12.05	
VIEW	5.38	11.51	12.12	
PORT	5.51	12.04	12.26	
MIFFLIN	6.09	12.22	12.45	
LEWISTOWN		S 12.36		
LEWIS	6.23	12.39	1.01	
MOUNT UNION				
JACKS	6.45	1.02	1.29	
HUNTINGDON	6.56	S 1.12	1.44	
SPRUCE	7.07	1.25	1.58	
FORGE	7.18	1.35	2.11	
TYRONE		S 1.39		
GRAY	7.21	1.43	2.15	
ANTIS	7.30	1.52	2.25	
ALTOONA	E 7.36	S 2.00	E 2.35	
	# 7.46	# 2.08	# 2.45	
SLOPE	7.51	2.12	2.55	
MC	8.03	2.25	3.12	
GALLITZIN (UN)	8.15	2.37	3.30	
CRESSON (MO)	8.20	2.41	3.35	
NY	8.27	2.48	3.43	
SO	8.34	2.55	3.50	
C	8.44	3.05	4.01	
JOHNSTOWN		S 3.08		
SC	8.50	3.15	4.08	
JD	9.03	3.28	4.25	
TORRANCE	9.13	3.38	4.37	
DERRY (DR)	9.21	3.46	4.47	
LATROBE (KR)	9.26	S 3.53	4.53	
GREENSBURG		S 4.07		
RADEBAUGH (RG)	9.38	4.15	5.10	
GRAPEVILLE	Will Not		Will Not	
JEANNETTE	Run		Run	
PENN	Dec. 25,		Nov. 23,	
MANOR	Jan. 1.		Dec. 26,	
SHAFTON			Jan. 2.	
IRWIN			Feb. 23.	
LARIMER (CP)	9.45	4.23	5.19	
ARDARA				
N. TRAFFORD (Turtle Crk. Br.)				
TRAFFORD (SZ)	9.48	4.26	5.24	
PITCAIRN				
WILMERDING (WG)	9.52	4.30	5.29	
TURTLE CREEK				
EAST PITTSBURGH				
BESSEMER (R)	9.55	4.34	5.35	
BRADDOCK				
COPELAND				
HAWKINS				
SWISSVALE (WK)	10.00	4.41	5.41	
EDGEWOOD				
WILKINSBURG				
HOMEWOOD				
CM	10.03	4.45	5.46	
EAST LIBERTY		D 4.47		
ROUP				
SHADYSIDE (DV)	10.07	4.50	5.50	
PITTSBURGH	E 10.14	S 5.00	E 6.00	
Arrive	A. M.	P. M.	P. M.	
	13	25	9	



## HARRISBURG TO PITTSBURGH

STATIONS	FIRST CLASS			
	◇49	◆●29	◆●39	
	DAILY	DAILY	DAILY EX. SAT.	
	Leave	P. M.	P. M.	P. M.
HARRISBURG (Phila. Reg.)	S 8.35	# 9.16	S 10.30	
BANKS	8.50	9.31	10.45	
VIEW	8.56	9.37	10.51	
PORT	9.09	9.50	11.04	
MIFFLIN	9.27	10.08	11.22	
LEWISTOWN				
LEWIS	9.41	10.21	11.36	
MOUNT UNION				
JACKS	10.03	10.43	11.58	
HUNTINGDON	10.13	10.53	12.08	
SPRUCE	10.23	11.03	12.18	
FORGE	10.33	11.13	12.28	
TYRONE				
GRAY	10.36	11.16	12.32	
ANTIS	10.44	11.24	12.43	
ALTOONA	{ S 10.50 U 11.31 S 12.55	{ # 10.58 # 11.37 # 1.05		
SLOPE	11.01	11.40	1.08	
MG	11.13	11.52	1.20	
GALLITZIN (UN)	11.25	12.03	1.32	
CRESSON (MO)	11.28	12.07	1.35	
NY	11.35	12.14	1.42	
SO	11.42	12.21	1.49	
C	11.52	12.31	1.59	
JOHNSTOWN	S 11.55		S 2.02	
SG	12.00	12.36	2.08	
JD	12.13	12.49	2.21	
TORRANCE	12.23	12.59	2.31	
DERRY (DR)	12.30	1.06	2.39	
LATROBE (KR)	12.34	1.10	2.43	
GREENSBURG				
RADEBAUGH (RG)	12.46	1.22	2.52	
GRAPEVILLE		Will Not	Will Not	
JEANNETTE		Run	Run	
PENN.		Dec. 24,	Dec. 24,	
MANOR		Dec. 25.	Dec. 31.	
SHAFTON				
IRWIN				
LARIMER (CP)	12.53	1.30	3.06	
ARDARA				
N. TRAFFORD (Turtle Crk. Br.)				
TRAFFORD (SZ)	12.57	1.33	3.09	
PITCAIRN				
WILMERDING (WG)	1.01	1.37	3.13	
TURTLE CREEK				
EAST PITTSBURGH				
BESSEMER (R)	1.03	1.40	3.16	
BRADDOCK				
COPELAND				
HAWKINS				
SWISSVALE (WK)	1.08	1.45	3.21	
EDGEWOOD				
WILKINSBURG				
HOMEROOD				
CM	1.11	1.48	3.24	
EAST LIBERTY				
ROUP				
SHADYSIDE (DV)	1.14	1.51	3.27	
PITTSBURGH	S 1.21	S 2.02	S 3.35	
Arrive	A. M.	A. M.	A. M.	
	49	29	39	

## FIRST CLASS

#017 DAILY EX. SUN.	1037 SAT.	03 DAILY			
P. M.	P. M.	P. M.			
# 10.50	S 11.00	# 11.30			
11.05	11.15	11.45			
11.11	11.21	11.51			
11.24	11.34	12.04			
11.42	11.52	12.22			
11.56	12.06	12.36			
12.18	12.28	12.58			
12.28	S 12.39	1.08			
12.39	12.50	1.18			
12.50	1.00	1.28			
12.53	1.03	1.31			
1.02	1.13	1.40			
E 1.09	S 1.20	S 1.47			
1.24	# 1.30	# 1.55			
1.28	1.34	1.58			
1.41	1.47	2.10			
1.55	2.01	2.22			
1.59	2.05	2.25			
2.06	2.12	2.32			
2.13	2.19	2.39			
2.23	2.29	2.49			
E 2.27	S 2.33				
2.37	2.43	2.54			
2.50	2.56	3.07			
3.00	3.05	3.17			
3.08	3.13	3.24			
3.13	3.18	3.29			
E 3.22	S 3.27				
3.29	3.34	3.41			
Will Not Run Nov. 22, Dec. 24, Jan. 1.	Will Run Dec. 24, Dec. 31.				
3.37	3.42	3.49			
3.40	3.45	3.52			
3.44	3.49	3.56			
3.47	3.52	3.59			
3.52	3.57	4.05			
3.55	4.00	4.08			
3.58	4.03	4.11			
E 4.05	S 4.10	S 4.20			
A. M.	A. M.	A. M.			
17	37	3			

## PITTSBURGH TO HARRISBURG

STATIONS	FIRST CLASS			
	48	30	28	50
	A. M.	A. M.	A. M.	A. M.
Arrive				
HARRISBURG (Phila. Reg.)	\$ 5.05	\$ 5.51	D 6.19	\$ 10.24
BANKS	4.50	5.36	6.04	10.09
VIEW	4.44	5.30	5.58	10.03
PORT	4.31	5.18	5.46	9.50
MIFFLIN	4.13	5.00	5.28	9.32
LEWISTOWN				\$ 9.18
LEWIS	4.00	4.47	5.15	9.16
MOUNT UNION				
JACKS	3.38	4.25	4.53	8.53
HUNTINGDON	3.28	4.15	4.43	\$ 8.41
SPRUCE	3.18	4.05	4.33	8.29
FORGE	3.08	3.55	4.23	8.19
TYRONE				\$ 8.15
GRAY	3.05	3.52	4.20	8.11
ANTIS	2.58	3.44	4.12	8.03
ALTOONA	# 2.51	# 3.39	# 4.07	# 7.56
	\$ 2.45	\$ 3.35	\$ 4.03	\$ 7.50
SLOPE	2.41	3.32	4.00	7.46
MG	2.29	3.20	3.48	7.34
GALLITZIN (AR)	2.19	3.10	3.38	7.24
CRESSON (MO)	2.16	3.07	3.35	7.21
NY	2.06	2.57	3.25	7.08
SO	1.59	2.50	3.18	7.00
C	1.49	2.40	3.08	6.50
JOHNSTOWN				\$ 6.46
SG	1.44	2.35	3.03	6.39
JD	1.31	2.22	2.50	6.26
TORRANCE	1.21	2.12	2.40	6.16
DERRY (DR)	1.14	2.05	2.33	6.09
LATROBE (KR)	1.09	2.00	2.28	6.04
GREENSBURG				\$ 5.50
RADEBAUGH (RG)	12.58	1.49	2.17	5.47
GRAPEVILLE			Will	
JEANNETTE			Not	
PENN			Run	
MANOR			Dec. 25,	
SHAFTON			Dec. 26.	
IRWIN				
LARIMER (CP)	12.50	1.41	2.09	5.39
ARDARA				
N. TRAFFORD (Turtle Crk. Br.)				
TRAFFORD (SZ)	12.47	1.38	2.06	5.36
PITCAIRN				
WILMERDING (WG)	12.43	1.34	2.02	5.32
TURTLE CREEK				
EAST PITTSBURGH				
BESSEMER (R)	12.40	1.31	1.59	5.29
BRADDOCK				
COPELAND				
HAWKINS				
SWISSVALE (WK)	12.35	1.26	1.54	5.24
EDGEWOOD				
WILKINSBURG				
HOMEWOOD				
CM	12.32	1.23	1.51	5.21
EAST LIBERTY				
ROUP				
SHADYSIDE (DV)	12.28	1.20	1.48	5.18
PITTSBURGH	# 12.21	# 1.13	# 1.41	\$ 5.10
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY
	048	030	# 028	050

## FIRST CLASS

522	32	10	18		
A. M.	P. M.	P. M.	P. M.		
	S 2.28	E 3.33	S 5.55		
	2.13	3.18	5.40		
	2.07	3.12	5.33		
	1.55	2.59	5.18		
	1.37	2.41	5.00		
	S 1.22		S 4.46		
	1.20	2.28	4.43		
	12.58	2.06	4.21		
	12.48	1.56	S 4.11		
	12.38	1.46	3.59		
	12.28	1.36	3.49		
			S 3.46		
	12.25	1.33	3.43		
	12.18	1.26	3.35		
	# 12.10	# 1.18	# 3.29		
	S 12.04	E 1.10	S 3.25		
	12.01	1.07	3.23		
	11.50	12.56	3.12		
	11.40	12.46	3.02		
Will Not Run	11.38	12.43	3.00		
	11.28	12.33	2.50		
Nov. 22,	11.20	12.25	2.43		
Dec. 25,	11.10	12.15	2.33		
Jan. 1.	S 11.05	E 12.10	S 2.29		
	11.01	12.05	2.24		
	10.48	11.52	2.12		
	10.38	11.42	2.02		
	10.30	11.34	1.55		
	S 10.23	11.29	S 1.47		
	S 10.10	E 11.17	S 1.34		
	10.06	11.13	1.31		
		Will Not Run			
		Nov. 23, 24,			
		Dec. 25, 26,			
		Jan. 1, 2,			
	9.58	11.05	1.23		
S 8.04					
S 8.02	9.55	11.01	1.20		
S 7.58					
S 7.54	9.51	10.57	1.16		
S 7.51					
S 7.49					
S 7.45	9.48	10.54	1.13		
S 7.42					
S 7.39					
S 7.37					
S 7.34	9.43	10.49	1.08		
S 7.31					
S 7.29					
S 7.26					
S 7.25	9.40	10.46	1.05		
S 7.23	S 9.37				
S 7.20					
S 7.18	9.33	10.43	1.02		
S 7.10	S 9.25	E 10.35	S 12.55		
A. M.	A. M.	A. M.	P. M.		
DAILY EX. SAT. & SUN. #522	DAILY 32	DAILY EX. SUN. & MON. #10	DAILY EX. SAT. 18		

## PITTSBURGH TO HARRISBURG

STATIONS	FIRST CLASS			
	12	638	24	
	P. M.	P. M.	P. M.	
<b>Arrive</b>				
HARRISBURG (Phila. Reg.)	S 6.55		S 9.26	
BANKS	6.40		9.11	
VIEW	6.33		9.02	
PORT	6.19		8.47	
MIFFLIN	6.01		8.29	
LEWISTOWN	S 5.46		S 8.15	
LEWIS	5.43		8.13	
MOUNT UNION			F 7.51	
JACKS	5.21		7.49	
HUNTINGDON	S 5.11		S 7.37	
SPRUCE	4.59		7.26	
FORGE	4.49		7.16	
TYRONE	S 4.46		S 7.13	
GRAY	4.43		7.10	
ANTIS	4.36		7.02	
ALTOONA	{ # 4.30		{ # 6.55	
	S 4.25		S 6.45	
SLOPE	4.23		6.40	
MG	4.12		6.28	
GALLITZIN (AR)	4.02		6.18	
CRESSON (MO)	4.00	Will Not	6.15	
NY	3.50	Run	6.04	
SO	3.43	Nov. 22,	5.56	
C	3.33	Dec. 25,	5.46	
JOHNSTOWN	S 3.29	Jan. 1.	S 5.40	
SC	3.24		5.35	
JD	3.12		5.23	
TORRANCE	3.02		5.13	
DERRY (DR)	2.55	D 5.49	5.06	
LATROBE (KR)	S 2.47	S 5.31	S 4.58	
GREENSBURG	S 2.34	S 5.16	S 4.45	
RADEBAUGH (RG)	2.31	F 5.11	4.41	
GRAPEVILLE		F 5.08		
JEANNETTE		S 5.05		
PENN		S 5.01		
MANOR		S 4.57		
SHAFTON		S 4.54		
IRWIN		S 4.52		
LARIMER (CP)	2.23	S 4.49	4.32	
ARDARA		S 4.46		
N. TRAFFORD (Turtle Crk. Br.)				
TRAFFORD (SZ)	2.20	S 4.42	4.29	
PITCAIRN		S 4.39		
WILMERDING (WG)	2.16	S 4.35	4.25	
TURTLE CREEK		S 4.32		
EAST PITTSBURGH		S 4.30		
BESSEMER (R)	2.13	S 4.23	4.22	
BRADDOCK		S 4.21		
COPELAND		S 4.19		
HAWKINS		S 4.17		
SWISSVALE (WK)	2.08	S 4.14	4.16	
EDGEWOOD		S 4.12		
WILKINSBURG		S 4.10		
HOMEWOOD		S 4.07		
CM	2.05	4.06	4.13	
EAST LIBERTY		S 4.04	S 4.10	
ROUP				
SHADYSIDE (DV)	2.02	S 3.59	4.07	
PITTSBURGH	S 1.55	S 3.52	S 4.00	
<b>Leave</b>	P. M.	P. M.	P. M.	
	SAT. ONLY 12	DAILY EX. SAT. & SUN. #638	DAILY EX. SAT. 24	





## PITTSBURGH TO HARRISBURG

STATIONS	FIRST CLASS			
	18	22		
Arrive	A. M.	A. M.		
HARRISBURG (Phila. Reg.)	E 12.06	S 3.15		
BANKS	11.50	3.00		
VIEW	11.44	2.54		
PORT	11.31	2.41		
MIFFLIN	11.12	2.23		
LEWISTOWN		S 2.09		
LEWIS	10.57	2.05		
MOUNT UNION				
JACKS	10.34	1.43		
HUNTINGDON	10.24	1.33		
SPRUCE	10.12	1.21		
FORGE	10.02	1.11		
TYRONE				
GRAY	9.59	1.08		
ANTIS	9.50	1.00		
ALTOONA	# 9.40	# 12.52		
	E 9.15	S 12.45		
SLOPE	9.10	12.42		
MC	8.58	12.30		
GALLITZIN (AR)	8.48	12.20		
CRESSON (MO)	8.45	12.17		
NY	8.33	12.05		
SO	8.25	11.57		
C	8.15	11.47		
JOHNSTOWN	E 8.05	S 11.40		
SG	7.51	11.35		
JD	7.38	11.23		
TORRANCE	7.28	11.13		
DERRY (DR)	7.20	11.06		
LATROBE (KR)	7.15	S 10.58		
GREENSBURG	E 7.05	S 10.45		
RADEBAUGH (RG)	6.55	10.40		
GRAPEVILLE				
JEANNETTE				
PENN				
MANOR				
SHAFTON				
IRWIN				
LARIMER (CP)	6.50	10.32		
ARDARA				
N. TRAFFORD (Turtle Crk. Br.)				
TRAFFORD (SZ)	6.47	10.29		
PITCAIRN				
WILMERDING (WG)	6.39	10.25		
TURTLE CREEK				
EAST PITTSBURGH				
BESSEMER (R)	6.34	10.22		
BRADDOCK				
COPELAND				
HAWKINS				
SWISSVALE (WK)	6.29	10.17		
EDGEWOOD				
WILKINSBURG				
HOMEWOOD				
CM	6.26	10.14		
EAST LIBERTY		S 10.10		
ROUP				
SHADYSIDE (DV)	6.23	10.07		
PITTSBURGH	E 6.15	S 10.00		
Leave	P. M.	P. M.		
	DAILY EX. SUN.	DAILY		
	18	22		

## FIRST CLASS

60	4				
A. M.	A. M.				
<b>S</b> 3.51	<b>S</b> 4.29				
3.36	4.14				
3.31	4.08				
3.17	3.55				
2.59	3.37				
2.44	3.24				
2.22	3.02				
2.12	2.52				
2.00	2.42				
1.50	2.32				
1.47	2.29				
1.39	2.21				
<b>f</b> 1.32	<b>f</b> 2.15				
<b>S</b> 1.26	<b>S</b> 2.09				
1.23	2.06				
1.11	1.55				
1.01	1.45				
12.58	1.42				
12.45	1.32				
12.37	1.24				
12.26	1.13				
<b>S</b> 12.20					
12.16	1.08				
12.03	12.55				
11.53	12.45				
11.46	12.38				
<b>S</b> 11.38	12.33				
<b>S</b> 11.25					
11.20	12.21				
Will Not Run					
Nov. 22, 23,					
Dec. 23, 24,					
30, 31,					
Feb. 22,					
Apr. 12.					
11.12	12.13				
11.09	12.10				
11.05	12.06				
11.02	12.03				
10.57	11.58				
10.54	11.55				
<b>S</b> 10.50					
10.47	11.52				
<b>S</b> 10.40	<b>S</b> 11.43				
P. M.	P. M.				
DAILY	DAILY				
EX. SAT.					
#060	04				

## PITTSBURGH TO WOOD—ACRE

STATIONS	FIRST CLASS			
	31	49	29	39
	DAILY	DAILY	DAILY	DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.	A. M.
PITTSBURGH.....	S 1.03	# 1.29	# 2.12	S 4.10
FEDERAL STREET.....		1.33	2.16	4.14
BELLEVUE.....		1.39	2.22	4.20
AVALON.....				Via Low Grade Branch
BEN AVON.....				
EMSWORTH.....				
GLENFIELD.....				
GLEN OSBORNE.....				
SEWICKLEY.....				
EDGEWORTH.....				
SHIELDS.....				
LEETSDALE.....		1.48	2.31	4.30
AMBRIDGE.....				
BADEN.....		1.53	2.36	4.35
FREEDOM.....				
WEST CONWAY.....		1.57	2.40	4.39
ROCHESTER.....		1.59	2.42	4.42
NEW BRIGHTON.....				
BEAVER FALLS.....				
WOOD (Lake Reg.).....		2.09	2.52	
CASTLE.....				5.11
FOURTH AVE. (Pgh. Reg.).....			Will Not Run Dec. 25, Dec. 26.	Will Not Run Dec. 25, Jan. 1.
MONON.....	1.08			
SMITHFIELD ST.....				
CORLISS.....	1.16			
INGRAM.....				
CRAFTON.....				
IDLEWOOD.....				
WAGNER.....	1.23			
ROSSLYN.....				
CARNEGIE.....				
RENNERDALE.....				
OAKDALE.....				
NOBLESTOWN.....				
STURGEON.....				
LAUREL HILL.....	1.38			
McDONALD.....				
MIDWAY.....				
BULGER.....	1.43			
RACCOON.....				
BURGETTS.....	1.48			
BURGETTSTOWN.....				
CO.....	2.02			
WEIRTON JCT.....	2.10			
STEUBENVILLE.....	S 2.13			
MINGO JCT.....	2.20			
ACRE (Buckeye Reg.).....	2.35			
Arrive	A. M.	A. M.	A. M.	A. M.
	31	49	29	39

## FIRST CLASS

3	1037	55	1013	53	10715
DAILY	SUN.	DAILY	DAILY EX. MON.	DAILY	DAILY EX. SAT. & SUN.
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
S 4.45	S 5.00	S 7.30	S 10.44	S 12.01	S 6.30
	5.04	7.34		12.05	
	5.10	7.40		12.11	
	Via Low Grade Branch		Will Not Run		Will Not Run
			Dec. 25, Jan. 1.	S 12.20	Nov. 22, Dec. 25, Jan. 1.
	5.20	7.49		12.24	
	5.25	7.54		12.29	
	5.29	7.58		12.33	
	5.31	8.00		S 12.37	
		S 8.06		S 12.45	
		8.13		12.56	
	5.58				
4.50	Will Run		10.50		S 5.34
					5.36
4.58	Dec. 25, Jan. 1.		10.58		S 5.36
					S 5.44
					S 5.47
					S 5.49
					S 5.51
5.04			11.04		5.53
					S 5.54
					S 5.57
					S 6.01
					S 6.05
					S 6.09
					S 6.12
5.19			11.19		6.14
					S 6.15
					S 6.19
5.24			11.24		S 6.22
					S 6.25
5.28			11.28		6.28
					D 6.30
5.42			11.42		
5.50			11.50		
S 5.55			S 11.53		
6.00			11.58		
6.13			12.11		
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
3	37	55	13	53	715

## PITTSBURGH TO WOOD—ACRE

STATIONS	FIRST CLASS			
	#427 DAILY EX. SAT. & SUN.	#045 DAILY EX. SUN. & MON.		
Leave	P. M.	P. M.		
PITTSBURGH.....	S 5.30	E 7.50		
FEDERAL STREET.....	S 5.34	7.54		
BELLEVUE.....	S 5.39	8.00		
AVALON.....	S 5.42			
BEN AVON.....	S 5.44			
EMSWORTH.....	S 5.47			
GLENFIELD.....	S 5.50			
GLEN OSBORNE.....	S 5.53			
SEWICKLEY.....	S 5.55			
EDGEWORTH.....	S 5.57			
SHIELDS.....	S 5.59			
LEETSDALE.....	6.02	8.10		
AMBRIDGE.....	S 6.04			
BADEN.....	S 6.09	8.15		
FREEDOM.....	S 6.14			
WEST CONWAY.....	6.16	8.20		
ROCHESTER.....	S 6.17	E 8.23		
NEW BRIGHTON.....	S 6.23			
BEAVER FALLS.....	D 6.25			
WOOD (Lake Reg.).....		8.37		
CASTLE.....				
FOURTH AVE. (Pgh. Reg.).....				
MONON.....	Will Not Run	Will Not Run		
SMITHFIELD ST.....	Nov. 22,	Nov. 23,		
CORLISS.....	Dec. 25,	Dec. 26,		
INGRAM.....	Jan. 1.	Jan. 2.		
CRAFTON.....				
IDLEWOOD.....				
WAGNER.....				
ROSSLYN.....				
CARNEGIE.....				
RENNERDALE.....				
OAKDALE.....				
NOBLESTOWN.....				
STURGEON.....				
LAUREL HILL.....				
McDONALD.....				
MIDWAY.....				
BULGER.....				
RACCOON.....				
BURGETTS.....				
BURGETTSTOWN.....				
CO.....				
WEIRTON JCT.....				
STEUBENVILLE.....				
MINGO JCT.....				
ACRE (Buckeye Reg.).....				
Arrive	P. M.	P. M.		
	427	45		

## FIRST CLASS

●7	◇23				
DAILY	DAILY				
P. M.	P. M.				
E 9.30	S 11.30				
	11.34				
	11.40				
	S 11.48				
	11.53				
	11.58				
	12.02				
	S 12.05				
	S 12.13				
	12.23				
9.35					
9.45					
9.50					
10.06					
10.12					
10.17					
10.32					
10.39					
10.46					
11.00					
P. M.	A. M.				
7	23				

## WOOD—ACRE TO PITTSBURGH

STATIONS	FIRST CLASS			
	28	50	424	
	A. M.	A. M.	A. M.	
Arrive				
PITTSBURGH.....	<b>S</b> 1.34	<b>S</b> 4.45	<b>S</b> 8.15	
FEDERAL STREET.....	1.30	4.41	<b>D</b> 8.10	
BELLEVUE.....	1.24	4.35	<b>S</b> 8.02	
AVALON.....			<b>S</b> 8.00	
BEN AVON.....			<b>S</b> 7.57	
EMSWORTH.....			<b>S</b> 7.54	
GLENFIELD.....	Will			
GLEN OSBORNE.....	Not		<b>S</b> 7.45	
SEWICKLEY.....	Run		<b>S</b> 7.44	
EDGEWORTH.....	Dec. 25,		<b>S</b> 7.41	
SHIELDS.....	Dec. 26.			
LEETSDALE.....	1.15	4.26	7.38	
AMBRIDGE.....			<b>S</b> 7.34	
BADEN.....	1.10	4.21	<b>S</b> 7.29	
FREEDOM.....			<b>S</b> 7.24	
WEST CONWAY.....	1.06	4.17	7.22	
ROCHESTER.....	1.04	4.15	<b>S</b> 7.19	
NEW BRIGHTON.....			<b>S</b> 7.15	
BEAVER FALLS.....			<b>S</b> 7.12	
WOOD (Lake Reg.).....	12.54	4.05		
CASTLE.....				
FOURTH AVE. (Pgh. Reg.).....				
MONON.....			Will Not	
SMITHFIELD ST.....			Run	
CORLISS.....			Nov. 22,	
INGRAM.....			Dec. 25,	
CRAFTON.....			Jan. 1.	
IDLEWOOD.....				
WAGNER.....				
ROSSLYN.....				
CARNEGIE.....				
RENNERDALE.....				
OAKDALE.....				
NOBLESTOWN.....				
STURGEON.....				
LAUREL HILL.....				
McDONALD.....				
MIDWAY.....				
BULGER.....				
RACCOON.....				
BURGETTS.....				
BURGETTSTOWN.....				
CO.....				
WEIRTON JCT.....				
STEUBENVILLE.....				
MINGO JCT.....				
ACRE (Buckeye Reg.).....				
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY EX. SAT. & SUN.	
	±028	050	±424	



## FIRST CLASS

714	32	54	52	14	
A. M.	A. M.	A. M.	P. M.	P. M.	
S 8.13	S 8.45	S 8.55	E 3.40	E 3.15	
		8.51	3.38		
		8.45	3.30		
Will Not Run					
Nov. 22, Dec. 25, Jan. 1.		S 8.34			
		8.32	3.20		
		8.27	3.15	Will Not Run	
		8.22	3.10	Dec. 26,	
		8.20	3.05	Jan. 2.	
		S 8.12			
		8.07	2.55		
D 8.08			Will Not Run		
8.06	8.41			3.12	
S 8.04			Nov. 24,		
S 7.58	8.35		Dec. 27,	3.05	
S 7.53			Jan. 3.		
S 7.49					
S 7.46					
7.44	8.30			3.00	
S 7.43					
S 7.40					
S 7.34					
S 7.29					
S 7.25					
S 7.22					
7.20	8.16			2.45	
S 7.18					
S 7.13					
S 7.09	8.11			2.40	
S 7.05					
7.03	8.06			2.35	
S 7.00					
	7.52			2.18	
	7.44			2.10	
	S 7.35			E 2.00	
	7.33			1.53	
	7.20			1.40	
A. M.	A. M.	A. M.	P. M.	P. M.	
DAILY EX. SAT & SUN.	DAILY	DAILY	DAILY EX. MON. & TUES.	DAILY EX. MON.	
#714	32	54	#52	#14	

## WOOD—ACRE TO PITTSBURGH

STATIONS	FIRST CLASS			
	38	22	4	48
	P. M.	P. M.	P. M.	A. M.
Arrive				
PITTSBURGH.....	S 9.25	S 9.35	S 11.23	S 12.11
FEDERAL STREET.....	9.21	9.31		12.08
BELLEVUE.....	9.15	9.25		12.02
AVALON.....				
BEN AVON.....	Via			
EMSWORTH.....	Low			
GLENFIELD.....	Grade			
GLEN OSBORNE.....	Branch			
SEWICKLEY.....	S 9.05			
EDGEWORTH.....				
SHIELDS.....				
LEETSDALE.....	9.01	9.15		11.53
AMBRIDGE.....				
BADEN.....	8.56	9.10		11.48
FREEDOM.....				
WEST CONWAY.....	8.52	9.06		11.44
ROCHESTER.....	S 8.48	9.03		11.42
NEW BRIGHTON.....				
BEAVER FALLS.....		S 8.57		
WOOD (Lake Reg.).....		8.52		11.33
CASTLE.....	8.11			
FOURTH AVE. (Pgh. Reg.).....				
MONON.....			11.19	
SMITHFIELD ST.....				
CORLISS.....			11.11	
INGRAM.....				
CRAFTON.....				
IDLEWOOD.....				
WAGNER.....			11.05	
ROSSLYN.....				
CARNEGIE.....				
RENNERDALE.....				
OAKDALE.....				
NOBLESTOWN.....				
STURGEON.....				
LAUREL HILL.....			10.50	
McDONALD.....				
MIDWAY.....				
BULGER.....			10.45	
RACCOON.....				
BURGETTS.....			10.41	
BURGETTSTOWN.....				
CO.....			10.27	
WEIRTON JCT.....			10.19	
STEUBENVILLE.....			S 10.12	
MINGO JCT.....			10.09	
ACRE (Buckeye Reg.).....			9.56	
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY
	●38	◇22	◇4	◇48



## PITTSBURGH AND KISKIMINETAS JCT.

STATIONS	FIRST CLASS WESTWARD		FIRST CLASS EASTWARD	
	#0941 DAILY EX. SAT. & SUN.			#0924 DAILY EX. SAT. & SUN.
	Leave A. M.			Arrive P. M.
	Will Not Run Nov. 22, Dec. 25, Jan. 1.			Will Not Run Nov. 22, Dec. 25, Jan. 1.
KISKIMINETAS JCT.....	S 7.06			F 6.52
FREEPORT.....	S 7.09			S 6.46
HARRIS.....	7.13			6.44
BEALE.....	7.15			6.42
NATRONA.....	S 7.16			S 6.38
BRACKENRIDGE.....	S 7.20			S 6.35
TARENTUM.....	S 7.23			S 6.32
HIGGINS.....	7.26			6.29
CREIGHTON.....	S 7.27			S 6.28
SPRINGDALE.....	S 7.32			S 6.23
CHESWICK.....	S 7.37			S 6.19
ACME.....	7.39			6.18
HARMAR.....	7.42			6.16
BLAWNOX.....	S 7.46			S 6.11
ASPINWALL.....	S 7.50			S 6.07
UY.....	7.52			6.06
CM.....	7.57			6.00
PITTSBURGH.....	S 8.10			S 5.46
	Arrive A. M.			Leave P. M.
	941			924

## ALADDIN TO PITTSBURGH

STATIONS	FIRST CLASS SOUTHWARD		FIRST CLASS NORTHWARD	
	#0913 DAILY EX. SAT. & SUN.		#0914 DAILY EX. SAT. & SUN.	#0924 DAILY EX. SAT. & SUN.
	Leave A. M.		Arrive P. M.	Arrive P. M.
	Will Not Run Nov. 22, Dec. 25, Jan. 1.		Will Not Run Nov. 22, Dec. 25, Jan. 1.	Will Not Run Nov. 22, Dec. 25, Jan. 1.
ALADDIN.....				
SCHENLEY.....				S 6.54
KISKIMINETAS JCT.....	S 7.08		S 6.45	F 6.52
GARVERS FERRY.....	S 7.12		S 6.41	
BRAEBURN.....	S 7.21		S 6.38	
ARNOLD.....	S 7.28		S 6.29	
FN.....	7.30		6.26	
NEW KENSINGTON.....	S 7.32		S 6.25	
PARNASSUS.....	S 7.35		S 6.19	
BARKING.....	F 7.41		F 6.16	
OAKMONT.....	S 7.48		S 6.09	
VERONA.....	S 7.51		S 6.06	
DN.....	7.52		6.05	
UY.....	8.03		5.58	
CM.....	8.06		5.55	
PITTSBURGH.....	S 8.20		S 5.40	
	Arrive A. M.		Leave P. M.	Leave P. M.
	913		914	924

STATIONS	FIRST CLASS NORTHWARD		FIRST CLASS SOUTHWARD	
	● #807 DAILY EX. SAT. & SUN.		● #810 DAILY EX. SAT. & SUN.	
	Arrive A. M.		Leave P. M.	
	Will Not Run Nov. 22, Dec. 25, Jan. 1.		Will Not Run Nov. 22, Dec. 25, Jan. 1.	
PITTSBURGH.....	S 8.00		S 5.33	
FOURTH AVENUE.....	D 7.55		S 5.36	
MONON.....	7.53		5.38	
OB.....	7.46		5.43	
HOMESTEAD.....	S 7.40		S 5.51	
KENNY.....	7.34		5.55	
PG.....	7.33		5.56	
DUQUESNE.....	S 7.31		S 5.58	
SOUTH DUQUESNE.....	S 7.28		S 6.01	
CR.....	7.24		6.05	
DRAVOSBURG.....	S 7.22		S 6.07	
WILSON.....	S 7.16		F 6.13	
CLAIRTON.....	S 7.13		S 6.18	
WEST ELIZABETH.....	S 7.09		S 6.22	
ELRAMA.....	S 7.04		S 6.26	
H.....				
	Leave A. M.		Arrive P. M.	
	807		810	

## TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Lewistown*	8.00 AM to 9.00 PM	8.00 AM to 9.00 PM	8.00 AM to 9.00 PM
Huntingdon*	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	Closed
Tyrone*	8.00 AM to 7.30 PM	10.30 AM to 7.30 PM	10.30 AM to 7.30 PM
Altoona	Continuously	Continuously	Continuously
Johnstown	8.40 AM to 1.10 AM	8.40 AM to 1.10 AM	8.40 AM to 1.10 AM
Latrobe*	6.00 AM to 12.30 AM	5.30 AM to 12.30 AM	5.30 AM to 12.30 AM
Greensburg*	5.30 AM to 11.45 PM	5.30 AM to 11.45 PM	5.30 AM to 11.45 PM
Jeannette*	6.00 AM to 3.00 PM	Closed	Closed
Irwin*	6.30 AM to 3.30 PM	Closed	Closed
Wilmerding*	7.15 AM to 9.00 AM 10.30 AM to 11.15 AM 12.15 PM to 2.30 PM 4.00 PM to 4.15 PM	Closed	Closed

Station	Monday to Friday	Saturday	Sunday
East Pittsburgh*	8.15 AM to 5.15 PM	Closed	Closed
Braddock*	7.00 AM to 10.00 AM 2.45 PM to 3.00 PM	Closed	Closed
Swissvale*	7.15 AM to 4.15 PM	Closed	Closed
Edgewood*	6.15 AM to 11.00 AM 12.01 PM to 3.15 PM	Closed	Closed
Wilkinsburg*	7.00 AM to 4.00 PM	Closed	Closed
East Liberty*	7.00 AM to 6.00 PM	Closed	Closed
Pittsburgh	7.00 AM to 1.01 AM	7.00 AM to 1.01 AM	7.00 AM to 1.01 AM
Homestead*	7.15 AM to 5.00 PM	Closed	Closed
Dravosburg*	7.00 AM to 4.10 PM	Closed	Closed
Clairton*	7.00 AM to 6.30 PM	Closed	Closed
Freeport*	6.30 AM to 3.30 PM	Closed	Closed
Tarentum*	7.00 AM to 11.30 AM	Closed	Closed
Aspinwall*	7.00 AM to 9.00 AM 1.30 PM to 4.00 PM	Closed	Closed
Oakmont*	7.30 AM to 11.59 AM 2.00 PM to 5.30 PM	Closed	Closed
New Kensington*	7.00 AM to 4.00 PM	Closed	Closed
Sewickley*	7.30 AM to 4.00 PM	Closed	Closed
Rochester*	6.30 AM to 10.00 AM 11.00 AM to 3.30 PM	Closed	Closed
Beaver* Falls	7.00 AM to 11.00 AM 12.01 PM to 4.00 PM	Closed	Closed
Fourth Ave.*	5.00 PM to 6.00 PM	Closed	Closed
Corliss*	7.30 AM to 4.30 PM	Closed	Closed
Burgettst'n*	1.01 PM to 4.30 PM	Closed	Closed
Steubenville	6.15 AM to 12.01 AM	6.15 AM to 12.01 AM	6.15 AM to 12.01 AM

\*Closed Thanksgiving Day, Nov. 23, Christmas Day, Dec. 25, New Years Day, Jan. 1.

During Daylight Savings Time offices will open and close one hour earlier than indicated above.

## EXTRA STOPS—PASSENGER TRAINS

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

## FREIGHT SERVICE BETWEEN WAYNESBURG AND WASHINGTON

Freight service on Waynesburg Secondary track between WH and Waynesburg represented by motor car the movement of which is authorized as Track Car Extra as follows:

The time shown conveys no time-table authority.

STATIONS	WESTWARD Thursday Only	EASTWARD Thursday Only
	A. M.	P. M.
WASHINGTON.....	Lv. 6.55	Ar. 2.15
SUMMIT SIDING.....	7.25	1.05
BAKER.....	8.10	12.25
WEST UNION.....	9.10	11.25
WAYNESBURG.....	Ar. 10.15	Lv. 10.35
	A. M.	A. M.

On the day this car is authorized to operate no movements between WH and Waynesburg will be made before first arranging with driver of freight motor car for proper protection.

Motor car driver will report departing and arriving time at Washington and Waynesburg by telephone to operator at Wagner for block record.

# U. S. MAIL WORK

STATIONS	WESTWARD						EASTWARD		
	55	61	25	13	3		10	28	50
Port Royal			C D 1-4						
Mifflin			C D 1-4						
Lewistown				D-1 N			D-N	D-1	
Mapleton			C D 1-4						
Huntingdon				D-1 N					
Petersburg			C D 1-4						
Gallitsin			J						
Cresson		D-1-2 N	CD-1 N-J						C D N-1
Johnstown				D-1					
Torrance	D-6	D-1-2	D-1-4						
Greensburg					D-1 N				
Grapeville			D-1-4						
Larimer			D-1-4						
		31	53				54		
New Brighton			CD 1				D-1		
Steubenville (just east of Washington St.)		D-K							

## 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 engineer 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	VL-9 (1)	BC-7 (1-9)	LCL-7 2-3-6-9	WC-7 (1)	WC-5 (1)	LCL-1 (3-6-9)	CE-5 (4)	LCL-9 (3-6-9)	TT-3 2-3-4-6-9	SWC-1 (1)	LCL-3 (3-6-9)	PWC-1 (3)	CIN-1 (1)	GWC-1 (1)	TT-1 (3-6-9)	PC-7 (1)	WC-1 (1)	JET-1 (3-6-9)	BC-5 (3-9)	PMC-3 (3-9)	DJ-3 (3-6-9)
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.	P.M.	P.M.
Banks			3.00			5.00		3.15	4.45	5.15	3.45			6.10	6.55			10.30	7.30		
Look Haven		3.00						5.45	7.05	8.20	6.15			9.45	9.15			12.50	11.00		
Antis		6.15	5.30			7.30		6.30	7.50	9.30	7.00			10.45	10.00			1.20	12.01		
Slope		8.15	6.15			8.30				12.01				1.25	11.50			2.45	2.30		
JD		10.45	7.55			10.10															
Brady																					
SZ		12.05	8.55			11.10		9.10	10.30		9.40			3.00				3.55			
WG			3.15			2.15			11.45		1.45	5.30						4.30		7.00	1.30
CM			3.45			2.45												4.50			
PITT		1.15								2.30				4.00	1.20						
Federal Street		1.30	4.15			3.15				2.45				4.15	1.35			5.15	5.15		
Shire Oaks																					
Esplan-Monon									12.15		2.55	7.30									
Bouly																					
East Conway		2.15								3.35				5.00							
West Conway	12.30			3.00	3.30		4.00			10.00			5.30		2.25	1.50	1.30	5.37	6.00		
Rochester															3.00			5.43			
Wood			5.15		4.00	4.15	4.25								3.25		2.00	5.55			
Yellow Creek				3.50					1.25	11.50	3.45	10.40									
Mingo Junction	3.25								1.45	12.10	4.05	11.00	7.25							11.30	3.25
Aene	3.45			5.10									7.45							12.30	3.45
Arrive	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.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. (8) Saturday only. \*To operate as required. (9) During Daylight Savings time operates one hour earlier than time shown.

# ARRANGED FREIGHT TRAIN SERVICE—WESTWARD—NORTHWARD

The time shown conveys no time-table authority.

STATIONS	NWC-1 (1)	ED-3 (3-6-0)	WC-11 (1)	CBF-2 (1)	PD-1 (3)	PG-5 (1)	SW-1 (1)	HW-3 (1)	WC-9 (1)	EC-7 (1)	VC-1 (1)	PG-1 (1)	PG-3 (1)	TT-SPL (10)	CBF-4 (9)	LCL-5 (3-6-0)	TH-3 (1)		
<b>Leave</b>	<b>A.M.</b>	<b>A.M.</b>	<b>A.M.</b>	<b>P.M.</b>	<b>P.M.</b>	<b>P.M.</b>	<b>P.M.</b>	<b>P.M.</b>	<b>P.M.</b>	<b>P.M.</b>	<b>A.M.</b>	<b>A.M.</b>	<b>P.M.</b>	<b>P.M.</b>	<b>P.M.</b>	<b>A.M.</b>	<b>A.M.</b>		
Banks.....	2.45	8.55				12.30		5.30		8.00		10.35	7.00	7.10		2.30	7.45		
Look Haven.....																			
Antia.....	6.00	12.40				3.30		10.00		3.00		2.30	11.00	9.30		5.00	11.45		
Slope.....	7.15	1.40				4.45		11.00		6.15		3.30	12.30	10.05		5.45	12.45		
JD.....	9.45	4.10				7.00		1.30		8.30		6.30	4.00	12.10		7.25	3.30		
Brady-AJ.....				1.30						10.30					6.30				
SZ.....												8.15	5.30			8.25			
WG.....			1.00		2.00														
CM.....					Island Ave.														
PITT.....	12.15																		
Federal Street.....	12.30	6.55		4.30	3.00	10.00		4.15		12.50				2.25	9.45		6.15		
Shire Oaks.....																			
Expelen.....																			
Bully.....																			
East Conway.....	1.20	7.40		5.45		11.10		5.00		1.40									
West Conway.....		4.30	10.15				12.45		4.30		12.15			3.15	10.30		7.00		
Rochester.....											12.40			3.50					
Wood.....		5.00			4.00				5.00					4.15					
Yellow Creek.....																			
Mingo Junction.....			12.05				2.40												
Ave.....			12.25				3.00												
<b>Arrive</b>	<b>P.M.</b>	<b>A.M.</b>	<b>P.M.</b>	<b>P.M.</b>	<b>P.M.</b>	<b>P.M.</b>	<b>P.M.</b>	<b>A.M.</b>	<b>P.M.</b>	<b>P.M.</b>	<b>A.M.</b>	<b>P.M.</b>	<b>A.M.</b>	<b>P.M.</b>	<b>P.M.</b>	<b>A.M.</b>	<b>P.M.</b>		

(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. (8) Daily except Thursday. (9) During Daylight Savings Time operates one hour earlier than time shown. (10) Wednesday and Saturday.

# ARRANGED FREIGHT TRAIN SERVICE—EASTWARD—SOUTHWARD

The time shown conveys no time-table authority.

STATIONS	WPB-4 (1)	AST-2 (1)	CP-3 (1)	CG-2 (1)	SW-2 (1)	FW-3 (1)	PC-8 (1)	NF-4 (9-0)	ED-4 (1)	HW-2 (1)	CIN-2 (1)	CE-4 (3)	CSB-8 (1)	CS-8 (1)	LCL-2 (3-6-0)	TT-SPL (10)	CBF-3 (4-8)	JET-2 (3-0)	CAS-2 (1)	CYN-4 (1)
Arrive	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.
Banks.....	2.30	10.20	1.00	2.50		4.15		5.00	6.50	11.15		9.00		3.00		12.20		2.35		11.00
Look Haven.....													2.00							
Antis.....	10.30	6.50	9.00	10.40		1.00		2.20	3.50	6.30		5.45	11.45	12.01		9.55		12.15		8.00
Slope.....	9.30	6.15	8.00	9.40		12.01	Cgh.	1.20	3.05	4.30		4.40	12.45	11.15		9.20		11.50		7.15
JD.....	6.30	4.15	5.00	7.20		9.15	11.30	11.10	1.00	12.30		2.00	9.45	8.30		6.55				4.55
Brady-AJ.....			3.05			7.20				10.00				6.45			7.00			
SZ.....		3.15		6.10			7.00	10.05	11.45			12.45	7.40					9.05		3.20
WG.....		2.25		5.10			6.00	8.35							11.25			8.30		
CM.....															11.00			8.10		
Pitt.....									11.15			12.15	7.00							
Federal Street.....	3.15		2.15			5.30	5.15	7.35	11.00	8.30		12.01	6.45	5.45	10.35	4.40	3.30	7.45		2.45
Shire Oaks.....																				2.30
Epplen-Monon.....		1.55		4.30																
Bouly.....																				
East Conway.....	2.30		1.30			4.45	4.00		10.30	7.30		11.15	6.00	5.00		4.05	2.45			1.45
West Conway.....	2.00				5.15				7.30		10.05	8.00		11.10		3.30			6.00	
Rochester.....																				
Wood.....								6.35	7.10			7.40		10.50	9.45	3.10		7.05		
Yellow Creek.....	1.10																			
Mingo Junction.....	12.30	12.30		2.55	3.15														4.00	
Acra.....		12.15		2.40	3.00														3.45	
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.	P.M.	A.M.	A.M.	A.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 Sat. (8) Daily except Wed. (9) Tuesday and Thursday only. (10) During Daylight Savings time operates one hour earlier than time shown. (11) Wednesday and Saturday.

# ARRANGED FREIGHT TRAIN SERVICE—EASTWARD—SOUTHWARD

The time shown conveys no time-table authority.

STATIONS	TT-2 (3-6-9) P.M.	SW-8 (1) P.M.	NW-82 (1) P.M.	NF-6 (6-8-9) P.M.	TT-4 (3-6-9) P.M.	CG-8 (1) A.M.	CE-2 (1) A.M.	CBF-1 (1) P.M.	SW-6 (1) A.M.	NW-88 (1) A.M.	CP-6 (1) P.M.	SW-10 (1) P.M.	PG-6 (1) A.M.	GRE-2 (1) P.M.	CA-10 (1) A.M.	AN-16 (1) A.M.	ED-2 (4) A.M.	TT-6 (3-6-9) P.M.	DJ-2 (1) P.M.
Arrive																			
Banks	7.55			9.15	10.20	12.30	8.00			4.35		1.45	5.45					11.05	3.00
Lock Haven																3.00			
Antis	5.30			6.35	7.55	8.30	4.30			12.20		9.45	1.30			10.30		8.40	11.40
Slope	4.45			5.35	7.05	7.30	3.30			11.20		8.45	12.30					7.50	11.05
JD	2.20			3.25		5.10	12.15			9.00		5.45	9.30						
Brady																			
SZ				2.20	4.15	4.00		8.30		7.50								5.00	8.05
WG				1.20	1.45	3.00				6.50	11.10		6.00						7.10
CM				12.50															
PITT	12.35																		
Federal Street	12.20			12.25			8.15	4.45				2.45			9.00				
Shire Oaks																			
Esplen-Monon					1.00	2.25				6.05	7.20								
Bully																			
East Conway	11.25						7.30	3.30				2.00							
West Conway	10.50	1.05	1.15				2.35		5.45			8.05		8.45	8.15		12.30		
Rochester																			
Wood	10.30			11.20			2.15										12.10		
Yellow Creek																			
Mingo Junction		11.05	11.15		12.00	12.53				4.35	5.45	6.15							
Are		10.50	11.00		11.45	12.38			3.30	4.20	5.30	6.00							5.00
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.

(1) Daily. (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. (8) Tuesday, Wednesday and Thursday only. (9) During daylight savingtime, operates One hour earlier than time shown.

# 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.

### Unauthorized Persons on Engines

**100O-1A.** Not more than two persons in addition to the engine crew will be permitted to ride the cab of engines, except crews with an engine in the performance of their duties, unless otherwise authorized by the Superintendent Transportation.

### Personal Injuries

**100R-1.** 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 Number
Mifflin	Robert P. Banks (Surgeon) 117 North Main St. Mifflintown, Pa.	Bell 76 Res. Bell 158
Lewistown	C. B. McClain (Surgeon) 18 North Main St.	8-5623 8-4733
	S. J. Marthouse, M. D. (Part-time Medical Officer) 18 North Main St. By appointment	8-3844
Huntingdon	F. S. Mainzer (Surgeon) 302 8th St.	Mi-3-4960 Mi-3-2290
	Philip F. Dunn, M. D. (Part-time Medical Officer) 601 Penn St. By appointment	Mi-3-0540
Tyrone	Irving L. Shonberg (Surgeon) 1057 Logan Ave.	MU-4-4462 MUtual-4-4096
	Norman B. Ream, (Surgeon) 218 East 10th St.	MU-4-1052 MU-4-1855
Bellefonte	LeRoy D. Locke, M. D. (Part-time Medical Officer) 126 North Alleghany Street Bellefonte, Pa.	EL-5-2436

Location	Name and Address	Telephone Number
Osceola Mills	Peter Guillard, (Part-time Medical Officer) Curtin St.	ED-9-6592
Altoona	P. P. Denning (Medical Officer) 9th Ave. & 12th St. Daily except Saturday, Sunday and Holidays 8.30 A. M. to 5.00 P. M.	P.R.R. 531
	C. E. Snyder (Surgeon) 1201 6th Ave.	WI-2-2798
Pittsburgh	H. G. Ferri, M D (Medical Officer) Office, 228 Pennsylvania Station 8.30 A. M. to 5.00 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 Train Dis- patcher's office at Pittsburgh.	(Co. phones) 720 729  846 (Co. phone)
	John L. Hamilton (Surgeon) Office, Allegheny General Hospital Res., Glenshaw	FA-2-0100 HU-6-5755
	William M. McNaugher (Surgeon) Office, Clark Bldg., 717 Liberty Ave. Res., 6850 Reynolds St.	ATlantic 1-4882 MOntrorse 1-0237
	James A. Cowan, Jr. (Surgeon) Office, Clark Bldg., 717 Liberty Ave. Office, Allegheny General Hospital 391 Maple Dr., Greensburg	ATlantic 1-4882 FAirfax 2-0100 TEmples 7-1135
	Murray F. McCaslin (Oculist) Office, Carlton House, 550 Grant St.	ATlantic 1-4198
Wilkinsburg	Wm. M. McNaugher (Surgeon) Office, Clark Bldg., 717 Liberty Ave., Pittsburgh., Res. 6850 Reynolds St.	ATlantic 1-4882 MOntrorse 1-0237
Pitcairn	Milton D. Bosse, (Part-time Medical Officer) for emergency service, periodic and return to duty examinations. 502 Broadway	DRexel-2-4400
Greensburg	H. Albert McMurray (Surgeon) Office, First National Bank Bldg. Res., 138 Underwood Ave., Gbg.	TEmples 7-4990 TEmples 7-2200
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) 118 East 2nd Ave.—By Appointment	OXbow 4-2781
Johnstown	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	9-5993

Location	Name and Address	Telephone Number
Conemaugh	F. P. Dostal (Surgeon) Office and Res., 300 Greeve St.	Johnstown 5-4146
Ebensburg	Robt. C. Magley (Surgeon) Office and Res., 214 W. Sample St.	Greenlee 2-7320
Punxsutawney	C. J. Seitz (Surgeon) Office, 402 W. Mahoning St. Res., Punxsutawney R. D. 2	938-7310
Patton	John A. Murray (Surgeon) Office and Res., 456 Magee Ave.	Orange 4-8977
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) 205 Trust Bldg. 2nd and Main St., Monongahela	Blackburn 8-7919 Blackburn 8-7921
Shire Oaks		
N. Charleroi (W. Monessen)	A. S. Stickman (Surgeon) Office, 502 Lincoln Ave. Res., 516 Lincoln Ave.	Hudson 36519
Brownsville	Ralph F. Garofalo, M.D. (Part-time Medical Officer) Snowden Square Brownsville, Pa.—By Appointment	State 5-5471
Youngwood	A. D. Barnhart (Surgeon) Res., Fourth and Chestnut Sts.	Walker 5-7101
	Theodore A. Schultz (Part-time Medical Officer) Res. and Office, 7 North Fourth St. By Appointment	Walker 5-7101
Connellsville	D. S. Newill (Surgeon) Office, 210 National Bank & Trust Bldg. Res., Breakneck Road	Market 8-4750
Uniontown	J. E. Shelby (Surgeon) Office, 54 West Fayette St. Res., 18 Barton Mill Road	GE-76931 GE-86637
Indiana	T. W. Kredel 39 South Ninth Street	Office 465-5012 Res. 465-6730
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
Natrona Heights	R. W. Heineman (Part-time Medical Officer) 1619 Union Avenue Natrona Heights, Pa.	Academy 4-3222
Butler	Edward C. Lutton (Surgeon) Office, 127 East Cunningham Street Res., R. D. No. 5, Butler	7-4990 2-4000
Oakmont	Charles E. Piper (Surgeon) 440 Henke Bldg. Delaware and Allegheny Aves. F. W. Nicklas (Surgeon) 347 Delaware Ave.	Vandyke-8-5151 Vandyke-8-5050
Kittanning	Sidney G. Sedwick (Surgeon) Office and Residence, 114 South McKean St.	1481
Conway	H. W. Brabson (Surgeon) 549 State Street Baden	Union 9-9161
	W. A. Trepak (Medical Officer) 8.30 A. M. to 5.00 P. M.	329 SPruce-5-0922

Location	Name and Address	Telephone Number
Rochester	G. M. Durschinger (Surgeon) Res. and Office, 101 Hinds St. (If no answer, call)	Rochester SP-5-0716 SP-4-2540
Beaver Falls, Pa.	G. R. Boyd, M.D. (Surgeon) Office, 921 8th Ave. Res. 305 6th St., Ptsn. Hts.	Tilden 6-4960 Tilden 3-6929
Wellsville	George O. Kemeny, M.D. (Part-time Medical Officer) Res. and office, 1100 Main Street	LEnox 2-3456
E. Liverpool	William J. Horger (Part-time Medical Officer) 1100 Pennsylvania Ave. By Appointment	FULTon 5-7394
Carnegie	W. J. Connelly (Surgeon) Office, 111 E. Main St. Res., 826 Washington Ave.	BRowning 6-1775
Houston	David N. Ingram (Surgeon) Office, First National Bank Bldg. Res., Mill Seat Pl.	Canonsburg SHerwood 5-5010 SHerwood 5-5012
Burgettstown	A. O. Hindman (Surgeon) Office, 31 Main St. Res., 17 Lincoln Ave.	Burgettstown WHitney 7-3332 WHitney 7-3331
Weirton	J. L. Thompson (Surgeon) Office, Weirton Steel Co., Emergency Hospital Res., 3941 Palisades Drive	680 1283
Steubenville Mingo Jct.	Paul Mesaros 2017 Sunset Blvd.	AT-2-3535
	H. F. Grazier (Medical Officer) Office, 60 North St., Steubenville	262 ATlantic-2-4891
	Lester Stein, (Surgeon) for the handling of eye injuries. Office 224 North Fourth St. Steubenville	ATlantic 2-7671
Bellaire	J. F. Wilkinson (Surgeon) Office and Res., 4403 Jefferson St.	OR-6-0305
Wheeling	Louis B. Farri (Surgeon) Office, 21 Eleventh St. Res., Hubbard Lane	CE-2-2525 Woodside-2862
	Francis J. Gaydosh (Part-time Medical Officer) Office, 302 McLain Bldg. Twelfth and Market Sts. Office Hours: By appointment, except for Return-to-work Examinations. Res., 24 Maple Ave.	CE-2-6306 or CE-3-1000 CE-3-4363

**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.

Where time is shown, office will open and close one hour earlier during Daylight Savings Time.



**100R-3A. Locations of Hospitals**

Location	Name and Address	Telephone Number
Lewistown	Lewistown Hospital Highland Ave.	8-5411
Huntingdon	J. C. Blair Memorial Hospital	Mi-3-2290
Tyrone	Tyrone Hospital Clay Ave. Extension	MU 4-1255
Philipsburg	Philipsburg State Hospital	DI 2-3320
Clearfield	Clearfield Hospital Turnpike Ave.	PO 5-6581
Bellefonte	Centre County Hospital Willowbank St.	EL-5-4801
Altoona	The Altoona Hospital Howard Ave. & 7th St.	WI 4-0811
Roaring Spring	The Nason Hospital Park Ave.	Bell 80
Cumberland	Sacred Heart Hospital 215 Decatur St.	Parkview 2-7200
Pittsburgh	Allegheny General 320 East North Ave. N. S.	Fairfax 2-0100
	St. Joseph's 2117 East Carson St.	Hubbard 1-0500
Wilkinsburg	Columbia 312 Penn Ave.	FRemont 1-8600
Greensburg	Westmoreland Pittsburgh St.	TEmples 7-0100
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	938-4500
Spangler	Miner's	760
McKeesport	McKeesport 1500 5th Ave.	HObart 6-4000
Monongahela	Memorial West Chess St.	Blackburn 8-4800
Brownsville	General Church St.	State 5-7200
Connellsville	State East Murphy Ave.	2400
Mt. Pleasant	Frick Memorial Main St.	2337
Uniontown	Uniontown West Berkley St.	83531
Indiana	Indiana	HOpins 3-0261
Butler	Butler County Memorial East Brady St.	2731
Tarentum	Allegheny Valley Freeport Road	ACadamey 4-5100
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
New Brighton, Pa.	Beaver Valley General Penn Avenue	N. Brighton 1020
East Liverpool	City West 5th St.	FU-5-7200
Washington	Washington Leonard Ave.	BA-5-7000
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.	ME-3-1100
Bellaire	The City 47th St.	OR-6-6772
Wheeling	Wheeling 109 North Main St.	CE-3-4455
	Ohio Valley General 20th and Eoff Sts.	CE-2-1122
Weirton	Weirton General Weircrest	Weirton 680

#### **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, M. W. cabins, wreck trains, shops, engine houses, camp cars, and on each track car.

##### **Stretchers:**

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

One stretcher must 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.
- #—Train may leave at scheduled arriving time when station work is completed.

### 1004-B1.

- †—Will run on specified dates shown on scheduled pages.
- No baggage service between Harrisburg and Altoona.

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

Track	Between	And
No. 1 Secondary No. 1 River Branch No. 1 Bayard Branch No. 1 Secondary track	Rose Clayport Vanport WG	Antis Yellow Creek Rochester Spring Hill

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

No. 2 Secondary No. 2 River Branch No. 2 Bayard Branch	Antis Yellow Creek Rochester	Rose Clayport Vanport
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**1014 (dc)-A1. Rule 14 (dc) (— — — — o o) will apply:**

H. & P. Secondary track A (Main) Morrison Cove Secondary track No. 5 Clearfield Secondary track A Secondary track No. 0 No. 0 No. 0 Secondary track No. 0 Secondary track No. 2 South Fork Branch No. 1 Brilliant Branch Scully No. 1, O. C. Bridge No. 1 O. C. Bridge No. 4  Yellow Creek Secondary track New Portage Secondary track No. 1 Low Grade Branch	Alexandria Slope  Brook Gray Park Deer MO Perry E. E. Pit track Conemaugh yard WG JK UY Wagner Jacks Run Island Ave. Junction  River  SF Region Post (Lake Reg.)	Pete Alto  Holly Wilson Vail Hunt AR WG AO  Spring Hill W CM OB Esplen Pennsylvania Ave.  Branch  Wye Rochester
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**1014 (ec)-A1. Rule 14 (ec) (— — — — — o o) will apply:**

H. & P. Secondary track Morrison Cove Secondary track C Secondary track Clearfield Secondary track No. 1 South Fork Branch No. 2 Brilliant Branch Scully No. 2, O. C. Bridge No. 2 O. C. Bridge No. 3 Yellow Creek Secondary track New Portage Secondary track  No. 2 Low Grade Branch	Pete  Holly Hunt Vail W CM OB Esplen Pennsylvania Ave.  Branch  Wye  Rochester	Alexandria  Brook Deer Park JK UY Wagner Jacks Run Island Ave.  River  SF  Region Post (Lake Reg.)
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**1014-A2. Referring to Rule 14:**

- — — — o — Flagman return from west for trains on Black Lick Secondary track at KY.
- — — — — o — Flagman return from north for trains on Susquehanna Secondary track at DF.

**1014 (1)-A3. Rule 14 (1) (— — o —),** will not be prolonged or repeated, except in an emergency approaching following crossings at grade:

Track	Crossing	Location
Main Line Middle	Cassville Road	3798 ft. west of Mill Creek.
	Jacobs	Between M.P. 199 and M.P. 200, three miles east of Huntingdon.
	Tyrone	498 ft. west of Tyrone Station.
Hollidaysburg and Petersburg Branch	31st. Street 58th. Street	Altoona Eldorado
H. & P. Secondary track	High Street	99 ft. west of Williamsburg Station.
	Newry Street	75 ft. east of Hollidaysburg Station.
Bedford Secondary track	Richard St.	622 ft. north of Bedford Station.
Bellefonte Secondary track	All Crossings	Milesburg
Morrison Cove Secondary track	Main Street	437 ft. south of Roaring Springs Station.
Clearfield Secondary track	All Crossings	Within borough limits of Phillipsburg
	All Crossings	Within borough limits of Curwensville.
Moshannon Secondary track	All Crossings	Houtsdale
Monongahela Branch	All Crossings	Mesta 0.6 miles south of Hays.
	All Crossings	West Elizabeth
Monongahela Secondary track	All Crossings	New Eagle, 1.4 miles north of MC
	All Crossings	Monongahela
	All Crossings	Roscoe
Coal Lick Industrial track	All Crossings	Uniontown
Main Line Conemaugh	All Crossings	Hyde Park
	All Crossings	Natrona
	All Crossings	Brackenridge
	All Crossings	Tarentum
	All Crossings	Springdale
	All Crossings	Cheswick
Allegheny Branch	All Crossings	Blawnox
	All Crossings	Verona
	All Crossings	Oakmont
	All Crossings	Hulton 0.6 miles north of Oakmont
	All Crossings	Parnassus
	All Crossings	New Kensington
	All Crossings	Arnold
	All Crossings	Kittanning

**1014 (1)-A5.** Referring to **Rule 14**, 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 (1)-A6. Rule 14 (1) will apply:**

Morrison Cove Secondary Track, Holly, (South of) Pedestrian crosswalk, 3565 feet south of Mile Post 8, leading to Samuel Rea Shop, with whistle posts located 1000 feet on either side of crossing.

For the crossing just east of Pitcairn station only between the hours of 7:00 A. M. and 6:40 P. M.

Approaching tunnel on Port Perry Branch and prolong or repeat until entering tunnel.

Approaching No. 5 tunnel, Gould and prolong or repeat 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 (1)-A7.** 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; and **Rule 14(1)** will apply.

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

**1014-A8.** When it is necessary for trains to stop to make minor repairs, 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 enginehouse.

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

Conway—Westward—Stop at 5 yard, Mile Post 23.5.

Eastward—Stop at Mile Post 22.

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

Conemaugh—Stop opposite enginehouse.

Derry—Stop opposite enginehouse, except trains on No. 1 track requiring work on hauler engine, will stop at home signal, located on signal bridge 3090 and ask Operator at **DR** for instructions.

Conway—Westward—Stop opposite enginehouse.

Eastward—Stop opposite fueling facility west of Mile Post 21.

### TRAIN SIGNALS

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

**1019-A1.** Trains of foreign Railroads may display train signals as required by the Operating Rules of their respective Railroads, when on this Region.

**1019-A2.** In the application of Rule 19, authorized reflector discs may be used as markers during daylight hours.

**1019-A3.** In the application of Rule 19, authorized reflector electric flashing discs, not lighted by day, may be used as markers.

**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

**1035-A1.** In the application of Rule 35, the following signals will be used by flagman:

Day Signals—A red flag, torpedoes and fuses.

Night Signals—A white light, torpedoes and fuses.

#### Fuses and Torpedoes

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

**1035-B2.** Lighted fuses must not be displayed on No. 3 and No. 4 tracks between east end of Gallitsin tunnels and UN.

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

	Fuses	Torpedoes
Passenger Service	10	10
Freight Service	12	12
Engines	3	6
Engine Helper Service	6	6
Track Cars	4	8
Crossing Watchmen	3	None
Detector Cars and Burro Cranes	6	12

**NOTE**—In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replaced 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.** 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.

**1038-A1.** In the application of Rule No. 38, lights may be omitted on reflectorized speed signs.

**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*
(1464 feet north of Mile Post 22 to 3110 feet south of Mile Post 23). (695 feet north of Mile Post 21 and 2730 feet north of Mile Post 23).	Allegheny Branch

**Monongahela Secondary Track**

905 feet north of Mile Post 51 and a point 3075 feet north of Mile Post 51.	California-West Brownsville Jct.
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**NOTE**—On two or more main tracks, except where **Rule 261** is in effect, trains moving against the current of traffic 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.

\* See Special Instruction 1280-A to 1296-A1.

**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, Northward trains are superior by direction to trains of the same class in the opposite direction

**GENERAL ORDERS****Bulletin Boards, Employees' Registers, Standard Clocks**

**1075-A1.** Location of Bulletin Boards where General Orders of this Region, other Regions and other railroads are posted and delivered. Locations on this Region of Employees' Registers and Standard Clocks.

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	.....	Lewistown, Yard Office	Philadelphia Northern
X	X	.....	Mount Union, Agent's Office, Freight Station	
X	X	.....	Huntingdon, Oil House Office	Philadelphia
X	X	.....	Osoeola Mills, Engine House	Northern
X	X	.....	Osoeola Mills, Yard Office	Northern
X	X	.....	Bellefonte, Yard Office	Northern
X	X	.....	Tyrone, Yard Office	Philadelphia Northern



Bulletin Board	Employee's Registrar	Standard Clock	Location	Other Regions and Railroads
X	X	.....	Holidaysburg, Yard Master's Office	
X	X	X	East Altoona, Asst. Yard Master's Office, Farm	
X	X	X	Altoona, Brush Eastbound	
X	X	X	Altoona, Crew Dispatcher's Office, Rose	Philadelphia Northern W.M.R.R.
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 Station	Philadelphia
X	X	X	Cresson, Crew Dispatcher's Office	C.T.&D.R.R.
X	.....	X	Cresson, Train Dispatcher's Office	
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 Northern 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 Northern Lake Buckeye C.&N. (B.&O.R.R.) Akron (B.&O.R.R.) Monongahela Ry.
X	.....	X	Train Dispatcher's Office	
X	X	.....	Enginehouse, 28th St.	
X	X	X	Crew Office, Box 4, Penna. Sta. Pgh.	
X	X	.....	Asst. Yard Master's Office, West End, Yard C	
X	.....	X	Cherry Tree, WS (N.Y.C.R.R.)	C.T.&D.R.R.
X	X	X	Thirtieth Street, Yard Master's Office	Monongahela Ry.
X	X	X	Thomson, Yard Master's Office	
X	X	X	Wilson, Yard Master's Office	
X	X	X	Shire Oaks, Asst. Trainmaster'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, Freight Station	
X	.....	.....	South Brownsville (Monongahela Ry.), Yard Master's Office	
X	X	X	Blairsville, Yard Master's Office	
X	X	X	Kiskiminetas Jet., Yard Master's Office	Northern Bessemer & Lake Erie
X	.....	.....	W. R. R., West Winfield	
X	X	X	Sharpsburg, Freight Station	

Bulletin Board	Employee's Register	Standard Clock	Location	Other Regions and Railroads
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	Conway, Main Yard Office Conway, No. 4 Yard Office	Northern Northwestern Buckeye Lake. C.&N. Div. B.&O.R.R. Akron Div. B.&O.R.R. Wheeling Div. B.&O.R.R.
.....	X	X	Conway, Engine House	
X	X	X	Conway, No. 5 Yard Office	Lake
X	.....	.....	Conway, No. 4 Hump Yard Office	Lake C.&N. Div. B.&O.R.R.
X	X	X	Beaver Falls— Freight Station Passenger Station	
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	.....	Canonsburg, Freight Station	
X	X	.....	Washington, Old Chestnut Street Passenger Station	
X	X	X	Weirton Jet., 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 Jet., Engine House	Lake Buckeye C.&N. Div. B.&O.R.R. Nickel Plate Road
X	X	.....	Mingo Jet., Scale Office	
X	X	.....	Mingo Jet., Yard Office (300 yard)	
X	X	.....	Mingo Jet., Yard Office (400 yard)	
X	X	X	Benwood, Engine House	
X	X	X	Martins Ferry, Freight Station	

NOTE—X indicates in service.

**1075-A2.** At the following locations, in the application of **Rule 75**, conductor and engineman will not be required to know that the other is qualified and that he has inserted in his timetable the necessary General Orders for the trip or tour of duty:

Point	Location of Bulletin Boards
Pitcairn (For Pitcairn-Altoona Pool Crews only.)	Crew Dispatcher's Office Yard Master's Office Eastward Classification Yard.
Conway (For Conway-Altoona Pool Crews only.)	Conway Main Yard Office No. 4 Yard Office

### Standard Clocks

**1075-A3.** Standard clocks at other points:  
Open Block Stations

### 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, (includes Brilliant Branch) Secondary tracks and Running tracks.**

**Zone D—Main Line (Eastern), Branches, (includes River Branch) Secondary tracks and Running tracks.**

**Zone E—Main Line (Panhandle), Branches, Secondary tracks and Running tracks. (Includes OC Bridge).**

**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.

## 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 operator 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 the following locations a Proceed signal displayed will indicate that all trains due which are superior have arrived or left.

**SZ** for Eastward trains to Turtle Creek Branch.

**UY** for Northward trains on Allegheny Branch.

**DN** for Northward and Southward trains on Allegheny Branch.

**AJ** for Southward trains on Allegheny Branch.

## STARTING TRAINS

**1084-A1.** When starting signal has been cleared, eastward trains will be started by rear Brakeman, giving communicating signal from last car in train. Westward trains will be started by proper signal from Conductor.

Ushers, before clearing the starting signal for a passenger train which has been reported ready, will assure themselves that all passengers admitted through the gate are aboard the train or within sight of a member of the train crew. For trains loading on tracks 1-2-3 and 4, an understanding will be had by Usher at the gates and Usher in lower concourse before starting signal is displayed. Where there is doubt or uncertainty due to poor visibility or other reason, the starting signal must be withheld until it is known passengers are aboard.

Passenger Trainmen must know that all passengers admitted to the platform for their train, are aboard before communicating signal is given to start.

The system of train ready indicators operates as follows:

Two minutes before train is ready to leave, Conductor will operate train ready indicator which will indicate to the Train Director at "Pitt" and the Usher at gate, by operating foot-push button located on riser of platform adjoining track train is ready to leave from. Receipt of signal will be indicated by amber light displayed on platform indicator under train shed and by a similar amber light displayed on indicator at train gates. If amber light is not displayed, Conductor will notify Usher that train is ready to leave. Gate Usher will, at the proper time, close gate and clear starting signal, resulting in green light being displayed in lieu of amber light at respective indicators. In case starting signal does not display green aspect at proper time, Conductor will ascertain if gate Usher is withholding signal, if not, train may proceed.

After train has departed, Gate Usher will restore starting signal to normal position.

The Baggage Department will notify the Conductor when all U. S. Mail and baggage has been loaded.

**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 and Bedford Secondary Tracks	2328 feet North of Brook	3830 feet South of M. P. 15
Bedford Secondary Track	3843 feet North of Creek	3077 feet South of Ford
Bedford Secondary Track	2500 feet North of State	Jct. of P. R. R. and W. M. Ry. Tracks South of State Line
Mt. Dallas Secondary Track	Creek	1176 feet North of Dallas
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 Burg	1814 feet South of Burg
	1300 feet North of Maple	4721 feet South of Mills
Moshannon Secondary Track	Mills	Coal
Cresson Secondary Track	<b>EP</b>	0.5 mile north of <b>EP</b>
	1.2 miles south of Ebensburg Jct.	0.9 mile north of Ebensburg Jct.
	Mile Post 10	Mile Post 13
	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.
	Mile Post 30	Mile Post 33
	0.4 mile south of McGees Jct.	0.5 mile north of McGees Jct.
	1.0 mile south of Punxsutawney	<b>RU</b>
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
	Mile Post 35	Mile Post 38
	Josephine	Black Lick

Track	Between	And
Susquehanna Secondary Track	Bradley Jct.	Mile Post 13
	Mile Post 19	Mile Post 24
	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	<b>BY</b>
Southwest Secondary Track	0.4 mile north of County Jct.	0.7 mile south of Youngwood
	1.2 miles north of Scottsdale (Mile Post 16)	1.8 miles south of Scottsdale (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 <b>RS</b> (Mile Post 36)	<b>VA</b>
Redstone Secondary Track	<b>RS</b>	0.2 mile north of <b>RS</b>
	0.2 mile south of Linn	<b>BF</b>
Allegheny Branch	<b>UY</b>	500 feet north of Mile Post 12
	4000 feet north of Mile Post 16	Mile Post 19
	3350 feet north of Mile Post 26	Aladdin
	3500 feet south of <b>FD</b>	1886 feet south of Mile Post 47
	Mile Post 61	Brady
Butler Secondary Track	<b>JB</b>	Mile Post 1
	Mile Post 20	<b>VO</b>
Terminal Branch	<b>WT</b>	<b>NY</b>
Washington Secondary Track	Glenn	2640 feet west of Mile Post 4
	Mile Post 7	Mile Post 9
	<b>MO</b>	Mile Post 17, east of Meadow Lands
	<b>WS</b>	<b>WH</b>
Welrton Secondary Track	<b>CY</b>	<b>WN</b>

Track	Between	And
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	UN
New Cumberland Branch	Weirton Jct.	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
	Mile Post 57	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. 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

**NOTE—Rule D-93** applies for movement against the current of traffic where **Rule 261** is in effect, in this territory.

### 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		
Moshannon Sec. Trk. Bets Jct. N.Y.C.R.R.	Stop board	Stop	Stop before crossing	1
Phillipsburg Industrial Trk. Loch Lomond Jct. N.Y.C.R.R.	Stop board	Stop	Stop before crossing	1
Johnstown, C.&B.L.R.R.	Fixed Signal	More favorable than approach	Stop unless signal is received from switch-tender in addition to fixed signal.	8
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: 528 feet south of SY Crossing with B.&O.R.R.	None	None	Stop before crossing. It must be known that crossing is clear before using.	3
Indiana Sec. Trk. Indiana Wye B.&O.R.R.	Fixed Signal	More favorable than stop	Cross without stopping.	4
Wheeling Sec. Trk. Follansbee Siding Follansbee Wheeling Steel Corporation	Target	Horizontal Vertical	Stop Cross without stopping	2-7
Powhatan Sec. Trk. Tiltonville, Connection to New Yard Nickel Plate Road	Target	Horizontal	Stop before crossing.	5
Bridgeport, B.&O.R.R.	Target	Horizontal	Stop before crossing.	6
Bellaire, B.&O.R.R.	Target	Horizontal	Stop before crossing.	6

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

**NOTE 3.** A member of crew must be sent ahead of train.

**NOTE 4.** 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. Fixed 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 5.** 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 6.** Target at B. & O. R. R. crossing will be operated by trainmen and left in position last used.

**NOTE 7.** The normal position of target is for P.R.R. movement over crossing. Crews of Wheeling Steel Corporation will be required to change the position of target, throw derail and switch for their movement over the crossing and return derail, switch and target to normal position after crossover movement is completed.

Wheeling Steel Corporation crews must secure permission from the Operator at Rockville to cross P. R. R. tracks.

After securing permission they will remove derail and set signal in horizontal position. When crossover movement has been completed they will restore signal and derail to normal position and report clear to the Operator at Rockville.

**NOTE 8.** Movement of trains or engines over C. & B. L. R. R. Crossing during the hours no switchtender is on duty, will be governed as follows:

**Trains or engines must stop at Fixed Signal.**

After protection is provided, the train or engine may pass Stop signal and proceed over the crossing.

**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 member of crew stationed at crossing to protect the movement.

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

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

Track	Crossing	Location	Protection actuated by trains operating on tracks	Note
Main Line	Route 603	McVeytown	Wharf Side Track	
H. & P. Secondary	Route 866	Williamsburg	Long Side Track, Storage and Station Track	1
	Route 203		High Street	1
Clearfield Secondary	Route 322	Blue Ball	General Refractories Track	1
Pittsburgh Yard	Liberty Ave.	Pittsburgh	Penn-Duquesne Warehouse	2
	14th Street			
	16th Street			
Black Lick Secondary	Chestnut St.	Nanty-Glo	Black Lick and Interchange Track	
Cresson Secondary	Magee Ave.	Patton	Siding and Two Storage Tracks	3
South Fork Secondary	Route 222	Windber	South Fork Secondary	5
Southwest Secondary	Route 31 just south of MP 12	Tarr	Delivery Track	
	Oliver Road	750 feet north of Redstone Junction	Oliver Road	4
	Ruth's Crossing	Scottdale	Siding and Storage Tracks	
			U. S. Casket Company Track	
U. S. Cast Iron Pipe Company Track				
Peters Creek Industrial Track	State Route No. 51	3320 feet South of M. P. 2	Industrial tracks	5
Monon- gahela Secondary	Mingo County Road 1880 ft. north of MP 28	Courtney	Center Storage Track	5
	Spring Street	California		
Monon- gahela Running Track	Washington Street	Donora	Monongahela Running Track	
	Fourth Street	West Monessen		
	State Street	Belle Vernon		
	Pgh. Steel Company North private	Allenport		
	Pgh. Steel Company South private			
	Pgh. Steel Company North private	Allenport	Allenport Storage Track	
	Pgh. Steel Company South private			
	Howard St.	Roscoe	Monongahela Running Track	8
	Main Line Conemaugh	Center Ave.	Blawnox	Blawnox Co. Track
Butler St.		Springdale	West Penn Power Co. Track Old Coach Track	5
Center St.		Tarentum	Yard Track	5
Lock St.				
Corbett St.				
Bridge St.				
Morgan St.		Brackenridge	Yard Track	5
Mile Lock Lane		Brackenridge	Allegheny Ludlum Steel Co. Track	5
Phila. Ave.		Natrona	Yard Track-Allegheny Ludlum	5
Federal St.				

Track	Crossing	Location	Protection actuated by trains operating on tracks	Note
Allegheny Branch	Stirling Lumber Co. Crossing	Verona	Hill Extension Track Sandy Creek Storage Track Verona Industrial Track	
	Grant St.	Verona	Yard Tracks	
	College Ave. Washing'n Av. Penna. Ave. Hulton Road	Oakmont	Industrial Track	5
	Third St. Fourth St. Fifth St.	Parnassus	New Kensington Industrial Track	5
	Seventh St. Eighth St. Ninth St.	New Kensington		
	Drey Street	Arnold	Industrial Track	5
	Road Crossing at Station	Braeburn	Braeburn Storage Track	5
	Route 128	FD	Pittsburgh Plate Glass Co. Track	5 6
	Chestnut St. Monteith St. Union Ave.	Kittanning	Kittanning Industrial Track	5
Bayard Branch	State Route 7	Wellsville	McLain Brick Industrial Track	5
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.	6
			Yard track, first track north of No. 2 westward track.	5-7
Main Line Panhandle	Logan St., 725 feet east 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.	5-7
	North St., 125 feet west of MP 43		First six yard tracks, north of No. 2 westward track.	5-7
	Washington St., 800 feet west of MP 43		Industrial tracks, first and second tracks north of No. 2 westward track.	5-7
	Slack St., 1700 feet east of MP 44			
Souly 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	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		Industrial track, first track south of Secondary Track.	
	Central Ave., 375 feet west of MP 14		Industrial track, first track north of Secondary Track. Industrial track, first track south of Secondary Track.	
	Jefferson Ave., 775 feet west of MP 14		Industrial track, first track south of Secondary Track.	
	Strabane Ave., 1500 feet east of MP 15		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	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.	5
	Seventh St., MP WJ-8		Industrial track, first track south of Secondary Track.	5
	Fifth St., 625 feet west of MP WJ-8			
New Cumberland Br.	Cove Road crossing, State Rt. 22, 500 ft. west of CY	Weirton Jct.	Yard track, first track north of single track. Weirton Steel track, second track north of single track.	5

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.

Except for emergency operation of wreck or work trains, movements over Liberty Avenue are restricted to four trips daily (two round trip movements) between the hours of 1.00 A. M. and 5.00 A. M.

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

NOTE 7. See Special Instruction 1103-A6.

NOTE 8. Protection limits extended southward over Spring Switch on Monongahela Running Track to a point 660 feet north of Howard St. Crossing marked by CC sign. Trains or engines moving southward on Monongahela Running track, must avoid passing CC sign until they are ready to occupy Monongahela Secondary track.

### Interrupting Operation of Automatic Highway Crossing Protection Manually

**1103-A4.** 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
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.	3
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 Pike St., 1550 feet east of MP 14 Central Ave., 375 feet west of MP 14 Jefferson Ave. 775 feet west of MP 14 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	Third St. 1163 feet west of M.P. 32	Tiltonville	Relay case, west side of 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, 500 ft. west of CY	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.** 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-A5.** At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Track	Crossing	Location	Note
Main Line	Traffic Route No. 603 (tracks 1, 3 and 4)	McVeytown	
	Traffic Route No. 825 (tracks 3 and 4)	Tipton	
	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	
	15th St., No. 2 track	Beaver Falls	1
H. & I. Secondary Track	No. 1 and No. 2 tracks, Newry Street	Hollidaysburg	
Bedford Secondary Track	State Route No. 47	2500 feet south of Claysburg	2
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	
Allegheny Branch	Union Avenue Market Street	Kittanning	3
Monongahela Secondary	State Street	Belle Vernon	

**NOTE 1.** Westward trains on No. 2 track, stopping east of CC sign located 800 feet east of 15th Street crossing, Beaver Falls, must be prepared to stop before passing over 15th Street crossing unless automatic protection is operating.

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

**NOTE 2.** Apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically for southward movement only.

**NOTE 3.** Northward trains stopping south of CC sign located 70 feet south of Union Avenue, and southward trains stopping north of CC sign located 361 feet north of Union Avenue Crossing, must approach the crossing prepared to stop and not pass over the crossing unless the automatic protection is operating.

**1103-A6.** Apparatus controlled by watchman in tower at Market Street, Steubenville is provided to interrupt the operation of the automatic highway crossing protection manually at the following locations:

Franklin Avenue.....	} Steubenville
Ross Street, No. 1 and No. 2 tracks only	
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.

### 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	10.00 PM and 2.00 PM Monday thru Friday, and 10.00 PM Friday to 2.00 PM Monday.	
Blairsville Industrial	Market St.	Blairsville	7.00 AM Sunday and 7.00 AM Monday	1
Wheeling Secondary Track	12th Street	Wellsburg	Continuously	2
Wheeling Secondary Track	25th Street	Wellsburg	Continuously	3
Powhatan Secondary Track	Hanover St.	Martins Ferry	10.00 PM and 2.00 PM Sunday Continuously.	4
Powhatan Secondary Track	Center St.	Martins Ferry	10.00 PM and 2.00 PM Sunday Continuously.	4
Main and Industrial	James St.	DN Verona	7.00 A.M. Saturday to 7.00 A.M. Monday and 7.00 A.M. day of Holiday to 7.00 A.M. day following Holiday.	

**NOTE 1.** Two flagmen, with red flags by day and red 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 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
Duncan'n Old Line	All crossings	Duncannon
Newport Old Line	Market St., U. S. Route 34, 747 ft. east of Freight Sta.	Newport
American Viscose Co.	Elizabeth St., 850 ft. west of Sta.	Lewistown
Furnace Indust.	South Dorcas St., 1465 ft. west of connection to Lewistown second'y track	Lewistown
	South Main St., U. S. Route 22, 2498 ft. west of connection to Lewistown second'y track	
	Alley—2796 ft. west of connection to Lewistown second'y track	
	South Wayne St., 3119 ft. west of connection to Lewistown second'y track	
	South Grand St., 6810 ft. west of connection to Lewistown second'y track	
	South Wayne St., 6992 ft. west of connection to Lewistown second'y track	
Milroy Second'y	State Route 322, 59 ft. east of Freight Sta.	Reedsville
Mt. Union Old Line	Washington St., 100 ft. west of Freight Sta.	Mount Union
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 Sta.	Tyrone
Bald Eagle Branch Trains on Howard Industrial Tracks only.	Walnut St., State Route 589	Howard
Berwind White Coal Co.	William Penn Highway, U. S. Route 22	Holidaysburg
Holidaysburg & Petersburg	Jones Street	Holidaysburg
Veeder-Root Inc. Indust. Track	Burns Ave., 1300 ft. east of Main Track switch	Eldo
Morrison Cove Second'y	Main St., State Route 36, 437 ft. south of Sta.	Roaring Spring
	State Route 85, 44 ft. south of Freight Sta.	Curry
Bloomfield	Main St., State Route 36, 437 ft. south of Sta.	Roaring Spring
General Refract. Co.	State Route 220, 3480 ft. north of Sta.	Claysburg
New Enterprise Stone & Lime Co.	State Route 281, 325 ft. south of Jct. with Mt. Dallas Second'y Track	Ashcom

Track	Crossing	Location
Basalt Trap Rock Co.	State Route 118, 3140 ft. east of Jct.	Clover Creek Jct.
Bellefonte Second'y	Lamb St., 1111 ft. west of Sta.	Bellefonte
	High St., State Route 550, 143 ft. west of Sta.	
	Water St., State Route 346, 1249 ft. east of Sta.	
White Rock Quarries, Pleasant Gap	State Route 64, State Route 53 and Leg. Route 14024	White
Moshannon Second'y	State Route 53	Coal Run Jct.
	State Route 53, 854 ft. north of Sta.	Madera
Big Run Industrial	State Route 53, 369 ft. south of Jct.	South of Jct. Moshannon Second'y Track
Amesville Industrial	State Route 53, 4410 ft. south of Jct.	South of Jct. Moshannon Second'y Track
Clearfield Second'y	Maple St., State Route 53, 866 ft. south of Sta.	Philipsburg
	Pine St., 509 ft. north of Sta.	
	Presqueisle St., 126 ft. south of Sta.	
Philipsburg Industrial	Front St., State Route 322, 773 ft. north of Jct.	
Mine Track 336-B	St. Thomas and Forest Sts.	Gallitzin
Hastings Second'y Track	Bridge St., and Rich Hill Mine Track	Hastings
McCoy Run	Route 286	Banks Township
Glen Campbell Indust. Tracks	Route 286	Glen Campbell
Indust. Track west side of Second'y Tracks	Orvis St.	Spangler
Spangler Indust.	All Crossings	
Porter Run	U. S. Route 219	Barnesboro
Walnut Run	U. S. Route 219	
Colonial No. 6, Irvona Branch	Route 53	Reade Township
Sterling No. 3 Mine	Route 53	Van Ormer
All tracks	All crossings	Lilly
Martin	Mountain and Caldwell Aves.	Portage
No. 0	Main St.	
Beaver Second'y Track Mine Track F-78	S. H. Route 869	Onnalinda
South Fork and Windber Sec. Tracks	Graham Ave. 21st St. Somerset Ave.	Windber
Mine Track F-124, Shade Creek Br'ch	Route 55-110	Loyalhanna No. 7
Main Track	Sunshine Ave.	Central City
Mine Track F-125, Shade Creek Br'ch	Route 55-110	Reitz No. 4

Track	Crossing	Location
Indust. Track Slope (North Side), undergrade	Lincoln St.	Bolivar
Sand Rock Indust. Track	Fourth Ave.	Derry
Derry-to-Donohoe New Line	Burd's Crossing	West of DR
Latrobe Indust. Track	Ligonier St. Ext. and Route 680	South of KR
Station Track 410	Depot St.	Greensburg Freight Sta.
Jeannette	All crossings	
Bull Run	All crossings	
Manor	All crossings	
Youghiogeny	All crossings	Irwin to Cereal
Grable Indust.		Export
East Pittsburgh	All crossings	Pitcairn
Denny Indust.	32nd St.	Pittsburgh
Whitehall	All crossings	North of OB
McKeesport Seed'y	Center St. Huey St.	McKeesport
Peters Creek Indust.	State St., State Route No. 837	Peters Creek Jct.
Dunbar Indust.	Township Road No. 26730	2765 ft. south of Junction with Southwest Second'y Track
Southwest Industrial	U. S. Route 40	East Fayette St., (3000 ft. south of VA)
	Church St.	Fairchance
Hempfield Indust.	State Route 71	1.8 miles south of Sinclair
		1.9 miles south of Adamsburg Jct.
Scottdale Second'y	State Route 31 (Main St.)	Mt. Pleasant
Opossum Run Indust.	7th St.	835 ft. south of Opossum Run Jct.
	9th St. and West Crawford Ave.	1625 ft. south of Opossum Run Jct.
Saltsburg Indust.	Washington St., Point St., Market St., (State Route 80)	Saltsburg
Tarentum Builders Supply	Fourth Ave.	Tarentum
Bailey Run	State Route 28	Creighton
Private	State Route 28	Cheswick
Sun Oil Co.	Boyd Ave.	3400 ft. east of Blawnox
Black Lick Second'y	State Route 119	Black Lick
Indiana Second'y	Lyda Coal Co. Tr'k	
	State Route 119	Coral
	State Route 119	Graceton
	Oakland St.	Indiana

Track	Crossing	Location
Indiana Second'y, All Tracks	Philadelphia St.	Indiana
Jamison Coal Siding	State Route 990	875 Feet west of Junction with No. 1 Main track, Salina.
Yellow Creek Indust.	Mecco Public Highway	3.1 miles north of Homer City
	State Route 119	Homer City
Apollo Indust., All Tracks	First St.	Apollo
Butler Yd., B. & L. E. Interchange Track All Tracks	State Route 422, Monroe St.	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, 23rd, 24th, 25th, 26th, 27th, 28th, 29th and Railroad Sts., Smallman St. (Note)	Pittsburgh
Private Track	Mulberry, Spring and Spruce Alley	
Private Track	31st, 38th and 51st St.	
<p>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.</p> <p>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.</p>		
Allegheny Branch, Scaife's Indust.	Allegheny Ave.	Oakmont
Indian Run	All Crossings	New Kensington
Allegheny Branch, P. H. Murphy General Electric	Constitution Blvd. Constitution Blvd.	
Allegheny Branch, West Penn Power	Constitution Blvd.	Arnold
Schenley Indust. Track Park Coal Co.	State Route 66	1300 ft. west of end of track
Allegheny Branch, Pollock Feed Co. Heilman Lumber Co. Murray Corp. (Eljer Div.)	Third Ave. Third Ave. Railroad St.	Ford City
Duck Run	All Crossings	Kittanning
Cowanshannoc	Public Road	North of Kittanning
Team	Cross Street	Ambridge
Team	State Route 88	
Economy Indust.	11th St. and 14th St.	
Lead to—National Electric Products Co	11th St	
Lead to—Freedom Oil Works	Lower Rochester Road	
Lead to—Shipping- port Sand Co.	Lower Rochester Road	Rochester
Lead to—American Borax Co.	Lower Rochester Road	

Track	Crossing	Location
Marino Bros. Iron & Steel Co.	Lower Rochester Road	Rochester
Lead to—Dravo Corp'n. (Keystone Div.)	Lower Rochester Road	
Block House Run	State Route 18, Allegheny St.	New Brighton
Kenwood Indust. Track	Fifth St.	
Armour & Co. and Union Drawn Steel Co.	State Route 18	Beaver Falls
A. Davidson, Jr. Coal Yard	15th St.	
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 St.	
Beaver Valley Second'y	State Route 68, Walnut Lane, Tuscarawas Road, State Route 930, All crossings, Buffalo St. to P.&L.E. R.R. Conn.	Beaver
Washington Second'y	Main St., Maiden St., Wheeling St.	
	Woodland Ave., West Wylie Ave.	Washington NOTE 1.
	Chestnut St.	
NOTE 1. Trainmen equipped with red flag during daylight hours and with a lighted red lantern and a lighted white lantern during hours of darkness, must precede each and every movement of locomotive, car or train, and warn the traveling public of the approach of such locomotive, car or train.		
	State No. 978, 2000 feet west of east switch to Boyce siding.	Boyce
	Station St.	Bridgeville
Tracks serving Vitro Rare Metals Co.	George St.	Canonsburg
Patsch Mine Tr'ks	State Route 519	
Chartiers Gas and Coal Co. Tracks	All Crossings	Richfol
Maher Brick Co.	Rogers Ave.	Bridgeville
B. & M. Indust.	State Route 28	Sygan
	State Route 28	Treveskyn
103	Primrose. For movements leaving Montour Int.	Primrose
Cherry Valley Indust.	Noblestown Road	Two miles east of Center Ave., Burgettstown
Ross St. Indust. Track	Ross St., 1650 ft. east of M. P. 43	Steubenville
New Cumberland Second'y	Chester St.	New Cumberland
Powhatan Second'y B. & O. Int'change, Wheeling Steel Co. Furnace	First St.	Martins Ferry
	Second St.	
Terminal Branch	Fulton Road	Wheeling (Two miles east of 18th St.)
Zane Running Track	Eoff Street Chapline Street	Wheeling

**1103-C2. Protection for Highway Crossings**

Trains or engines must stop before passing over the following highway crossings at grade and a member of the crew must manually operate the highway traffic stop light.

Lewistown, Lewistown Secondary track:

Main Street, U. S. Route 22.

Lewistown, Maitland Industrial track (Formerly S. & L. Branch) U. S. Route 322 crossing, 1857 feet east of junction with Milroy Secondary track.

Lewistown, Furnace Industrial track (Wayne and Hale Streets) U. S. Route 22 crossing, 2761 feet east of junction with Lewistown Secondary track.

Clearfield, Clearfield Secondary track:

Market Street, Bridge Street, Bigler Avenue.

After highway traffic light switch or button has been operated and traffic is under control, trains or engines may proceed over the crossing.

After trains or engines have cleared crossing, highway traffic switch or button must be operated to restore signals to normal.

Control boxes are located at either side of crossings and are secured with standard switch locks.

In case of failure to highway traffic signals a member of the crew must protect the crossing in advance of each movement over the crossing.

**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.** Due to rust on rails at the following locations the track circuits which operate Automatic Highway Crossing Protection may not function properly:

H & P Secondary Track.

Alexandria Crossing, 1500 feet east of Alexandria Station.

Alfarata Crossing.

Unity Industrial Track, U. S. Route 30.

Alexandria Industrial Track, Crabtree Crossing, U. S. Route 119, 3713 feet north of Mile Post 5.

Turtle Creek Industrial Track, White Valley Crossing, old U. S. Route 22, 1070 feet west of Mile Post 11.

Coal Lick Industrial track, Uniontown:

West Main, West Fayette and West Berkley Streets.

Wheeling Secondary track, Street crossings at Wellsburg.

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

**1103-C6.** 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-C7.** Movements over North Beeson Avenue, East Main Street and Church Street crossing, located 1280, 1580 and 2015 feet south of VA, are protected by Street Traffic Signals. Switches for operation by trainmen are located on poles 65 feet north of North Beeson Avenue, 100 feet north of Main Street and 161 feet south of Church Street marked "P. R. R." The Operation of any of the control switches will set the Traffic Signals to show red when viewed from North Beeson Avenue, Main Street or Church Street and green from the track. A second operation of

any of the control switches will restore the Traffic Signals to their normal operation. Before trains are moved over the crossing, trainmen will operate nearest control switch to give proper indication, and when train has cleared the crossing, restore 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-C8.** When pushing cars in advance of the engine over crossings between VA and Dunbar Street, 3500 feet south of VA, Southwest Industrial 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-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 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.

**1103-C11.** Trains or engines operating on Oakmont Industrial track over James Street crossing, Verona, must stop clear of crossing unless manually controlled crossing gates have been lowered.

**1103-C12.** 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-C13.** Trains and engines on joint N.K.P. and P.R.R. drill track, must stop before passing over highway grade crossing known as Third Street, 1163 feet west of Mile Post 32, Powhatan Secondary Track, and a member of the crew must manually operate the crossing protection.

Control push buttons are located on the highway crossing signal mast west side of crossing.

After control button has been operated and protection is afforded, trains and engines may proceed over crossing.

After trains or engines have cleared the crossing, stop button must be operated to restore signals to normal.

**1103-C14.** In order to prevent unnecessary operation of flasher lights at 3rd Street Crossing, Glassmere, eastward trains on No. 1 track receiving a Stop and Proceed indication, Rule 291, at fixed signal No. 586, will stop at C.C. sign, located 465 feet west of Signal No. 586 and communicate with the Operator At AJ Block Station before proceeding.

**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
Brook	Morrison Cove Secondary Track	Bedford Secondary Track	To Bedford Secondary Track
Creek	Mt. Dallas Secondary Track	Bedford Secondary Track	Bedford Secondary Track

Switch Located at	Connecting	With	Normal Position is for Movements
White	Bellefonte Secondary Track	White Rock Quarries Track	White Rock Quarries Track
Cherry Tree Jct.	Susquehanna Secondary Track	C.T.&D.R.R. Lead Track	To C.T.&D.R.R. Lead
Cherry Tree Jct.	Susquehanna Secondary	N.Y.C.R.R.	To north leg of wye
Cherry Tree Junction	North & South Legs Cherry Tree Wye	CT & DRR	Left as used
Irvona Jct.	Cresson Track	Blandburg	Left as used
South of Llanfair	Llanfair Secondary	Mine Track F-58	To Mine Track F-58
Paint Creek Br. Jct.	South Fork Secondary	Paint Creek and Shade Creek Bchs.	To Paint Creek and Shade Creek Branches
Jamison No. 2	Alexandria Industrial Track	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	
Hunker	Southwest Secondary	Yukon Secondary	
Scottdale	Southwest Secondary	Scottdale Secondary	
Vance Mill	Redstone Secondary	Vance Mill Industrial	
West Brownsville Jct.	Monongahela Sec. Track	West Brownsville Secondary	Monongahela Secondary Track
West Brownsville Jct.	South leg of wye	West Brownsville Secondary	To south leg of wye
RS	Redstone Secondary	Southwest Secondary	To Southwest Secondary
Cokeburg Jct.	Marianna Secondary	Ellsworth Secondary	To Marianna 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
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
Glenn	Washington Sec. Track	No. 105 Sec. Track	To No. 105 Sec. Track



Switch Located at	Connecting	With	Normal Position is for Movements
Tiltonville	Connection to New Yard 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 Yard Switches as Indicated**

Location	Switches for Movements	Note
Pitcairn Yard Springhill	All eastward movements from Springhill to Eastward Receiving yard, relay tracks and Westward Classification Yard. All westward movements from Eastward Receiving Yard, relay tracks and Westward Classification Yard to Springhill, and Crossover from No. 0 track to No. 1 Secondary tracks, 400 feet west of Springhill.	1-2

**NOTE 1.** On duty continuously.

**NOTE 2.** Switchtenders will use a yellow flag by day and a yellow light by night to govern movement in westward direction, a green flag by day and a green light by night to govern movement in eastward direction.

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

Location	Switches
Allegheny Branch DN	Switch connecting Single track with Verona Industrial track.

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

Location	Switches
EP	Secondary Track Switch.

### 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
3892 feet West of M.P. 155	No. 2 Track Switch to Shop Track	Mifflin	
Tyrone	No. 5 to No. 6 Track, West end	Gray	1
	No. 5 to No. 6 Track, East end		
	Clearfield Branch to east leg of Wye		
	Clearfield Branch to 17th Street yard		
Altoona	A track to East Side Concrete & Supply Co. Industrial Track A-1	Works	1
	South runner to local yard	South	1
Wye	Single track to National Radiator Co. track	Wye	1
Between: East Beech and Lock Haven (Nor. Reg.)	All switches in main track and Post Siding	Lock Haven, (Nor. Reg.)	1
Between: Vail and East Beech	All switches in main track and sidings	Miles	1
Between: Park and Vail	Park siding to storage track	Miles	1
East of SF	Switch to Bennington Storage Track from No. 4 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 SG	Johnstown Municipal Track	SG	1
West of DP	Pennsylvania Electric Industrial Track	SG	1
East of CV	Pennsylvania Electric Industrial Track	SG	1
West of Greensburg	West Switch, Greensburg Freight Station Track from No. 1 Track	RG	
East of WK	Switch to Industrial Track from No. 1 Track	CM	
East Leg of Wye	Switch to Westinghouse	CM	

Location	Switch	Controlled by	Note
Atlas	Crossover between No. 2 Track and Atlas Storage Track	Truxall	2
	Switch in No. 2 Track leading to Atlas Powder Co. Track		
	Switches in No. 1 and No. 2 Tracks leading to west end of Atlas Storage Track		
	Switch in No. 1 Track to Saltsburg Industrial Track		
	Crossover switch in No. 1 Track to Saltsburg Industrial Track		
Freeport	Crossover between No. 2 Track and Warehouse 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. 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	
Camp Hill	Switch to Superior Mill from No. 1 Track	Wagner	5
Collier	Switch to west end of yard from No. 3 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.

NOTE 5. Equipped with center throw locking device.

**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
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
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	Employee in Charge
7085 feet west of Thompsonstown	Facing switch in No. 2 Track for westward movements, leading to Thompsonstown Shop Track.	Operator at Mifflin or Port
9074 feet west of Thompsonstown	Facing switch in No. 2 Track for eastward movements, leading to Thompsonstown Shop Track.	
1688 feet east of Mill Creek	Facing switch in No. 2 Track for eastward movements, leading to Mill Creek Shop Track.	Operator at Hunt or Jacks
3177 feet east of Mill Creek	Trailing switch in No. 2 Track for eastward movements, leading to Mill Creek Shop Track.	

To unlock: Obtain permission from employee in charge, 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 employee in charge.

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 Transportation must be notified.

**1105-A1. Spring Switches Located**

Location	Normal Position	Route for Which Sprung	Note
South Fork Secondary Track LV	For northward movement to No. 2 Track	Southward movement from No. 1 track	
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, One mile South of 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
<b>BN</b>	For northward and southward movements Susquehanna Secondary Track	Southward movements from Barnesboro pull-out Track to Susquehanna Secondary Track	2
Floreffe	Northward movements on No. 1 Track	Northward movements from pull-out Track to No. 1 Track	3
Monongahela Secondary Track California	For northward and southward movements on Monongahela Secondary track	Northward movements from Brownsville Yard track to Monongahela Secondary Track	
Monongahela Secondary Track Roscoe	For northward and southward movements on Monongahela Secondary track	Southward movements from Monongahela Running track to Monongahela Secondary track	
Duff	Foreastward movement on Scully No. 1 Track	For eastward movement from eastward departure yard to Scully No. 1 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 signal located 2112 feet South of **BN**.

NOTE 3. Southward movement governed by position light fixed signal located 100 feet north of switch and switch signal located on west side of track. Trains making southward movement on this track must approach switch not exceeding 15 miles per hour prepared to stop.

**1105-A2.** 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.

### Receiving or Discharging Traffic

**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.

Operator at **PG** will notify northward trains on No. 1 track at Kenny when southward passenger trains have been diverted to No. 2 track at **OB**.

### Secondary Tracks

**1110-A1.** Trains and engines will protect against following movements on secondary tracks as indicated:

Track	Between	And
A	Deer	Hunt
C	Hunt	Deer
No. 0	East End No. 1 Pit Track	<b>AO</b>
No. 1	<b>WG</b>	Spring Hill
No. 0	<b>WG</b>	Spring Hill
Ellsworth	<b>MC</b>	Cokeburg Jct.
West Brownsville	<b>BF</b>	Ten Mile Run Junction
Yellow Creek	River	Branch
Omal	Mile Post 61	Mile Post 70

**1111-A2.** Referring to **Rule 111**. 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

**Track Assignments**  
**1151-A1. Single Track**

Track	Between	And
Hollidaysburg & Petersburg Branch	Wye	Eldo
Bald Eagle Branch	Lock Haven, (Nor. Reg.)	Park
Clearfield Branch	Wilson	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
Turtle Creek Branch	<b>SZ</b>	<b>BY</b>
Peters Creek Branch	Pennmont	Gould
Allegheny Branch	UY	Brady (Nor. Reg.)
Terminal Branch	<b>WT</b>	<b>NY</b>
New Cumberland Br.	Weirton Jct.	<b>WN</b>

**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 Pgr.	East'd Pgr.		
View and Port			West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.		
Port and Mifflin				West'd	East'd Frt.	East'd Pgr.		
Mifflin and Wall			West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.		
Wall and Lewis				West'd	East'd Frt.	East'd Pgr.		
Lewis and Jacks			West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.		
Jacks and Hunt				West'd	East'd Frt.	East'd Pgr.		
Hunt and Pete			West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.		
Pete and Tunnel				West'd	East'd Frt.	East'd Pgr.		
Tunnel and Spruce					West'd	East'd		
Spruce and Forge				West'd Pgr.	West'd Frt.	East'd		
Forge and Wilson			West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.		
Wilson and Gray		East'd Frt.	West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.		
Gray and Antis			West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.		
Antis and Alto			West'd	East'd				
Alto and Slope			West'd Pgr.	East'd Pgr.	West'd Frt.	East'd Frt.	East'd Frt.	

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
Slope and SF			West'd Psgr.	West'd Frt.	East'd Psgr.	East'd Frt.		
SF and AR or UN			West'd Psgr.	West'd Frt.	East'd			
AR and MO			West'd Psgr.	West'd Frt.	East'd Psgr.	East'd Frt.		East'd Frt.
MO and JD			West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.		
JD and Millwood				West'd Frt.	West'd Psgr.	East'd		
Millwood and DR				West'd Frt.	West'd Psgr.	East'd Psgr.		East'd Frt.
DR 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	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	East'd Frt.	East'd Psgr.		
DV and PITT					West'd	East'd		
JD and Federal St.					West'd	East'd		
PITT and Federal St.					West'd	East'd		
Federal St. & E. Conway			West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.		
East Conway & Region Post (Lake Reg.)					West'd	East'd		
PH and CO					West'd	East'd		
CO and Weirton Jot.				West'd Frt.	West'd Psgr.	East'd		
Weirton Jot. and Region Post (Buck-eye Reg.)					West'd	East'd		
Hollidaysburg & Petersburg Branch Between: Eldo & Alto					West'd	East'd		

Brilliant Branch Between:	No. 2 Track	No. 1 Track
UY and CM	Westward	Eastward

**NOTE—Tracks are numbered from south to north.**



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

**NOTE—Tracks are numbered from east to west.**

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

**NOTE—Tracks are numbered from south to north.**

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 H					Nort'd	Sout'd		

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

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

**NOTE—Tracks are numbered from south to north.**

Ohio Connecting Bridge Between:	O.C. Bridge No. 3 Track	O.C. Bridge No. 4 Track	O.C. Bridge No. 1 Track	O.C. Bridge No. 2 Track
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.**

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

**NOTE—Tracks are numbered from south to north.**

**1151-B2.** At the following locations third paragraph of **Rule D-151** will not apply and movements will be made as indicated below:

Track	From	To	When authorized by Train Dispatcher On Verbal Permission from	Note
No. 2	Spring Hill	<b>SZ</b>	Operator <b>SZ</b>	1
No. 1	Perry	First switch leading to east end East Pittsburgh Yard	Operator <b>WG</b>	....
No. 3	Edgewood	First switch east thereof, leading to Keller Bros. Co.	Operator <b>R</b>	....
No. 2	North end Thompson Yard	Kenny	Operator <b>PG</b>	....
No. 2	East end eastward siding Wellsville	Switch leading to Fueling facilities, 500 feet east thereof	Operator Rochester (Operator Midsteel when open)	....

**NOTE 1.** For engines returning to their train or for engines removing from or placing cars or cabins on No. 2 track. Movements must be made at restricted speed.

**1151-B3.** 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-B4.** 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	Note
A	Deer	Hunt	Eastward	Hunt	1
C	Hunt	Deer	Westward	Hunt	1
No. 1	Alto	South	Eastward	AYM South	1
No. 1	South	Rose	Eastward	AYM-Brush	1
A	Alto	South	Eastward	AYM South	1
No. 2	Rose	Alto	Westward	AYM-Rose	1
No. 1	Rose	Antis	Eastward	Antis	2-8
No. 2	Antis	Rose	Westward	Antis	2-8
No. 1	Wye	Holly	Eastward	Wye	2
No. 2	Holly	Wye	Westward	Wye	2
No. 0	NY	BC	Eastward	NY	1
No. 5	W	SO	Westward	SO	1
Westward engine	AO	Crossover No. 4 Pit Track	Westward	C	1
No. 0	East End No. 1 Pit Track	AO	Eastward	C	1 3
No. 1, No. 2, No. 3 & No. 4 Pit	C	Junction with O Track	Eastward	C	1 3
1S	JW	Clearance Point, E.E., Woodvale Yard	Eastward	C	1 4
No. 0	CP	Shafton	Eastward	CP	1
No. 0	WG	Spring Hill	Eastward	WG	1 5
No. 1	WG	Spring Hill	Eastward	WG	1 5
Relay 1	Perry	U Jct.	Westward	WG	1
Relay 2	Perry	U Jct.	Westward	WG	1
Relay 3	Perry	U Jct.	Westward	WG	1
WK	CM	WK	Eastward	CM	1 6
Monon-gahela No. 1	MC	H	Northward	MC	2
Monon-gahela No. 2	H	MC	Southward	H	2
No. 101	29th Street	South End Coleman Yard	Northward	Yard Master 16th Street, when Yard Master 43rd is not on duty	1
No. 102	South End Coleman Yard	29th Street	Southward		1
No. 101	South End Coleman Yard	North End Coleman Yard	Northward		1
No. 102	Nadine	South End Coleman Yard	Southward	Yard Master 16th Street, when Yard Master 43rd is not on duty.	1

Track	From	To	Assigned Direction	Controlled by	Note
No. 101	CQ	Etna	Eastward	CQ	1 7
No. 102	Etna	CQ	Westward	UY	1 7
No. 5	Pennsylvania Ave.	Columbus Avenue	Westward	Pennsylvania Avenue	1
No. 0	Jacks Run	Pennsylvania Ave.	Eastward	Yard Master Island Ave.	1
No. 101	Rochester	West Conway	Eastward	West Conway	1
No. 102	West Conway	Rochester	Westward	West Conway	1
No. 27	Corliss	Esplen	Eastward	Corliss	1
No. 105	Glenn	RG	Eastward	Wagner	1
No. 103	Laurel Hill	Bulger	Westward	Laurel Hill	1

**NOTE 1. Rule 110 applies.**

**NOTE 2. See Special Instruction 1250-A1. COLUMN 3**

**NOTE 3.** 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.

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

**NOTE 6.** Trains using WK Secondary track with work to perform at Wilksburg, will stop clear of switches at Wilksburg yard.

**NOTE 7.** Permission must be obtained from CQ to use No. 101 track, and from UY to use No. 102 track, at any point between CQ and Etna.

**NOTE 8.** Reverse movements to be made by train order.

**1151-D1. Secondary Tracks of No Assigned Direction**

Track	Between	And	Controlled by	Note
Lewistown (E)	Lewistown	Jct. Milroy Secondary Track	Lewis	1
Milroy (E)	Jct. Lewistown Secondary Track	Milroy	Lewis	1
No. 5 (W)	Lewistown	Lewis	Lewis	1
No. 4 (E)	Jacks	Mount Union Track Scales	Jacks	1
A (W)	Jacks	West End of track	Jacks	1
Bridgeport (E)	Bridgeport	Tool House 3834 ft. East	Jacks	1
No. 5 (W)	Hunt	Deer	Hunt	1
No. 5 (W)	Forge	Wilson	Gray	1
No. 8 (W)	Wilson	Gray	Gray	1
No. 9 (W)	Wilson	Gray	Gray	1
No. 1 (Yd.) (W)	Rose	Works	AYM-Rose	1
No. 5 (W)	Juniata Shops	7th Street— Altoona	Works	1
No. 8 (W)	Antis	Farm	AYM-Farm	1
South Runner (W)	Farm	South	AYM-South	1
Middle Runner (W)	Farm	South	AYM-Brush & South	1
No. 3 Power (W)	Alto	Slope	Alto	1
H. & P. (W)	Pete	Holly	Wye	2
Springfield (E)	Ganister	Oreminea	Wye	1
No. 6 Westward Relay Yard (W)	East End Relay Yard	Jones Street Hollidaysburg	Yard Master Jones Street	1
Morrison Cove (S)	Holly	Brook	Wye	2
	Brook	Curry	Wye	1
Bedford (S)	Brook	State Line	Wye	2
Mt. Dallas (N)	Creek	Dallas	Wye	2
No. 8 (N)	17th Street Tyrone	North End Class'fn. Yd.	Miles	1
Clearfield (N)	Park	Cur	Miles	2
	Cur	Grampian	Miles	1

Track	Between	And	Controlled by	Note
Runner (N)	Mills	Maple	Miles	1
Moshannon (S)	Mills	Ram	Miles	2
	Ram	McCartney	Miles	1
Moshannon & Clearfield (S)	M. & C. Jct.	Brookwood Shaft	Miles	1
Coal Run (S)	Coal Run Jct.	Mease Coll. No. 2	Miles	1
Muddy Run (S)	Muddy Run Jct.	Leland Coll. No. 10	Miles	1
Bellefonte (E)	Miles	White	Miles	2
New Portage (W)	Wye	SF	AR	2
Cresson (N)	MO	EP	EP	1-5
	EP	RU	EP	2-5
	RU	Fordham	EP	1-5
Hastings (W)	Hastings Jct.	Hastings	EP	1
McGees (N)	McGees Jct.	Glen Campbell	EP	1
Susquehanna (N)	DF	DC	EP	2
Moss Creek (N)	Moss Creek Jct.	End of Track	EP	1
Black Lick (W)	KY	ZD	EP	2
South Fork (S)	LV	HC	SO	2
South Fork (S)	HC	End of Track	SO	1
Beaver (S)	Lovett	End of Track	SO	1
Llanfair (S)	Lovett	End of Track	SO	1
Bradenville (N)	4500 ft. W. of DR	End of Track	DR	1
No. 0 (E)	Donohoe	Conn. with No. 1 track 2.8 miles west of KR	KR	1
Huff (S)	Hayden Jct.	Huff Jct.	RG	1
Greensburg (N)	County Jct.	Greensburg Jct.	RG	1
Manor (N)	Manor	Harrison City	CP	1
Youghiogheny (S)	Irwin	Cereal	CP	1
No. 0 (S)	29th Street	PITT	PITT	1, 3

Track	Between	And	Controlled by	Note
No. 0 (S)	<b>OB</b>	Crossover, 3000 ft. north of Hays	<b>OB</b>	1
No. 0 (S)	Kenny	<b>PG</b>	<b>PG</b>	1
McKeesport (S)	So. Duquesne	McKeesport	<b>PG</b>	1
Ellsworth (S)	<b>MC</b>	Cokeburg Jct.	<b>MC</b>	1
Monongahela (S)	<b>MC</b>	<b>BF</b>	<b>MC</b>	2
West Brownsville (S)	<b>BF</b>	Ten Mile Run Jct.	<b>BF</b>	1
Marianna (S)	Cokeburg Jct.	Marianna	<b>MC</b>	1
Cokeburg (S)	Cokeburg Jct.	Cokeburg	<b>MC</b>	1
Yukon (S)	Yukon Jct.	Cowansburg	<b>RG</b>	1
Scottdale (S)	Scottdale Jct.	End of Track	<b>RG</b>	1
Southwest (S)	<b>RG</b>	<b>VA</b>	<b>RG</b>	2
Redstone (S)	<b>BF</b>	<b>RS</b>	<b>BF</b>	2
Indiana (N)	<b>D</b>	<b>NM</b>	<b>BI</b>	2
Butler (E)	<b>JB</b>	<b>VO</b>	<b>VO</b>	2
No. 101 (W)	<b>UY</b>	Etna	<b>UY</b>	1
No. 103 (S)	South End Coleman Yd.	<b>UY</b>	<b>UY</b>	1
No. 101 (E)	Federal Street	East End Bridge 0.33	Federal St.	1, 4
Beaver Valley (E)	Vanport	Bridgewater P.&L.E.R.R.	Rochester	1
Yellow Creek (E)	River	Branch	Yellow Creek	1
Carnegie (W)	Wagner	Camp Hill	Wagner	1
Washington (W)	Glenn	<b>WH</b>	Wagner	2
Waynesburg (E)	Waynesburg	<b>WH</b>	Wagner	1
Wheeling (W)	Weirton Jct.	<b>UN</b>	Rockville	2
Powhatan (W)	<b>GR</b>	<b>PN</b>	Rockville	2
Captina (W)	Captina Jct.	Norton Mine No. 3	Rockville	1
Omal (W)	<b>PN</b>	Omal	Rockville	1
New Cumberland (E)	<b>WN</b>	<b>HS</b>	Weirton Jct.	2
Weirton (E)	<b>CY</b>	<b>WN</b>	Weirton Jct.	2

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

**NOTE 1. Rule 110 applies**

**NOTE 2. See Special Instruction 1250-A1. COLUMN 3.**

**NOTE 3.** 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 4.** Before permitting eastward movements to enter this track, operator will confer with yard master, 16th Street.

**NOTE 5.** Movement on Cresson Secondary Track, will be controlled by Operator at **MO** when **EP** is closed.

**1151-E1. Employees in Charge of Sidings of Assigned Direction**

Siding	Employee in Charge	NOTE
Lovett—Southward	Operator <b>SO</b>	
<b>SF</b> —Eastward	Operator <b>AR</b>	
Pine Run—Eastward	Operator Truxall	
<b>AJ</b> —Northward	Operator <b>AJ</b>	
<b>AJ</b> —Southward	Operator <b>AJ</b>	
<b>FD</b> —Northward	Operator <b>FD</b>	
<b>FD</b> —Southward	Operator <b>FD</b>	
Clayport—Eastward	Operator Yellow Creek	
Sturgeon—Eastward	Operator Laurel Hill	
Mingo Jct.—Westward	Operator Mingo Jct.	



**1151-F1. Running Tracks of Assigned Direction**

Track	From	To	Assigned Direction	Controlled by
Eastward	Holly	Switch in H. & P. secondary track, opposite yard office, Jones St.	Eastward	Wye
Straight	Works	520 feet West of Works	Westward	Works
No. 3	<b>PITT</b>	391 feet east of MP 351	Eastward	<b>PITT</b>
No. 4	<b>DV</b>	<b>PITT</b>	Westward	<b>PITT</b>
Eastward	<b>GR</b>	Rockville	Eastward	Yardmaster Mingo Jct.
Westward	Rockville	West End 300 yard	Westward	Yardmaster Mingo Jct.

**1151-G1. Running Tracks of No Assigned Direction**

Track	Between	And	Controlled by
Hill(W)	East End Homer Yard	Rose	Asst. Yard Master Rose
No. 5	<b>EP</b>	South End Cresson Yard	Yard Master
1(E)	Springhill	<b>SZ</b>	Yard Master No. 10 Yard Office, Pitcairn
2(E)		950 feet west of <b>SZ</b>	Yard Master No. 10 Yard Office, Pitcairn
3(E)		Switch to east end of relay tracks	Yard Master No. 10 Yard Office, Pitcairn
Monongahela(S)	<b>MC</b>	512 feet north of Mile Post 46	<b>MC</b>
10(E)	West Conway	East Conway	Yard Master, Conway
14(E)	No. 10 track at west end of No. 600 yard	East end engine-house pit tracks	Asst. Yard Master at No. 4 Hump
15(W)	East end of No. 100 yard	No. 18 track	Asst. Yard Master at No. 5 Hump
17(E)	East end of No. 201 track No. 4 Hump	East end engine-house pit tracks	Asst. Yard Master at No. 4 Hump
18(E)	West Conway	No. 17 track east end of cabin track	Asst. Yard Master at No. 4 Hump
1408(E)	No. 14 track	East end of Shop track ladder	Asst. Yard Master at No. 4 Hump
105(W)	East end of No. 100 yard	No. 5 Hump ladder	Asst. Yard Master at No. 5 Hump
908(W)	East Conway	West Conway	East Conway to east end 900 yard, Yard Master No. 5 Hump. East end 900 yard to West Conway, Yard Master No. 5 Yard.
702(W)	West end 900 yard	West Conway	Yard Master No. 5 yard.
104(E)	<b>BI</b>	Market Street, Blairsville	Yard Master, or clerk Blairsville
Blairsville (N)	Blairsville	Block limit Station D	
45(W)	<b>Duff</b>	Middle crossover, east of Scully	Yard Master, Scully
119(W)	Yard Office, 400 Yard, Mingo Jct.	East end 300 Yard	Yard Master, 400 Yard, Mingo Jct.
99(W)	Yard Office, 400 Yard, Mingo Jct.	East end 200 Yard	Yard Master, 400 Yard, Mingo Jct.
Piper (W)	Mingo Jct. Enginehouse	West end 300 Yard	Yard Master, 400 Yard, Mingo Jct.
Zane (W)	<b>NY</b>	<b>Zane</b>	Yard Master, Benwood
Wheel (W)	<b>UN</b>	<b>Zane</b>	Yard Master, Benwood
Westward	Zane	Benwood	Yardmaster Benwood

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

**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.
644 24	2 2	CM CM	R R	502 638	—

**PASSENGER TRAIN OPERATION**

**1154-A1.** Through Crews must register not more than thirty minutes before train is scheduled to leave and must be on the Station platform to take charge of train twenty minutes before scheduled leaving time.

Local Crews must register not more than thirty minutes before their train is scheduled to leave and must be on platform fifteen minutes before departure.

Connecting Conductors of through trains will personally contact each other to deliver any information or instructions necessary to train.

Passenger Trainmen, on arrival at Pennsylvania Station, Pittsburgh, will remain with their train until all passengers are out of the cars, or until relieved by another crew to whom they will report any unusual conditions.

When passenger trains are vacated, the trainmen will promptly go through the coaches to see that all passengers are out and look for lost articles and, if any are found, turn them into the Lost and Found Department in the basement. Station Employees are prohibited from entering coaches of inbound trains until trainmen have gone through them.

**1154-A2.** At Tyrone station, flagmen of passenger trains will be recalled by electric bell instead of engine whistle.

**1154-A3.** 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-A4.** 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-A5.** 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-A6.** The following instructions will apply to the enginemen of trains Nos. 50, 32, 16, 12, 24, 25, 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-A7.** In the application of Instruction 16, Brake and Train Air Signal Instructions enginemen 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 UN to uncouple helping engines, will make a running test of the brakes just before passing UN.

**1154-A8.** Local passenger trains will be governed by instructions applicable to through trains, except between Shadyside and Greensburg the side and trap doors will remain open on the station platform side of the train, and where the next station stop is on the opposite side, all side and trap doors must be closed and opened on the side from which passengers will be received and discharged at the next station stop. All side and trap doors must be kept closed on the opposite side of the station platform.

**1154-A9.**

Nos. 635, 637 and 641, will receive passengers at Derry on yard track next to No. 0 Track and use that track Derry to DR.

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

No. 924 will receive and discharge passengers from AJ Northward siding and use this track between AJ and Aladdin, unless otherwise instructed.

Trains will clear the time of this train on AJ Northward siding.

**1154-A10.** No. 17 will cut off mail-express car off at Johnstown Station.

No. 24 will cut car of mail-express off east of switches at "C" interlocking, Sunday only.

No. 55 will cut off mail car at Johnstown on Monday.

**1154-A11.** Engineman of No. 4, No. 32, No. 22, No. 50, No. 55, No. 61, No. 13, No. 25, No. 33, No. 23, No. 31 and No. 3 arriving at east and west end of station tracks Pittsburgh, will stop with the front of engine at yellow flag by day or yellow light by night held at arms length by Utility Brakeman.

**1154-A12.** Speed control switch must remain in normal position on all passenger train movements between Slope and 9th Street, Altoona.

## FREIGHT TRAIN OPERATION

### 1155A1. Instructions for preparation and handling of Freight trains on grades.

The following instructions in connection with and supplementary to the Brake and Train Air Signal Instructions No. 99-D-1 in handling freight trains will apply between:

Altoona and Pete—Dix and Milesburg—Buffalo Mills and Hyndman.

Trains having 40 percent or less loaded cars will be considered empty trains.

Trains having more than 40 percent loaded cars will be considered loaded trains.

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

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

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

When engineman is notified of the condition of the brakes, he must also be advised 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.

On all loaded and mineral trains the brake pipe pressure must be adjusted to 95 pounds.

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

### Clearfield Secondary Track—Summit to Vail, Car Limit 75 Cars

On trains having engine equipped with operative dynamic brakes and pressure maintaining valves:

Loaded and mineral trains must have brake pipe pressure adjusted to 105 pounds and all retaining valves except the rear 10 cars set in slow direct exhaust position (45 degrees above center). This must be done at the time terminal air brake test is made and so remain enroute.

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.

If the brake pipe pressure on the engine drops to 80 pounds on loaded or mineral trains or 70 pounds on empty, 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 freight trains on descending grades that are being controlled by the pressure maintaining and dynamic brake 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, and must be fully applied 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.

Tonnage of the trains will be governed by the following dynamic braking force:

One 1500 or 1600 Horse Power unit—2170 Tons.

One 1750 Horse Power unit—2270 Tons.

One 2000 or 2400 Horse Power unit—2400 Tons.

If the tonnage of the train is greater than the dynamic braking force of the units involved (determined by multiplying the tonnage per single unit by the number of operative units hauling the train) or the dynamic brake or pressure maintaining feature, or both fail, instructions governing train with non-equipped engine must be observed. Instructions 54 to 60—99-D-1.

Speed restrictions as prescribed in Special Instructions of Time Table to apply.

**1155-A2.** In the following areas retaining valves on loaded and mineral trains must be turned up in high pressure position:

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 Junction

McCoy Run

Butler Secondary Track **KD to VO—KD to Mile Post 3—**  
when operating with non-equipped engine

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

If engine is equipped with operative dynamic brake and pressure maintaining feature, retaining valves must be turned up in slow direct exhaust position (45 degrees above center) on 50 percent of the train commencing at the head end of the train.

#### **Trains Having Engine Equipped with Operative Dynamic Brake and Pressure Maintaining Feature**

**1155-A3.** The following instructions in connection with and supplementary to the Brake and Train Air Signal Instructions, 99-D-1, Paragraphs 54 to 60 inclusive, will apply:

Trains having 40 percent or less loaded cars will be considered empty trains.

Trains having more than 40 percent loaded cars will be considered loaded trains.

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

On Loaded and mineral trains, retaining valves must be set in slow direct exhaust position (45 degrees above center) on all except the rear 10 cars.

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

This must be done at the time terminal air brake test is made and so remain enroute.

#### **Gallitzin to Slope or Wye**

Retaining valves will be turned up on eastward trains from Cresson before departure of the train. The Conductor will be responsible for properly instructing the trainmen and knowing that the handles of retaining valves are turned to the proper position.

Retaining valves of eastward freight trains from points west of Slope must not be released until the train is stopped at **ALTO** or **WYE** and engineman has given the proper whistle signal to release brakes.

When engineman is notified of the condition of the brakes, he must also be advised of the number of retaining valves set in slow direct exhaust position.

On mineral trains brake pipe pressure must be 105 pounds, on loaded trains 100 pounds and on empty trains 80 pounds before passing **MO**, and descending the grade east thereof.

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 trains, less than 85 pounds on other loaded trains or less than 70 pounds on empty trains, the helper engineman will immediately notify operator at **AR**, or **MO**, via trainphone, that the train does not have the required air pressure on rear end.

If helper engine is not equipped with trainphone, and cabin car is equipped, the conductor will notify operator at **AR** or **MO** that the rear of train does not have the required air pressure.

If helper engineman and conductor are unable to contact **AR** or **MO** operators via trainphone, the helper 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 80 pounds on loaded or mineral trains, or 70 pounds on empty 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 the front end 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 descending grades that are being controlled by the pressure maintaining and dynamic brake 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, and must be fully applied 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.

Tonnage of the train will be governed by the following dynamic braking force:

One 1500 or 1600 Horse Power unit—3250 Tons.

One 1750 Horse Power unit—3500 Tons.

One 2000 Horse Power unit—3750 Tons.

One 2400 Horse Power unit—4500 Tons.

Average tons per effective brake must not exceed 105 tons.

If the tonnage of the train exceeds 12,000 tons, or the tonnage of the train is greater than the dynamic brake force of the units involved (determined by multiplying the tonnage per single unit by the number of operative units hauling the train) or the dynamic brake or pressure maintaining feature or both fail enroute, instructions governing trains with non-equipped engine will govern. Instructions 54 to 60—99-D-1.

Speed restrictions as prescribed in Special Instructions of Time Table to apply.

#### **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.

Average tons per operative brake must not exceed 95.

#### **1155-A4. 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 or Tonnage Exceeds 12,000 Tons**

On such mineral or 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.

If the brake pipe pressure on the engine drops to 70 pounds on loaded trains or 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 is being restored.

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 six inches 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.

**1155-A5.** AS-10, AS-16, BS-24 and ES-15 type diesel units which are not equipped with coupler stops or centering devices must not be operated when coupled next to each other except:

When they are the first two units on the front end of a train; when they are the last two units on the rear end of a train; or when moving light.

On descending grades where Time-Table Special Instructions require the use of dynamic brakes in lieu of or to supplement retaining valves, another engine must not be coupled ahead of the hauling engine unless it is known that the hauler engine is equipped with coupler stops or centering devices.

**1155-A6.** Freight trains leaving yards, fueling tracks, 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-A7.** Except on front end of following Arranged Freight Trains, AST, CG's, DJ-3, LCL's, NF's, TT's or JET's; maximum

locomotive horsepower indicated below must not be exceeded on freight trains:

Track	Horsepower On Front end	Horsepower on Rear end
Main Line, Branches and Secondary tracks, except Butler Secondary track	7200	5400
Butler Secondary Track	7200	6400

Instructions for operation of AS-54 locomotives when used as helper on rear of trains:

#### **When Starting:**

The maximum starting tractive effort will be obtained when the hand on the amperage gauge is at the "dot" appearing on the face of the gauge, which "dot" normally indicates dynamic brake value and which value must not be exceeded when applying power to make the initial movement of the train.

After the train is in motion, additional power may be applied gradually. When a speed of approximately 6 miles per hour is attained, the controller should be operated in the 8th running notch, if operating conditions permit.

#### **Slowing Down:**

The controller may remain open until the speed has been reduced to not less than 6 miles per hour, when a reduction in controller notches must be made to keep the ampere hand below the overload rating.

#### **Stopping:**

In order to have the proper amperes when stopping, the hand on the amperage gauge must not be permitted to pass beyond the "dot" appearing on the face of the gauge, the same as in starting.

**1155-A8.** Employees assigned to diesel units on freight train must be in the leading or controlling unit of their assignments while passing through Tunnels.

At Gallitzin tunnels, fans will be operated upon request from crews or when it is known diesel units have stopped in tunnel.

Signs bearing letter "F" are located on top of fan houses between No. 3 and No. 4 tracks, 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.

**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.

Conductors of freight trains entering Conway yard will drop, or hand, manifests to the Scanners after their train has passed scanning station.

**1155-A10.** Crews placing cars on tracks protected by bumper block will leave a space between car and bumper in order to avoid damage to equipment.

**1155-A11.** 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 the 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-A12.** Conductors of Freight Trains will report on Form M. P. 401 every delay due to car trouble, preparing separate form for each car. These forms are to be turned in at end of trip to Car Inspector or at Yardmaster's office, from where they will be forwarded to Foreman in charge of Car Inspectors.

Foreman Car Inspectors will forward to M.C.B. Clearing House, Altoona, forms covering reports made or material applied to foreign and individually owned cars, but not forms received covering reports of trouble to any cars on which repairs were not made or no material applied.

**1155-A13.** In all cases of freight cars becoming defective, 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-A14.** 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-A15.** 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-A16.** 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 of Conemaugh Yard and Pit tracks, **AO**, **NY**, **MO**, Cresson Yard, and **AR**, East Conway, Mingo Jct.  
Westward—At **MG**, Benny and **SF**.

**1155-A17.** 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-A18.** 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 other than pool cabins on eastward freight trains will be cut off after passing 9th Street. If cabin should stall, Works must be notified immediately.

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

**1155-A19.** 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-A20.** 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-A21.** 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-A22.** On the Monongahela Running track, the rear end of all trains and drafts of cars will be indicated by a white light by night.

**1155-A23.** 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 UY Block Station before proceeding.

**1155-A24.** When practicable to do so, cars will not be stored on Truxall Storage Track within 500 feet of westward home signal at Truxall.

**1155-A25.** 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-A26.** Conway—Color flashing light signal system in conjunction with trainphone for use in doubling yard and road movements from and to any pull out track at East Conway and West Conway in service at the following locations:

**East Conway.**

685 feet west of Mile Post 20, mounted on pole on south side of No. 1 track.

1752 feet west of Mile Post 20, mounted on pole on south side of No. 1 track.

1809 feet west of Mile Post 20, mounted on pole on south side of No. 1 track.

**West Conway.**

400 feet west of Freedom Station, mounted on telephone pole, north side of No. 2 track.

1800 feet west of Mile Post 24, mounted on overhead bridge, north side of No. 2 track.

750 feet west of West Conway Block and Interlocking Station, mounted on telephone pole, north side of No. 2 track.

2000 feet west of West Conway Block and Interlocking Station, mounted on telephone pole, north side of No. 2 track.

864 feet west of Mile Post 25, mounted on telephone pole, north side of No. 2 track.

These signals are under control of a Utility Conductor. Engineer engaged in doubling yard or road drafts of cars necessitating the use of these signals will be governed by instructions from the Utility Conductor. Flashing light signal aspects governing the doubling of yard or road movements have been assigned the following indications:

	East Conway	West Conway
One long flash	Stop	Stop
Two short flashes	Move east	Move west
Three short flashes	Move west	Move east

These signals do not supersede the observance of Block and Interlocking signals.

Drafts of cars which may proceed east of East Conway Interlocking Signals 80, 82, 90, 92, 94 or 96 must be accompanied by a trainman on the rear car, who must control the backward movement in accordance with interlocking signal aspects. After a draft of cars expecting to be governed by the color flashing light signals moves east of East Conway interlocking, Block Operator must not establish a conflicting route until assured all concerned with above movement are to remain standing until permission is issued by the Operator to proceed with the doubling operation. Rule 670 must be complied with for all movements within interlocking limits.

**1155-A27.** When trains are delayed at Beaver and block First Street crossing (Water Works crossing) located 725 feet east of Mile Post 1, Bayard Branch, the crossing must be cut promptly.

**1155-A28.** Mingo Jct.—In order to prevent obstruction of State Street Crossing, trains moving from Mingo Yard 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-A29.** Eastward trains on No. 1 track receiving a Stop Signal **Rule 292** at **MO**, must stop clear of wooden crosswalk leading to Cresson Station.

**1155-A30.** 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-A31.** 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-A32.** Referring to **Rule 4155-C**, hog drenchers in service on ladder at east end of 8, 9 and 10 tracks and adjacent to No. 1 Secondary track, Brush Yard, Altoona.

The watering of other stock shipments or poultry should be performed on icing tracks at Huntingdon.

**1155-A33.** 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-A34.** Trains doubling on the Ohio Connecting Bridge will be accompanied by at least one car when engine is returning for rear portion of train.

**1155-A35.** Trains stopping on Main Tracks at Kiski Yard to work, will cut, pull or stop clear of pedestrian crossing leading to Kiski Yard office unless otherwise instructed by Yard Master.

**1155-A36.** Before movement is made on tracks where tank cars —loaded or empty—are placed or pulled, it is the responsibility of the Conductor to know, all connections are disconnected and stored in a safe position and the number of cars that can be handled on the track in a safe manner.

**1155-A37.** Trains stopping on Scully No. 1 track and Scully No. 2 track Scully Yard to work, will stop clear of crossover switches unless otherwise instructed by Yard Master.

**1155-A38.** When freight trains are required to operate down the East Slope between **AR** and Slope in more than one part, each part must be accompanied by at least two (2) trainmen, one of which must be a qualified Conductor.

**1155-A39.** Conductor or Engineman on Southward trains from Clearfield Secondary Track, will report clear of Block at Park to Operator at Miles.

Unnecessary obstruction of crossings in Borough of Tyrone must be avoided.

Trains destined to Tyrone Yard will report Clear immediately upon arrival at that point.

**1155-A40.** Yellow color light signals for use in doubling train movements from and to Island Ave. Yard to No. 3 Main Track, located on telephone poles, 754 feet and 907 feet west of Mile Post 3 on south side of No. 3 Main Track.

Controller located 324 feet west of Island Ave. Yard Office on south side of No. 3 Main Track, and will be operated by a Trainman.

Flashing light signal aspects governing the doubling of yard and road movements assigned as follows:

One Long Flash —STOP  
Two Short Flashes —MOVE WEST  
Three Short Flashes—MOVE EAST  
Four Short Flashes —APPLY OR RELEASE AIR BRAKES

At Pitcairn color flashing light signal system for use in doubling road and yard movements, located 2050 feet west of Mile Post 336, mounted on the east side of Signal Bridge, and 1180 feet east of Mile Post 336 mounted on east and west side of Overhead Highway Bridge, Cavittsville, in service.

Controller located 730 feet east of 21-1 Yard Office on telephone pole.

Flashing light signal aspects for doubling assigned as follows:  
Flashing yellow light signal for doubling on Main Track.

Flashing green light for doubling through Cavittsville Yard.

One Long Flash —STOP  
Two Short Flashes —MOVE EAST  
Three Short Flashes—MOVE WEST  
Four Short Flashes —APPLY OR RELEASE AIR BRAKES

### **Operation of Pusher Engines**

#### **In State of Ohio**

**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, employees 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.

### **FREIGHT AND PASSENGER TRAIN OPERATION**

#### **1156-A1. BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS**

At Pittsburgh for through passenger trains and at Pitcairn and Conway for relay freight trains, train brake tests are to be made in accordance with second paragraph Instruction 11 of the Brake and Train Air Signal Instructions of **99-D-1**, revision of August 1, 1958.

At Altoona the incoming engineman on through passenger trains will verbally notify the outgoing engineman of the number of cars in train and condition of brakes.

**1156-A2.** Conductors of all trains and enginemen of light engines must inquire for instructions before starting from initial point.

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

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

**EASTWARD TRAINS**—Conductors, when receiving consist of train at Pitcairn Yard, will also be given four (4) 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 Pittsburgh.

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.

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

Cooling hose, sponging material, etc., Ryde and Huntingdon.

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 Thompsonstown Shop Track must not foul crossover located at west end of shop track.

**1156-A6.** 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-A7.** 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 on 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.

East Slope freight helpers pulling ahead will remain coupled to MO, Passenger helpers will cut off at UN.

#### **South Fork Secondary Track:**

Enginemen of helping engines assisting trains at M. P. 9, on South Fork Secondary Track, cutting off at that point, must promptly report to operator at SO 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.** 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.

**1156-A9.** Conductors and Enginemen of all trains, freight and passenger, operating between **SG** and **JD** will indicate on face of their car reports, time return, daily reports and mileage stub the track used between these points, whether 1, 2, 3, or 4 track.

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-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.** Eastward trains on No. 1, No. 2 and No. 3 tracks with more than 85 cars receiving a signal indication more restrictive than Approach-slow, **Rule 284** at fixed signal 2384 will stop clear of Brick Yard crossing located 875 feet east of signal 2384 and communicate with Slope Block and Interlocking Station before proceeding.

**1156-A13.** 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-A14.** Operator at **BF** in charge of movements on wye tracks. Movements via south leg of wye track at **BF** will be made on permission from operator at **BF**. Southward movements on Monongahela Secondary track via north leg of wye track will be made on interlocking signal indication. Northward movements from Monongahela Railway via north leg of wye track will be made on hand signal from switchtender Monongahela Railway while on duty and on permission from operator at **BF**, when switchtender is not on duty.

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

**1156-A16.** 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-A17.** On Conemaugh Pit tracks, targets displaying yellow by day and yellow light by night, at east end of 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-A18.** 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-A19.** 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**. Westward and northward trains may use these tracks on permission from operator at **SO**.

Southward trains must stop at first crossover south of Jump-over bridge, and report to Block Operator, **SO**, for instructions.

**1156-A20.** 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-A21.** Enginemen in charge of engines running light will make a running test of the brake before descending any grade.

**1156-A22.** 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-A23.** Wrenches, hammer, chisel and chain have been placed at all Block Stations for emergency use of Engine and Train Service crews.

**1156-A24.** 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-A25.** 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-A26.** Glenfield-Haysville-Westward trains on No. 3 and No. 4 tracks receiving a signal indication more restrictive than Approach, Rule 285 at fixed signal 107, west of Glenfield, will stop and communicate with operator at East Conway for instructions before proceeding.

**1156-A27.** 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.

**1156-A28.** 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-A29.** 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.

**1156-A30.** Operation of A-2 Caboose Valve. Service Application: Move the valve handle from release toward application position, being sure to hesitate 10 seconds in each notched position before moving on to the next notch. The first movement of the handle locks the valve so it can not be moved back to closed position. After the train has stopped the valve can be unlocked by moving the handle to the extreme application position.

Emergency Application: Move the valve handle quickly from release to the extreme application position and leave it there until after the train has stopped.

**1156-A31.** When H Block Station is closed, permission to occupy the main track between H and PG will be secured from Operator at PG. When MC Block Station is closed, permission to use Running Track and Block authority on Secondary Track, between MC and BF, will be secured from Operator at BF.



**SPEED RESTRICTIONS****1157-A. Speed Table**

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

**1157-A1. Referring to Rule 4157-A:**

White marker posts installed along sides of track at the following locations for the purpose of checking speedometers.

**Main Line—Middle:**

Between	Location
Mile Post 124 and Mile Post 125	2000 feet West of Mile Post
Mile Post 229 and Mile Post 230	East of Bellwood to Bell

**Main Line—Pittsburgh:**

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

**Main Line—Conemaugh:**

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

**Allegheny Branch:**

Mile Post 14 and Mile Post 15	North of Hulton highway crossing, located 0.6 mile north of Oakmont
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**Main Line—Eastern:**

Mile Post 8 and Mile Post 9	Emsworth to Glenfield
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**Bayard Branch:**

Mile Post 5 and Mile Post 6	West of Merrill
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**Main Line—Pan Handle:**

Mile Post 2 and Mile Post 3	West of Monon
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**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 a point 1000 feet south of M.P. 11.....	1.98	2.5	10.7	14
From a point 1000 feet south of M.P. 11 to M.P. 8	.11 to 1.98	3.5	13.12	16
M.P. 8 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 a point 1000 feet south of M.P. 11.....	1.98	2.5	16	10
From a point 1000 feet south of M.P. 11 to M.P. 8	.11 to 1.98	3.5	16	14
M.P. 8 to Vail.....	2.2 to 2.86	3.8	12	19
Total.....		9.8		43

**Main Line—Pittsburgh:**

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 Secondary Track

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
<b>TOTAL</b>	—	5	—	38

### Llanfair Secondary Track

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

**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
<b>TOTAL</b>	—	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
<b>TOTAL</b>	—	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

Main Line Between:	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.
	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 Wall							70	50	50	50	50	50	70	50
Wall and Lewis									70	50	50	50	70	50
Lewis and Jacks							70	50	50	50	50	50	70	50
Jacks and Hunt									70	50	50	50	70	50
Hunt and Pete							70	50	50	50	50	50	70	50
Pete and Tunnel									70	50	50	50	70	50
Tunnel and Spruce											70	50	70	50
Spruce and Forge									50	40	50	40	50	40
Forge and Wilson							50	50	70	50	70	50	50	50
Wilson and Gray					30	30	50	50	70	50	60	50	50	50
Gray 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—SF							70	40	70	45	35	35	35	35
SF and AR											35	35		
UN—AR and MO					O Track 30	30	70	30	70	30	60	45	45	45
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 SO							60	45	70	50	70	50	45	45
SO and AO							60	45	70	45	70	45	30	30
AO 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						
JD and Millwood									50	45	70	50	70	50
Millwood and DR					O Track 50	45			50	45	70	50	70	50
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 & M.P. 322							50	45	70	50	70	50	50	45
M.P. 322 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 WC							70	45	70	45	45	45		

	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.
<b>Main Line Between:</b>	<b>Miles per Hour</b>													
<b>WG and Perry</b>					O Track 30   30		70	45	70	45	30	30	30	30
<b>Perry and R</b>							70	45	70	45	45	45	45	45
<b>R and Swissvale</b>									70	45	70	45	70	45
<b>Swissvale and CM</b>									60	45	60	45	60	45
<b>CM and DV</b>									50	20	50	20	50	30
<b>DV and PITT</b>											50	20	50	30
<b>JD and UY</b>											50	50	50	50
<b>UY and Federal St.</b>											45	45	45	45
<b>PITT &amp; Federal St</b>											30	30	30	30
<b>Federal St. and Jacks Run</b>							70	50	40	40	40	40	70	50
<b>Jacks Run and East Conway</b>							70	50	50	50	50	50	70	50
<b>East Conway and Region Post (Lake Region)</b>											70	50	70	50
<b>PH and Laurel Hill</b>											60	40	60	40
<b>Laurel Hill &amp; CO</b>											60	50	60	50
<b>CO &amp; Weirton Jct.</b>									30	30	60	50	60	50
<b>Weirton Jct. &amp; Reg. Post (Buckeye Reg.)</b>											60	50	60	50

NOTE—On tracks where the maximum speed for passenger trains is 60 miles per hour or more, passenger trains having all passenger equipment, with more than 30 cars and freight trains, when consist is entirely flat cars in Truc-Train Service, except where otherwise restricted, are authorized to operate at a maximum speed of 60 miles per hour.

Between the following locations where passenger train speed is 60 miles per hour or more, except where otherwise restricted, AST, CG, DJ-3, TT, JET, LCL and TT Spl symbolled freight trains are authorized to operate at a maximum speed of 60 miles per hour.

#### Middle District

Mile Post 121 and Mile Post 132  
Mile Post 136 and Mile Post 152  
Mile Post 159 and Lewistown  
Mile Post 168 and Hunt  
Mile Post 206 and Tunnel  
Mile Post 224 and Mile Post 228

#### Pittsburgh District (Westward Only)

MO and Lilly  
NY and SO  
Mile Post 284 and Mile Post 322  
Mile Post 327 and CP

#### Pittsburgh District (Eastward Only)

Mile Post 339 and Mile Post 326  
Mile Post 323 and Mile Post 311  
Mile Post 305 and Mile Post 284

#### Eastern District

Jacks Run and Mile Post 23

Except as provided above, all other restrictions as they apply to passenger trains, remain in effect.

Eastward and Westward trains with Truc-Train trailers measuring 8 feet 5 inches wide at 16 feet 2 inches above top of rail, may use No. 3 track through Radebaugh Tunnel, east of Radebaugh, but must not exceed restricted speed on No. 3 track while train is passing through tunnel.

When handling above trains, the Conductor must know the Engineman has been so advised.

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

BRANCHES	Single Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour					
<b>Holidaysburg &amp; Petersburg Branch</b>						
Between:						
Wye and Eldo	20	20				
Eldo and Alto			30	30	30	30
<b>Clearfield Branch</b>						
Between:						
Wilson and Park	25	25				
<b>Bald Eagle Branch</b>						
Between:						
Park and Lock Haven (Northern Reg.)	45	45				
<b>Irvona Branch</b>						
Between:						
Cresson and Blandburg	25	25				
<b>South Fork Branch</b>						
Between:						
W and LV			20	20	20	20
<b>Paint Creek and Shade Creek Branch</b>						
Between:						
Paint Creek Branch Jct. and Central City	15	15				
<b>Turtle Creek Branch</b>						
Between:						
SZ and BY	20	20				
<b>Port Perry Branch</b>						
Between:						
Perry and PG			20	20	20	20
<b>Allegheny Branch</b>						
Between:						
UY and Nadine	40	18				
Nadine and DN	50	30				
DN and AJ	50	40				
AJ and Brady (Nor. Reg.)	40	40				
<b>Terminal Branch</b>						
Between:						
WT and NY	20	20				

BRANCHES	Single Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour					
<b>New Cumberland Branch</b> Between: Weirton Jct. and WN	20	20				
<b>Low Grade Branch</b> Between: Rochester and Region Post (Lake Reg.)			30	30	30	30
<b>Bayard Branch</b> Between: Rochester and M.P. 25			50	50	50	50
M. P. 25 and Region Post (Lake Reg.)			35	35	35	35
<b>River Branch</b> Between: Yellow Creek and Rockville			35	35	35	35
<b>Brilliant Branch</b> Between: 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								
<b>Ohio Connecting Bridge</b> 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				

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				
CR & H											50	45	50	45				
<b>Peters Creek Branch</b> Between: Pennmont and Gould	15	15																

**1157-C2. Operating against current of traffic, except where Rule 261 is in effect.**

Main Line:	Miles per Hour	
	Psg.	Frt.
Region Post (Phila. Region) and Works.....	50	40
Works and Slope.....	30	25
Slope and Region Post (Lake Region) and Region Post (Buckeye Region).....	50	40
<b>Branches:</b>		
Brilliant Branch.....	40	18
Monongahela Branch.....	30	25
Bayard Branch.....	35	35

Maximum speed for eastward trains on No. 3 and No. 4 track between UN and Slope.

	Miles per Hour			
	No. 3 track		No. 4 track	
	Psg.	Frt.	Psg.	Frt.
Between UN and MG.....	35	35	35	35
Between MG and Signal Bridge 2398..	40	30	30	30
Between Signal Bridge 2398 and Slope..	45	35	35	35

**1157-C3. Wreck Trains and Work Trains**

	Boom Trailing		Boom Forward		On Curves	
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
<b>Main Line</b>						
<b>Between:</b>						
Entire Region, (Except as indicated below).....	40	30	30	20	20	20
Works and Slope.....	25	25	20	20	20	20
Pittsburgh and Region Post Lake Region, on Freight Tracks.....	30	....	25	...	....	....
<b>Branches:</b>						
Bald Eagle, Hollidaysburg and Petersburg, between Eldo and Alto, Monongahela, Brilliant, Allegheny, Low Grade, Bayard, and River.....	30	30	20	20	20	20
Clearfield, Hollidaysburg and Petersburg, between Wye and Eldo, Irvona, South Fork, Turtle Creek and Port Perry.....	20	....	15	....	....	....
Clearfield, Irvona and Port Perry...		25		20	20	20
Hollidaysburg and Petersburg, be- tween Wye and Eldo.....	....	20	....	20	20	20



	Boom Trailing		Boom Forward		On Curves	
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
<b>Secondary Tracks:</b>						
Clearfield, between Park and Summit and between Mills and Grampian, Hollidaysburg and Petersburg, Bedford, Mt. Dallas, Morrison Cove, Monongahela, Southwest, Cresson, Black Lick, Susquehanna, Indiana, and Powhatan.....	25	....	20	....	....	....
Clearfield, between Summit and Mills, Moshannon, New Portage, Redstone, Yukon, Butler, New Cumberland and Weirton.....	20	....	15	....	....	....
Brownsville Jct. Wye, Div. Post (Mon. Ry.) and Redstone—South Leg.....	5	5	5	5	5	5
Hollidaysburg and Petersburg, Bedford, Morrison Cove, between Holly and Brook, Southwest, Cresson, Black Lick, Susquehanna, Washington and Wheeling.....	....	20	....	....	20	20
Clearfield, between Park and Summit and between Mills and Grampian, Mt. Dallas, Morrison Cove, between Brook and Curry, Indiana and Powhatan.....	....	25	....	20	20	20
All other Branches and Secondary tracks.....	15	15	10	10	15	15

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

Main Lines	Miles per Hour
<b>1157-C4. Circus Trains.....</b>	<b>*45</b>
<b>1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A:</b>	
—on straight track.....	*30
—on curves.....	*20
<b>1157-C6. Freight trains with 30 or more cars of mineral freight.....</b>	<b>*35</b>
Freight trains with 30 or more Jenny Type hopper or Jenny Type gondola cars, loaded or empty.....	*35
<b>NOTE—When handling such trains conductors must know that enginemmen have been so advised.</b>	

Main Lines	Miles per Hour
<b>1157-C7. Snow Plows in service.....</b>	<b>*20</b>
<b>Snow Flangers in service.....</b>	<b>*20</b>
Passing station platforms, all grade crossings and trains on adjacent tracks.....	<b>5</b>
When plowing, snow plow must be pushed with front end of engine coupled to plow. If engine is improperly turned and there are no facilities for turning, then a steel gondola should be placed between plow and engine. All personnel riding moving snow plows must maintain proper hand hold to avoid injury.	
<b>1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine.....</b>	<b>*30</b>
<b>1157-C12. Pushing Cars—Passenger Trains.....</b>	<b>*30</b>
—Freight Trains.....	<b>*20</b>
<b>1157-C13. Track Cars—unless otherwise restricted.....</b>	<b>*20</b>
—when hauling track cars or trailers.....	<b>*15</b>
—through crossovers and turnouts, and over highway and railroad crossings.....	<b>5</b>
<b>1157-C14. Highway Rail Cars—unless otherwise restricted:</b>	
Fairmont A-34.....	<b>*30</b>
Fairmont A-30.....	<b>*20</b>
Wilys Jeep.....	<b>*20</b>
Evans auto railer.....	<b>*20</b>
—through crossovers and turnouts, and over highway and railroad crossings.....	<b>5</b>
NOTE—Highway Rail Cars will operate under same rules and Special Instructions that apply to Track cars.	
<b>1157-C15. Engines when operated from rear unit or other than leading end for direction of movement.....</b>	<b>*30</b>
<b>1157-C16. Between Forge and Spruce:</b>	
Eastward petroleum or mineral freight trains.....	<b>*25</b>
Other—Eastward freight trains.....	<b>*35</b>
<b>1157-C17. Engines moving over turntables.....</b>	<b>4</b>
* When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	

**TURNOUTS****1157-D1. Maximum Speed**

<b>Spring Switch Location</b>	<b>Movement Involving Spring Switch</b>	<b>Miles per Hour</b>
	Trailing—Not Springing Switch	15
Cresson Secondary Track Bradley Junction	Facing	30
	Trailing—Not Springing Switch	30
Cresson Secondary Track Ebensburg Junction	Facing	30
	Trailing—Not Springing Switch	30
Susquehanna Secondary Track BN	Facing	30
	Trailing—Not Springing Switch	30
Monongahela Branch Florefe	Facing	15
	Trailing—Not Springing Switch	50
Monongahela Secondary Track, 966 feet south of Mile Post 50 California	Facing	30
	Trailing—Not Springing Switch	30
Monongahela Secondary Track, 1361 feet north of Mile Post 46 Roscoe	Facing	30
	Trailing—Not Springing Switch	30
Scully Branch Duff	Facing	15
	Trailing—Not Springing Switch	20
<b>ALL</b>	Trailing—Springing Switch through turnout	15

Other Crossovers and Turnouts	Miles per Hour
Island Avenue—Diverging movements through hand-operated switches between Ohio Connecting Bridge and No. 2 track, all classes of engines.....	8
Non-Interlocked turnouts—diverging movements.	10

This applies to all hand-operated crossovers and turnouts and the following interlocked crossovers and 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.

**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.

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

**Apollo:** Turnout to Apollo Industrial track.

**AJ:** Turnouts to Horn and Wye track.

**CQ:** Turnouts from No. 101 Secondary track to Yard tracks.

**Monon:** All crossovers and turnouts.

**Esplen:** All crossovers and turnouts.

**Rochester:** Through crossover between No. 101 and No. 102 tracks, all classes of engines.

**CURVES, BRIDGES, ETC.****1157-F1. Maximum Speed.**

<b>Main Line—Middle</b>	<b>Miles per Hour</b>
First Curve east of M. P. 114, No. 1 and No. 2 tracks..	60
First Curve west of M. P. 116, No. 1 and No. 2 tracks	60
Third Curve east of View, No. 1 and No. 2 tracks.....	60
First and Second Curves east of View.....	40
Curve west of Millerstown, west portion of Curve be- tween a point, 2,400 feet west of M. P. 138 and M. P. 139, No. 1 and No. 3 tracks.....	60
Third Curve east of Thompsontown, No. 1 and No. 3 tracks.....	60
Second Curve east of Thompsontown, No. 1 and No. 3 tracks.....	60
First Curve east of Thompsontown, No. 1 and No. 3 tracks.....	60
First Curve west of Thompsontown, No. 1 and No. 3 tracks.....	65
Curve at M. P. 148, No. 1 and No. 3 tracks.....	65
Fourth Curve east of Mifflin, No. 1 and No. 3 tracks...	60
Third Curve east of Mifflin, No. 1 and No. 3 tracks ...	55
First and Second Curves east of Mifflin.....	40
First Curve west of Mifflin, No. 1 and No. 4 tracks.....	55
First Curve west of Wall, No. 1 and No. 3 tracks.....	50
Curve at M. P. 163, 2.5 miles east of Lewistown, No. 1 and No. 3 tracks.....	65
Curve at M. P. 164, 1.5 miles east of Lewistown, No. 1 and No. 3 tracks.....	65
Third Curve east of Lewistown, No. 1 and No. 3 tracks	55
Second Curve east of Lewistown, No. 1 and No. 3 tracks.....	55
First Curve east of Lewistown.....	40
First Curve west of Lewistown, No. 1 and No. 4 tracks..	50
First Curve west of Granville, No. 1 and No. 4 tracks..	60
First and Second Curve west of Ryde.....	45
Curve at Mapleton, No. 1 and No. 3 tracks.....	60
First Curve west of M.P. 206, No. 1 and No. 4 tracks	55
Curve at M. P. 207 and first curve west of M. P. 207, No. 1 and No. 4 tracks.....	65
Curve at Petersburg, No. 1 and No. 4 tracks.....	65
First Curve west of Tunnel Interlocking, No. 2 track...	55
First Curve east of Spruce Creek Tunnel, No. 1 track...	55
Second Curve east of Spruce Creek Tunnel, No. 1 track	45
First Curve west of Spruce Creek Tunnel, No. 2 track...	50
Curves between Spruce and Tyrone.....	40
Curve at Tyrone Station.....	40
First and Second Curves west of Tyrone.....	65
<b>Main Line—Pittsburgh</b>	
Curves between Slope and Signal Bridge 2416-17, No. 1 track.....	30
No. 2, No. 3 and No. 4 tracks.....	35

Main Line—Pittsburgh	Miles per Hour
Curves between Signal Bridge 2416-17 and UN-AR, No. 1 track.....	25
No. 2, No. 3 and No. 4 tracks.....	30
Gallitzin-UN. Westward freight trains having pusher engine to cut off at Gallitzin, until entire train has passed interlocking at UN.....	15
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
First Curve east of MO, No. 2, No. 3 and No. 4 tracks....	45
Curves, W to SO.....	50
Curves between SO and C, except Second Curve west of SO.....	40
Second Curve west of SO.....	35
Curves between Signal Bridge 2745-44 eastward distant signal for C and Signal Bridge 2762-63 westward distant signal for SG.....	40
First Curve west of SG.....	45
Second and Third Curves west of SG.....	35
First Curve east of M. P. 1, No. 4 track.....	30
Curve at M. P. 1, No. 4 track.....	35
Between M. P. 1 and M. P. 6 on No. 4 track.....	20
First Curve east of M. P. 7, No. 4 track.....	35
Second Curve west of M. P. 7, No. 4 track.....	35
First Curve west of M. P. 9 on No. 4 track.....	20
First Curve west of M. P. 10, No. 4 track.....	35
Curve at M. P. 284.....	65
Second Curve east of Signal Bridge 2946, No. 1 and No. 2 tracks.....	55
First and Second Curves west of Signal Bridge 2946-45	45
Second Curve east of Torrance.....	50
Curve at Torrance, No. 1 and No. 2 tracks.....	55
Curve at M. P. 301 and First Curve west thereof.....	60
Curve at DR Interlocking, No. 1 and No. 2 tracks.....	60
Curves at east and west ends of Radebaugh Tunnel, No. 4 track.....	30
Curve at Penn.....	60
Curves between Signal Bridge 3284 and 3304, east and west of Manor.....	50
Curve at Pitcairn, No. 3 and No. 4 tracks.....	60
Pitcairn—Eastward and westward relay trains on No. 1, 2 and 3 Relay tracks while operating through Car Inspector's inspection lights located 100 feet west of road crossing at Old 34.....	6
Curve west of Wilmerding.....	45
Curve west of WG.....	45
Curve at Perry, No. 1 track.....	30
Curves between Turtle Creek and Bessemer.....	40
Curve east of Braddock.....	50
Curves between Braddock and Copeland.....	40
Curve east and west of Hawkins, No. 1 and No. 2 tracks.....	60
No. 3 track.....	50
Curve east of Swissvale.....	50
On east and west legs of Wye at CM.....	15
Curve at East Liberty, No. 1 track.....	40
No. 2 and No. 3 tracks.....	35
Curve east of DV.....	45
First and Second Curve west of DV.....	40
Within PITT Interlocking.....	15
Main Line—Conemaugh	
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

Main Line—Conemaugh	Miles per Hour
Curves between Alum Bank and Bridge 8.40 (Market Street, Blairsville)..... First Curve west of Atlas..... First Curve east of M. P. 19, west of Atlas..... First Curve east of M. P. 23..... First Curve west of M. P. 24..... First Curve east of M. P. 26..... Second and Third Curves west of M. P. 26..... Curves between M. P. 29 and Truxall..... Curves between Truxall and M. P. 32..... M. P. 32 and M. P. 33..... Curves between M. P. 33 and M. P. 35..... First Curve west of M. P. 35..... First Curve west of M. P. 36..... Curves between east end of Second Curve west of M. P. 36 and M. P. 39..... Curve at M. P. 41..... Curves between M. P. 42 and M. P. 44..... First Curve west of M. P. 45..... Curve at M. P. 46..... AJ Interlocking, No. 1 and No. 2 tracks..... Curves east and west legs Wye AJ..... Curves between AJ and M. P. 51..... First Curve west of M. P. 51..... First Curve west of Natrona..... First Curve east of West Tarentum..... First Curve west of West Tarentum..... Curve at M. P. 58, west of Creighton..... First Curve east of Springdale..... Curve at Springdale..... Curve at M. P. 62, west of Springdale..... First and Second Curves west of M. P. 62..... Curve at Cheswick..... First Curve east of Acme..... First Curve west of Acme..... Curves between M. P. 64 and M. P. 66..... East and west legs of wye at UY.....	35 45 40 40 40 45 30 30 45 30 45 35 45 30 30 45 45 30 10 45 45 45 45 45 35 45 45 40 40 40 45 45 45 45 10
Main Line—Eastern	
First Curve west of Bridge 0.33..... First Curve west of Federal Street Station..... Second Curve west of Federal Street Station..... All Curves, Pennsylvania Ave. to and including Curve at Island Ave., No. 4 track..... All Curves Jacks Run to Pennsylvania Ave., No. 1 track..... Conway—Inbound trains and inter-yard drafts moving by Scanning Towers at east and west end of yard, until train is yarded..... Curve at M. P. 25 east of Rochester Freight Station, No. 1 track..... Curve at Rochester Station..... Curve west of Rochester Block Station, No. 2 track..... Curve west of Rochester Block Station, No. 1 track..... First Curve west of Bridge 29.25 No. 2 track east of Beaver Falls..... First Curve west of Bridge 29.25 No. 1 track east of Beaver Falls..... All Curves Beaver Falls to Mile Post 34..... Curve at Wood.....	20 20 30 45 50 8 60 40 35 30 50 60 55 45
Main Line—Panhandle	
PH and Smithfield Street..... Monon Block Station on Track A..... Monon Block Station on Track B..... Smithfield Street and Elliott, No. 1 and No. 2 tracks..... Curves between Elliott and Tunnel No. 2..... Tunnel No. 2..... Curves between Tunnel No. 2 and First Curve west of M. P. 7 west of Idlewood..... First Curve west of M. P. 7..... Between First Curve west of M. P. 7 and First Curve west of M. P. 8 First Curve east of Carnegie, No. 1 and No. 2 tracks..... Curves between Carnegie and M. P. 18, west of Noblestown..... Curves between Primrose and Burgettstown..... Curves between Burgettstown and First Curve west of Weirton Jct. Eastward trains on No. 3 track between Weirton Jct. and NC..... First Curve east of Bridge 42.11, Ohio River and Slack Street, Steubenville..... Curves between Slack Street, Steubenville and Mingo Junction Interlocking..... Curves through Mingo Junction Interlocking..... Curves between Mingo Junction Interlocking and Tunnel No. 5..... Track connecting Main Line and River Branch between Mingo Jct. and Rockville..... Track connecting Main Line and River Branch between east end of Gould Siding and Bridge 20.06, east end Mingo Junction yard..... Tunnel No. 5.....	20 5 10 20 40 30 40 35 40 30 40 50 40 20 30 55 45 55 30 15 40
Hollidaysburg and Petersburg Branch	
Curves at Nineteenth Street and Margaret Avenue, Altoona.....	20
Bald Eagle Branch	
Through Mill Hall (by Ordinance)..... Approaching Highway Crossing at Vail, 1400 feet east or west thereof.....	35 30

Irvona Branch	Miles per Hour
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 Secondary Track	
M. P. 9 to Lovett, northward freight trains.....	10
Turtle Creek Branch	
Curves between Trafford and BY.....	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 a point 3500 feet south of South Duquesne and M. P.	
14:	
No. 1 and No. 2 tracks.....	15
Between M. P. 20 and West Elizabeth.....	10
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.....	20
Port Perry Branch	
North Leg and South Legs Wye at PG.....	10
Allegheny Branch	
First Curve north of UY.....	20
First Curve south of M. P. 25.....	30
Curve at AJ.....	30
Bridge 28.91 AJ.....	20
Kittaning—M. P. 44 to 46 account City Ordinance.....	30
Bayard Branch	
Between M. P. 18 and M. P. 19.....	35
Curve, Yellow Creek.....	20
Terminal Branch—Zane Running Track	
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
Lewistown Secondary Track	
Juniata Street, 2871 feet east of Lewistown station.....	15
Dorcas Street, 4523 feet east of Lewistown Station.....	15
H. & P. Secondary Track	
Hollidayburg-Newry Street crossing.....	15
Second Curve west of M. P. 8.....	25
Curve 1200 feet west of Covedale.....	25



Bedford Secondary Track	Miles per Hour
Curve at Creek.....	15
Bedford—Richard Street crossing.....	10
Through Hyndman (by Ordinance).....	10
Curve 3 1 miles south of Hyndman.....	15
Morrison Cove Secondary Track	
Holly and a point 3600 feet south of Holly.....	15
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
State Highway Route 880, one mile south of Roaring Spring...	25
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, ½ mile south of Field.....	15
Curve between M. P. 36 and 37, 1½ miles north of Woodland	20
Wallacetown—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, 2¾ miles south of Summit.....	15
First Curve south of M. P. 7, 3¼ miles north of Vail.....	20
Moshannon Secondary Track	
Through Houtsdale (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	
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 Scottdale Jct. and B. & O.	
R. R. crossing, 0.1 mile south of SY.....	12
Between crossing 0.5 mile north of Connellsville and Connellsville...	12
Over first street crossing south of Connellsville.....	6
Bridge 24.56 Youghiogheny River, Connellsville.....	15
Over first street crossing north of NJ.....	6
Over first street crossing south of Dunbar.....	15
RS, over all switches.....	15
Southwest Industrial Track	
Between VA and Dunbar Street (3500 feet south of VA, Union-town).....	10
Sewickley Industrial 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 Industrial Track	
Over Arona road crossing 1.5 miles south of Adamsburg Jct.....	6
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		Miles per Hour
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 Jot.....	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 Jot.....	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 Jot. 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		
BF to West Brownsville and Wye tracks.....	10	
Susquehanna Secondary Track		
Curves Bradley Jot. to Bakerton.....	25	
Passing through tunnel.....	15	
On north and south legs of Wye at Cherry Tree.....	10	
Beaver Secondary Track		
M. P. 5 to M. P. 8, northward freight trains.....	6	
M. P. 8 to Lovett, northward freight trains.....	10	
Llanfair Secondary Track		
Northward freight trains.....	6	
Windber Industrial Track		
Between Windber Jot. and Eureka No. 35.....	10	
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 on east and west leg of Wye, Butler.....	10	
JB and Lane.....	15	
No. 101 and No. 102 Secondary Track		
32nd Street crossing, Pittsburgh, 1812 feet south of M. P. 2.....	5	
Note—Applies to all tracks over this crossing front end of train only.		
Washington Secondary Track		
No. 105 Secondary Track		
Carnegie, within borough limits.....	5	
Curves between Mayview and Boyce.....	20	
Boyce, Over State Highway crossing at grade.....	20	
Washington between Chestnut Street and Main Street.....	20	

<b>Wheeling Secondary Track—Wheel Running Track</b>	<b>Miles per Hour</b>
Lasearville 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
<b>Powhatan Secondary Track</b>	
Tiltonville, Nickel Plate Railroad 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 M. P. 56 west of Pipe Creek and a point 2640 feet west of M. P. 56 east of Stewart.....	15
<b>Omal Secondary Track</b>	
From a point 1,750 feet west of M. P. 59 to a point 2,200 feet west of M. P. 59.....	15
From a point 800 feet east of Mile Post 61 to a point 200 feet west of Mile Post 61.....	10
1,500 feet east of M. P. 62 to a point 200 feet west of M. P. 62.....	10
<b>New Cumberland Secondary Track</b>	
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 1800 feet east of M. P. 9.....	15
Between east switch Union Brick Plant and M. P. 10 west of Globe.....	15
<b>Chester-Kobuta Industrial Track</b>	
Between Mile Post 31 and a point 4000 feet east of Mile Post 31, prepared to stop short of obstruction.....	10

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

#### **ALLEGHENY BRANCH**

Between a point 1500 feet north of Mile Post 22 and a point 2000 feet north of Mile Post 22.

#### **MONONGAHELA BRANCH**

On No. 3 and No. 4 tracks between a point 4800 feet south of Mile Post 8 and a point 400 feet south of Mile Post 9.

#### **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	Miles per Hour	
	Multiple Light	With Train
<b>Diesel Units:</b>		
Road "A" and "B" Unit Types—		
Passenger.....	60	95
Freight, except EH-15.....	50	65
EH-15.....	50	50
Freight-Passenger.....	60	75
<b>Shifter Types—</b>		
All Classes, except following.....	50	60
APS-24MS.....	60	75
AS-16MS, AS-18AM, EFS-17M, ES-15MS.....	50	65
ES-15A.....	30	55
ES-6 ( # 5911 only).....	30	40
GS-4, GS-4M.....	30	30
A6-B.....	20	20
<b>Single Units—Light—</b>		
All Classes, except A6-B and GS-4.....	30	
A6-B and GS-4.....	20	
Rail Motor Car or Cars.....	65	
RDC (Budd Cars) Multiple Units.....	80	
RDC (Budd Cars) Single Units.....	50	
Rail Detector Cars.....	50	

### NOTE—

#### **Diesel unit type designations:**

Second letter (and third where used) in type designation indicates service as follows:

- "P" — Passenger.
- "F" — Freight.
- "H" — Freight (Helper).
- "FP" — Freight-Passenger.
- "S" — Shifter.
- "PS" — Shifter, Passenger.
- "FS" — Shifter, Freight.

Numerals indicate engine horsepower in nearest hundreds.

## SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum Speed.

Track	Between	And	Miles per Hour
Lewistown.....	Lewistown.....	Jct. Milroy Sec- ondary Track.....	25
Milroy.....	Chestnut Street Lewistown.....	Milroy.....	25
A.....	Deer.....	Hunt.....	30
C.....	Hunt.....	Deer.....	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
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
Moshannon.....	Mills.....	McCartney.....	20
Moshannon and Clearfield.....	Jct. Moshannon Secondary Track	Brookwood shaft	25
New Portage.....	Wye.....	SF.....	20
Cresson.....	EP.....	RU.....	30
Hastings.....	Hastings Jct.....	Hastings.....	20
McGees.....	McGees Jct.....	Glen Campbell ...	25
Susquehanna.....	DF.....	DC.....	30
Black Lick.....	KY.....	ZD.....	30
South Fork	LV.....	HC.....	20
Monongahela Nos. 1 and 2.....	H.....	MC.....	30
Monongahela.....	MC.....	BF.....	30
West Brownsville...	BF.....	Ten Mile Run Jct.....	20
Southwest.....	RG.....	County Jct.....	25
Southwest.....	County Jct.....	VA.....	30
Redstone.....	BF.....	RS.....	20
Yukon.....	Yukon Jct.....	Cowansburg.....	20
Indiana.....	D.....	Black Lick.....	30
Indiana.....	Black Lick.....	Indiana.....	25
Butler.....	JB.....	Butler.....	20
No. 103.....	Laurel Hill.....	Bulger.....	20
Washington.....	Glenn.....	WH.....	30
Waynesburg.....	Waynesburg.....	WH.....	10
Wheeling.....	Weirton Jct.....	UN.....	20
Powhatan.....	GR.....	Bellaire.....	30
Powhatan.....	Bellaire.....	PN.....	25
Omal.....	PN.....	Omal.....	25
Captina.....	Captina Jct.....	Norton Mine No. 3.....	25
Weirton.....	CY.....	WN.....	20
New Cumberland...	WN.....	HS.....	25
All other secondary tracks.....			15
Sidings—			
Bald Eagle Branch			
All Sidings.....			25
Gould Siding.....			30
All other sidings.....			15
Running Tracks.....			15

## 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.

### Wheeling Secondary Track

**1159-A2.** (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-A3.** 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 AND SPECIAL LOAD RESTRICTIONS

1160-A1. Engines and special loads 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—Restricted account of light rail.

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

The small letter in parenthesis shown in location column indicate reference NOTE shown at end of table.

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

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this Instruction.

COLUMN	CLASS OF ENGINES						SPECIAL LOADS				
	1	2	3	4	5	6	L	M	I	J	
LOCATION	AS6, A6B, BS6, BS6A, BS7, BS7M, ES6, GS4, GS4M	AS10, AS10A, AS10AM, AS10AS, AS10AMS, AS10M, AS10S, AS18M, BS10, BS10A, BS10AM, BS10AS, BS12, BS12AM, BS12AMS, BS12AS, BS12M, ES10, ES12, ES12M, FS10	AS15M, AS16, AS16M, AS16MS, AF15, AF16, BF15, BF16, ES15M, ES15MS, EFS17M, EF15, EF15A, EH15, EFP15, FS12, FS12M, FS16M, FS20, FS20M, FS16, FF16	AS18AM, AS24M, AFP20, BS16M, BS16MS, EP20, EP22, FP20, FP20A	AS16A, APS24MS, BS24, BS24M, BF16Z, BP20, ES15A, ES17M, FS24M, FF20, LS25, LS25M		BH50				
MAIN LINE—MIDDLE							L	M	I	J	
NEWPORT: F. M. Snyder trestle.....			X	X	X	X	X	X	X	X	
Bridge 132.16.....										40	
MILLERSTOWN: Public Delivery tracks.....						X					
Lead to Sechrist's Mill.....						X					
M. P. 145 WEST OF: Billea Brick Co.....			X	X	X	X	X	X	X	X	
PORT ROYAL: Breyers Ice Cream Co.....						X					
MIFFLIN: Commons Yard, except track west of passenger station, lead- ing from No 5 track.....						X					
W. H. Manbeck trestles.....			X	X	X	X	X	X	X	X	

COLUMN	1	2	3	4	5	6	L	M	I	J
<b>HAWSTONE:</b>										
Hill track.....			X	X	X	X				
<b>LEWISTOWN:</b>										
Nos. 2 and 3 tracks, M.W. Yard.....						X				
<b>M. P. 175 WEST OF:</b>										
Penna. Glass Co. (tracks leading to Sand Plant only).....			X	X	X	X				
<b>McVEYTOWN:</b>										
H. O. Andrews & Son.....			X	X	X	X				
<b>MT. UNION:</b>										
Track east of Franklin St.....			X	X	X	X				
Freight Station track.....			X	X	X	X				
E. A. Beaver Co.....			X	X	X	X				
Harbison Walker.....			X	X	X	X				
No. 7 yard track.....						X				
<b>MAPLETON:</b>										
Siding, West of Bridge St.....			X	X	X	X				
Bridgeport track at tool house curve.....			X	X	X	X				
<b>HUNTINGDON:</b>										
Martin Heine track.....			X	X	X	X	X	X	X	X
J. C. Blair.....						X				
South of Hunt—Bridge 0.12.....			X	X	X	X	X	X	X	X
Laney Fink track.....			X	X	X	X				
Freight Station tracks.....			X	X	X	X				
Huntingdon Wholesale Co.....			X	X	X	X				
Radiator Corp.....			X	X	X	X				
<b>PETERSBURG:</b>										
Station track.....						X				
<b>UNION FURNACE:</b>										
Warner Co.—Tracks leading to Stone Plant only.....						X				
<b>FORGE:</b>										
Tyrone Lime & Stone.....						X				
<b>BELLWOOD:</b>										
East Leg of Wye.....						X				
Storage yard.....						X				
<b>WEST OF ANTIS:</b>										
Bridge 232.94.....										40
<b>ALTOONA:</b>										
Westbound Hump.....						X				
Furnace Hump.....						X				
Juniata Scale Dump.....			X	X	X	X				
M. W. Yard—Lower Back track.....						X				
Peoples Coal and P.R.R. Public delivery tracks.....			X	X	X	X	X	X	X	X
Eastbound Repair, Old side, East End.....			X	X	X	X				
Juniata side track.....			X	X	X	X				
Montgomery Concrete Co. and Mannino Cosmo Inc.....						X				
Peoples Natural Gas Co., 1st St.....			X	X	X	X				
Radio Service, 7th St.....	X	X	X	X	X	X				
Quaker Products, 8th St.....		X	X	X	X	X				
East Side Coal & Supply Co. 8th St.....			X	X	X	X				
J. I. Gleichert, 10th St.....			X	X	X	X				
L. B. Mackey, 10th St.....	X	X	X	X	X	X				
American Radiator Co., 16th St.....			X	X	X	X				
Altoona Brewery Co., (1 & 2), 17th St.....			X	X	X	X				
Boyer Candy Co., 17th St.....			X	X	X	X				
Altoona Pipe and Steel Co. at 17th Street.....				X	X	X				
Armour & Co., 18th St.....			X	X	X	X				
Altoona Pipe and Steel Co., 18th St.....			X	X	X	X				
Penna. Elec. Co. (No. 1), Margaret Ave.....						X				
Curry-Canan Co., 19th St.....			X	X	X	X				
Filer's Storage Co., 19th St.....			X	X	X	X				
Philco track, 19th St.....			X	X	X	X				
Penna. Elec. Co. (No. 2), 20th St.....						X				
Altoona Pipe & Supply Co., 21st St.....						X				
Keebler Biscuit Co., 26th St.....			X	X	X	X				
Atlantic Refining Co., 27th St.....			X	X	X	X				
Meyer Bros. Co. track, 27th St.....			X	X	X	X				
Marboeffer's Baking Co., 28th St.....			X	X	X	X				
City of Altoona (1 & 2), 30th St.....		E	E	E	E	E				
City of Altoona (3), 30th St.....		E	E	E	E	E				



COLUMN	1	2	3	4	5	6	L	M	I	J
<b>ALTOONA Cont.</b>										
Economy Wholesale Groc. Co.....			X	X	X	X				
J. C. Ivory & Son, 31st St.....			X	X	X	X				
A. E. Namey Co. track, 31st St.....			X	X	X	X				
United Home Dressed Meat Co.....			X	X	X	X				
Independent Oil Co., 32nd St.....			X	X	X	X				
Freezer Storage Co., South Altoona.....						X				
37th St.—lead from No. 2 track to South Altoona Shop yard.....						X				
Freedom Oil Co., Altoona Public Track.....						X				
Lafferty Bros., South Altoona.....						X				
Butcher & Hart Mfg. Co.....			X	X	X	X				
Sydney Chairs, Inc.....			X	X	X	X				
Atlantic Refining Co., west of Canan's Crossing.....						X				
D & H Distributing Co.....			X	X	X	X				
Gulf Refining Co., Canan's Crossing.....						X				
Sun Oil Co., east of Canan's Crossing.....						X				
American Oil Co., east of Canan's Crossing.....						X				
<b>ELDORADO:</b>										
West Penn Chemical Co., Canan's Crossing.....	X	X	X	X	X	X	X	X	X	X
Babcock Lumber Co.....						X				
Raible Coml. Warehouse.....						X				
Veeder Root Inc.....						X				
<b>BALD EAGLE BRANCH: LOCK HAVEN (Nor. Reg.):</b>										
Penn. Woven Wire Co.....					X	X	X	X	X	X
Hoberman Coal & Junk Yard.....					X	X				
American Aniline Prod. Co.....			X	X	X	X				
N. Y. & Penna. Paper Co.....			X	X	X	X				
Castanea Paper Co.....				X	X	X	X	X	X	X
<b>MILL HALL:</b>										
Mill Hall Fire Brick Co., side track.....						X				
<b>HOWARD:</b>										
Valley View Lime Co.....						X				
White Rock Quarry Co.....						X				
<b>BALD EAGLE:</b>										
Bridge 6.17.....									40	30
<b>CLEARFIELD BRANCH: TYRONE:</b>										
Bridge 0.24, 10th St.....										15
West Virginia Pulp & Paper Co., tracks 1, 2, 4, 5, 6, 7, 8, 9, 10, 11.....			X	X	X	X	X	X	X	X
Bayer-Gillam Co.....			X	X	X	X	X	X	X	X
South Yard—10 car lengths south of Park to 14th St.....			X	X	X	X				
<b>BELLEFONTONE SECONDARY TRACK:</b>								X	X	X
<b>BELLEFONTONE:</b>										
All side tracks.....						X				
All Industrial Tracks Font to White.....			X	X	X	X				
<b>BELLEFONTONE CENTRAL RAILROAD.....</b>	30	30	30	30	30	30	30	X	X	X
<b>FAIRBROOK IND.....</b>							X	X	X	X
<b>MILROY SECONDARY TRACK: NAGINEY:</b>							X	X	X	X
Bethlehem Mines Corporation bridge at west end of loaded track.....			X	X	X	X	X	X	X	X
<b>YEAGERTOWN:</b>										
Yeagertown trestle.....			X	X	X	X	X	X	X	X
<b>LEWISTOWN SECONDARY TRACK:</b>							X	15	X	X
<b>LEWISTOWN:</b>										
Goss Feed Co., trestle.....	X	X	X	X	X	X	X	X	X	X
M. H. Wilker trestle.....	X	X	X	X	X	X	X	X	X	X
C. A. Hoffman trestle.....			X	X	X	X	X	X	X	X
<b>H. &amp; P. SECONDARY TRACK: PETERSBURG:</b>										
Bridge 0.72.....									30	20
Bridge 0.90.....									25	15

COLUMN	1	2	3	4	5	6	L	M	I	J
<b>BLAIRFOUR:</b>										
Bridge 11.51.....									25	15
Bridge 11.67.....									25	15
<b>WILLIAMSBURG:</b>										
West Virginia Pulp & Paper Co. trestles.....			X	X	X	X	X	X	X	X
Penna. Electric Co., trestle.....			X	X	X	X	X	X	X	X
<b>HORRELL:</b>										
Bridge 24.37.....									25	15
<b>HOLLIDAYSBURG YARD:</b>										
Eastward Relay yard.....						X				
Samuel Rea shop yard tracks.....						X				
Eastward Advance yard:										
West Ladder.....						X				
Scrap Dock & Reclamation Plant tracks.....						X				
Westward Rec. yard tracks Nos. 1, 2, 3, 4, 5, 7, 8 & 9.....						X				
West Class yard:										
Tracks Nos 1, 2, 3, 4, 5 & 6.....						X				
Tracks Nos. 26 & 27.....						X				
Mill track.....						X				
Freight House track.....						X				
<b>HOLLIDAYSBURG:</b>										
McLanahan Stone Machinery Co. track.....	X	X	X	X	X	X				
Blair County Oil & Supply Co.....	5	5	5	5	X	X				
<b>DUNCANVILLE:</b>										
Anchor Sanitary Co.....						X				
W. P. Appleyard trestle.....			X	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				
<b>MORRISON COVE:</b>										
<b>SECONDARY TRACK:</b>										
Between Holly and Brook.....						X		15	10	10
Between Brook and Curry.....						X			25	25
<b>ROARING SPRINGS:</b>										
Coal Trestle.....			X	X	X	X	X	X	X	X
<b>BEDFORD SECONDARY TRACK</b>										
Casena Station.....		X	X	X	X	X	25	15	X	X
Bedford—H. C. Heckerman Co.....		X	X	X	X	X	X	X	X	X
<b>MT. DALLAS SECONDARY TRACK</b>										
						X	20	X	X	X
<b>CLOVER CREEK INDUSTRIAL TRACK</b>										
Basalt track.....						X	X	X	X	X
<b>SPRINGFIELD SECONDARY TRACK</b>										
Oreminia track.....						X	X	X	X	X
<b>CLEARFIELD SECONDARY TRACK:</b>										
First curve South of M. P. 7, 3¼ miles North of Vail.....						X			20	20
Fourth curve North of M. P. 9, 3½ miles South of Summit.....						X				
Fourth curve South of M. P. 11, 2¾ miles South of Summit.....						X				
<b>OSCEOLA MILLS:</b>										
Both legs of Wye.....						X				
<b>MOSHANNON SECONDARY TRACK &amp; CONNECTING TRACKS:</b>										
Mills to McCartney.....						X	X	X	X	X
<b>TROUT RUN IND.</b>										
							X	X	X	X
<b>WESTERN MARYLAND R. R.:</b>										
State Line to Cumberland.....		X	X	X	X	X	X	X	X	X
<b>MAIN LINE—PITTSBURGH</b>										
<b>GALLITZIN:</b>										
Yard-tracks No. 9, 10.....						X				
Bridge 248.32.....							30	20	10	10

COLUMN	1	2	3	4	5	6	L	M	I	J
<b>MILE POST 302 (EAST OF):</b> Grays Industrial track.....					X	X				
<b>DERRY:</b> Sand Rock Track.....				X	X	X				
<b>LATROBE:</b> Superior Spur..... Freight House Track.....				5 X	5 X	X X				
<b>LATROBE INDUSTRIAL TRACK:</b> Vulcan Mold Spur..... Latrobe Electric Steel Spur.....				X X	X X	X X				
<b>DONOHUE:</b> 400 feet east of Connection from No 4 track to Alexandria In- dustrial Track.....			X	5	5	X				
<b>PORT PERRY BRANCH:</b> Bridge 10.19.....										10
<b>EDGEWOOD:</b> Keller Bros.....				X	X	X	X	X	X	X
<b>WILKINSBURG to CM:</b> Industrial Tracks.....				X	X	X	X	X	X	X
<b>CM:</b> City of Pittsburgh Industrial track off east leg of Wye..... All other Industrial tracks.....			X	X X	X X	X X	X X	X X	X X	X X
<b>EAST LIBERTY TO DV:</b> All Industrial tracks off No. 3 track.....				X	X	X	X	X	X	X
<b>33rd ST., PITTSBURGH:</b> Industrial track.....				X	X	X				
<b>PITT:</b> Interlocked crossovers and turn- outs.....				5	5	5				
<b>BRILLIANT BRANCH:</b> Bridge 0.68, Allegheny River										10
<b>CRESSON SECONDARY TRACK:</b>								20	X	X
<b>BLACK LICK SECONDARY TRACK:</b>									25	15
<b>LUTHER INDUSTRIAL:</b>							X			X
<b>PATTON No. 2 INDUSTRIAL TRACK:</b> North Leg Patton Wye.....						X				
<b>HASTINGS SECONDARY:</b>										15
<b>McGEES SECONDARY:</b>										15
<b>ELK RUN INDUSTRIAL TRACK</b> Bridge 0.38 Punxsutawney.....						X	5	X	X	X
<b>IRVONA BRANCH:</b> Stroud.....						X X				
<b>LILLY INDUSTRIAL TRACK:</b>						X				
<b>MARTIN INDUSTRIAL TRACK:</b>						X				
<b>SOUTH FORK BRANCH:</b> Stineman Mine track.....				X	X	X	X	X	X	X
<b>BEAVER SECONDARY:</b> Industrial Tracks except to Bur- kett Mine (F-78).....								5	10	5
<b>LLANFAIR SECONDARY:</b>						X			X	X

COLUMN	1	2	3	4	5	6	L	M	I	J
<b>PAINT CREEK BRANCH:</b>										
Bridge 0.57 Scalp Level.....										10
<b>JOHNSTOWN:</b>										
Yard Office east of Bridge 0.67 to terminus.....						X				
<b>BRADENVILLE SECONDARY TRACK:</b>						X				
Industrial tracks.....				X	X	X	X	X	X	X
<b>UNITY INDUSTRIAL TRACK:</b>										
South end of Unity yard to Palmers.....										
Palmers to Hostetter.....				X	X	X				
First curve south of Palmers.....			5	5	5	X				
American Locomotive Spur.....			D	X	X	X	X	X	X	X
Whitney Spur.....							X	X		X
Industrial Tracks.....							X			X
<b>ALEXANDRIA INDUSTRIAL TRACK:</b>						X				
Dundale Wye track.....				5	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
<b>JAMISON No. 2 INDUSTRIAL TRACK:</b>						X				
<b>BRUSH CREEK:</b>						X				X
<b>JEANNETTE:</b>				X	X	X		X	X	X
<b>MANOR SECONDARY TRACK:</b>						X				
<b>TURTLE CREEK BRANCH:</b>								X	X	X
<b>TURTLE CREEK INDUSTRIAL TRACK:</b>										
BY to Mile Post 11.5.....						X				
Remaleys Indl. track (5447) Wm. Penn Hwy. to end of track.....				X	X	X	X	X	X	X
Seanor Mine Tracks Nos. 1, 2, 3 and 4 Under Tipple.....	X	X	X	X	X	X	X	X	X	X
Seanor Mine to Saltaburg.....						X		X		X
<b>EAST PITTSBURGH INDUSTRIAL TRACK:</b>						X				
<b>MONONGAHELA SECONDARY TRACK:</b>										
Elrama to W. Brownsville.....										
South of northern end of loading ramp on track leading from switch off No. 1 Secondary track, 2800 feet south of Mile Post 28.....	X	X	X	X	X	X	X	X	X	X
West Brownsville Jct. and BF.....						15				
Monongahela Iron and Metal Co., tracks A and B:										
Track A beyond a point 1500 feet, Track B beyond a point 1400 feet from switch leading from running track at point 2230 feet north of Mile Post 31.....	X	X	X	X	X	X	X	X	X	X
<b>MONON:</b>										
Carson Street yard.....						X				
<b>OB:</b>										
Whitehall track.....				X	X	X				
Industrial track.....				X	X	X				
<b>HAYS:</b>										
Axle Works track.....				X	X	X				
Harbison-Walker trestle.....		X	X	X	X	X	X	X	X	X
Other Industrial tracks.....				X	X	X	X	X	X	X
Street Run track.....			X	X	X	X				
Industrial tracks.....				X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	6	L	M	I	J
<b>PG:</b>										
Turnouts to north end of No. 4 and No. 8 tracks in Thomson yard.....						X				
Turnouts to Nos. 4 to 13 tracks incl. in Thomson Storage yard.....						X				
<b>SOUTH DUQUESNE:</b>										
All turnouts in south end McKeesport yard.....						X				
All turnouts in north end Cochran yards.....						X				
All turnouts in north end McKeesport and south end Cochran yards.....						X				
<b>CLAIRTON:</b>										
Peena Industrial Chemical Co.....						X				
Carnegie-Illinois Steel Co. yard, south of Clairton.....					5	X				
<b>FLOREFFE:</b>										
Vesta Coal Co. Marine Ways.....						X	X	X	X	X
Mississippi Glass Co.—run-around track.....	X	X	X	X	X	X	X	X	X	X
All other tracks.....						X	X	X	X	X
<b>SHIRE OAKS:</b>										
Duquesne Light Co.....						X	X	X	X	X
Loaded car repair tracks.....	5	5	5	5	5	X	X	X	X	X
Power house track.....						5	5	X	5	X
Transfer tipple—low track.....						X	5	X	5	X
<b>MONONGAHELA:</b>										
Courtney Pillsbury Coal Co.....								X		X
New Eagle Industrial tracks.....						X	5	X	X	X
All industrial tracks, Second and Third Wards.....						X		X	X	X
<b>DONORA:</b>										
A. S. & W. Co. furnace yard—No. 5 track to clearance point.....				5	5	5	5	X	5	X
A. S. & W. Co. furnace yard—No. 6 track.....				5	5	5	X	X	X	X
A. S. & W. Co. furnace yard, except No. 5 and No. 6 tracks.....				5	5	5	5	X	X	X
<b>CHARLEROI:</b>										
Latchem Transfer Co.....				X	X	X	X	X	X	X
Corning Glass Works Co., A and E tracks.....				X	X	X	X	X	X	X
B and C tracks.....				X	X	X	X	X	X	X
Charleroi Supply Co.....				X	X	X	X	X	X	X
Tri-Cities Water Co.....				X	X	X	X	X	X	X
<b>ALLENPORT:</b>										
Pittsburgh Steel Co.....				X	X	X	X	X	X	X
<b>BRIDGE 48.50:</b>				40	40	40	30	30	20	15
Public Delivery tracks.....						X				
<b>McKEESPORT SECONDARY TRACK:</b>										
Between south end of McKeesport yard and McKeesport.....	D	D	D	D	D	X	D10	X	X	X
When two or more diesel units are used on Bridge 12.19 there must be at least eight cars between units.										
<b>PETERS CREEK INDUSTRIAL TRACK:</b>										
Between Peters Creek Jct. and M. P. 3.....				10	10	X			X	X
South Leg of Wye.....				5	5	X				
Empire Lumber Co.....						X				
<b>PETERS CREEK BRANCH:</b>										
Between Pennmount and Gould.....				X	X	X			X	X
Piney Fork Mine, South end No. 2 track.....				X	X	X	X	X	X	X
<b>ELLSWORTH SECONDARY TRACK:</b>										
Between:										
MC and Cokeburg Jct.....						X		X	X	X

COLUMN	1	2	3	4	5	6	L	M	I	J
<b>HAZELKIRK:</b>										
U. S. Steel, Maple Creek Mine										
Supply track.....				5	5	X	X	X	X	X
Bethlehem No. 58 Mine.....				5	5	X	5	X	X	X
<b>BENTLEYVILLE:</b>										
Delivery track 0.5 mile north of Bentleyville.....						X				
<b>ELLSWORTH:</b>										
Bethlehem No. 51 Mine, all tracks under tipple.....	X	X	X	X	X	X				
Bethlehem No. 52 Mine, Mine Supply track.....				5	5	X				
Bethlehem No. 52 Mine track under tipple.....	X	X	X	X	X	X				
Industrial tracks.....				5	5	X				
<b>MARIANNA SECONDARY TRACK:</b>										
Between:										
Cokeburg Jct. and Marianna.....						X		X	X	X
Mariana Lumber Co. trestle.....	X	X	X	X	X	X	X	X	X	X
<b>COKEBURG SECONDARY TRACK:</b>										
Between Cokeburg Jct. and Cokeburg.....						X		X	X	X
<b>ONTARIO INDUSTRIAL TRACK:</b>										
Between Ontario Jct. and Ontario mine tipple.....						X		X	X	X
Ontario Mine tracks north of tipple.....				5	5	X				
<b>BROWNSVILLE JCT. WYE:</b>										
North Leg of Wye.....				5	5	5				
South Leg of Wye.....	5	5	5	5	5	5				
East Leg of Wye.....	5	5	5	5	5	5				
<b>REDSTONE SECONDARY TRACK:</b>										
Between:										
BF and 0.5 mile south of Mile Post 54.....						15				
0.5 mile south of Mile Post 54 and RS.....						15				
<b>BROWNSVILLE JCT.:</b>										
Turnouts north end Brownsville Jct. yard, tracks No. 1 to No. 13 inclusive.....						5				
Brownsville Junction yard.....						5				
<b>LINN:</b>										
Mt. Hope Works.....						X				
<b>FH:</b>										
Colonial No. 1 Mine.....			5	5	5	X				
Delivery track.....			5	5	5	X				
<b>WALTERSBURG:</b>										
Waltersburg track.....						X				
<b>RS:</b>										
Oliver No. 1 Mine.....						X				
North Leg of Wye.....				5	5	5				
<b>SOUTHWEST SECONDARY TRACK:</b>										
Between:										
Industrial tracks.....						X		X	X	X
<b>BRIDGE 24.58:</b>										
South of Connellsville.....	15	15	15	15	15	15	15	X	X	X
<b>NJ:</b>										
Connellsville Stone and Work track.....				X	X	X	X	X	X	X
Connellsville Manufacturing & Mine Supply Co.....				X	X	X	X	X	X	X
Other Industrial tracks.....						X		X	X	X
<b>GREENSBURG SECONDARY TRACKS:</b>										
Hempfield Foundry Co.....						X	X	X	X	X
Walworth Company.....						X	X	X	X	X
Huff Secondary track.....						10	10	10	10	10
Other Industrial tracks.....						X		X	X	X

COLUMN	1	2	3	4	5	6	L	M	J
<b>YUKON SECONDARY TRACK:</b>									
Yukon Delivery track.....						X			
Waltz Delivery track.....						X			
<b>SEWICKLEY INDUSTRIAL TRACK:</b>									
Between:									
South end of Storage track and Bessemer Jct.....						X		X	X
<b>TARR TRACK:</b> .....						X			
<b>SCOTSDALE SECONDARY TRACK:</b>									
Between:									
Scottdale Jct. and 1.0 mile south thereof.....						X		X	X
1.0 mile south of Scottdale Jct. and end of track.....						X		X	X
<b>BROADFORD INDUSTRIAL TRACK:</b>									
Between Broadford Jct. and a point 100 feet north of Bridge 1.23.....						X			
<b>OPOSSUM RUN INDUSTRIAL TRACK:</b>									
Between Opossum Run Jct. and end of track.....						X		X	X
<b>DUNBAR TRACK:</b> .....						X		X	X
<b>COAL LICK RUN INDUSTRIAL TRACK:</b>									
Fayette Milling & Feed Co.....				5	5	X	X	X	X
Hygeia Ice Co.....				X	X	X	X	X	X
J. F. Hoggett & Son.....				5	5	X	X	X	X
H. C. Frick Coke Co., Continental No. 1 Mine.....				X	X	X	X	X	X
Other Industrial tracks.....						X	X	X	X
<b>FAIRCHANCE INDUSTRIAL:</b> .....						X			
<b>MAIN LINE—CONEMAUGH</b>									
Between JD and BI:									
All Industrial tracks.....						E			
<b>MILE POST 0:</b>									
Garfield Fire Brick Co. track.....				X	X	X			
Bridge 0.10, No. 2 track.....								40	30
<b>BRIDGE 6.75:</b>									
East of BI.....								40	30
<b>BLAIRSVILLE:</b>									
On Track Scales.....	X	X	X	X	X	X			
<b>SALINA:</b>									
Bridge 26.59.....								35	35
Avonmore Industrial track.....						X			
Jamison Industrial Tracks.....				X	X	X			
Cochran Coal Co. track West of tipple.....	X	X	X	X	X	X			
<b>BRIDGE 34.74:</b>									
W. Apollo No. 2 track.....								40	30
<b>VANDERGRIFT:</b>									
East and West end of tracks Nos. 3, 5, 6, 7 and 8.....				X	X	X			
<b>VANDERGRIFT YARD TO MP 45:</b>									
All Industrial tracks.....				X	X				
<b>LEECHBURG:</b>									
Storage track, within 200 ft. E. E.	X	X	X	X	X	X			
<b>FREEPORT:</b>									
P. & S. R. R. Interchange tracks.....						X			
Bridge 0.60, P. & S. R. R. Interchange tracks.....					X	X		15	15
<b>NATRONA:</b>									
Beyond gate to Pennsylvania Salt Co. track.....					X	X			

COLUMN	1	2	3	4	5	6	L	M	I	J
<b>Between NATRONA and FEDERAL STREET:</b>										
All Industrial tracks.....						X				
Between Natrona and Tarentum on all yard tracks.....				X	X					
<b>WEST TARENTUM:</b>										
Pittsburgh Plate Glass Co. tracks.....						X				
Tarentum Paper Products Co. track.....			X	X	X	X				
<b>CREIGHTON:</b>										
Baileys Run track.....				X	X	X				
<b>ACME:</b>										
Womale track.....				X	X	X				
Cemline Tank Corp. track.....				X	X	X				
<b>HARMAR:</b>										
Bridge 64.97.....										40
<b>BLAWNOX:</b>										
River Side Plant track.....						X				
Blawnox Const. Co. track.....						X				
<b>ASPINWALL:</b>										
Boro Elec. Light track.....				X	X	X				
Pittsburgh Machinery & Equip. Co. track.....				X	X	X				
<b>SHARPSBURG:</b>										
Fort Pitt Brewing Co. track.....				X	X	X				
Pittsburgh Elec. Galvanising Co. track.....			X	X	X	X				
Boro. Coal trestle.....				X	X	X				
<b>ETNA:</b>										
Crossover to Spang Chalfant tracks.....				X	X	X				
<b>CQ to HERRS ISLAND:</b>										
CQ to E. E. Bridge 0.10.....						X				
E. E. Bridge 0.10 to Herra Island.....						X		X	X	X
<b>HERRS ISLAND:</b>										
Union Stock yard tracks.....						X				
Pgh. Prov. & Pkg. Co. Ice House track.....				X	X	X				
Curved portion of loop tracks.....				X	X	X				
<b>CQ to FEDERAL ST.:</b>										
National Lead & Paint Co. track.....				X	X	X				
Standard Ice Co. track.....				X	X	X				
Madison St. yard tracks.....				X	X	X				
May Stern Warehouse track.....				X	X	X				
Jokel Coal Co. tracks.....				X	X	X				
No. 4 and 5 tracks, Federal St. Freight Station.....				X	X	X				
<b>No. 101 and No. 102 SECONDARY TRACKS:</b>										
<b>Between:</b>										
10th St. and 11th St.....						X				
11th St. and 20th St.....						X				
Penn Street Freight Station and Yard Tracks.....			X	X	X					
<b>Girder Rail Turnouts:</b>										
Between 11th St. and 20th St.....						X				
12th St.—Chas. Koch & Co track.....			X	X	X	X				
12th St.—Felix Half & Bro. Inc. track.....			X	X	X	X				
12th St.—H. J. Heins track.....			X	X	X	X				
23rd St.—Armstrong Cork Co. track.....			X	X	X	X				
24th St.—Monroe & Sons track.....			X	X	X	X				
26th St.—S. Hausman Sons Co. track.....			X	X	X	X				
29th St.—yard tracks.....			X	X	X	X				
No. 0 Secondary track.....										
29th St.—Colonial Supply Co. track.....			X	X	X	X				
30th St.—Crucible Steel Co track.....			X	X	X	X				
31st St.—South end of local track.....			X	X	X	X				
32nd St.—Lectrone Steel Co. track.....			X	X	X	X				
33rd St.—Penn. Lub. Co. track.....			X	X	X	X				
33rd St.—Standard Oil Co. track.....			X	X	X	X				
36th St.—track leading to Penn. I. & S. Co. track.....			X	X	X	X				
36th St.—Harrison Shields track.....			X	X	X	X				
40th St.—Arsenal track.....			X	X	X	X				
41st St.—Pgh. Piping & Equip. Co. track.....						X				
48th St.—Ladder track leading off No. 22 track.....						X				



COLUMN	1	2	3	4	5	6	L	M	I	J
<b>No. 101 and No. 102</b>										
<b>SECONDARY TRACKS:</b>										
Continued										
48th St.—McConway & Torley Co track			X	X	X	X				
48th St.—Heppenstall Forge & Knife Co. tracks			X	X	X	X				
49th St.—J. P. Devine House track			X	X	X	X				
51st St.—J. P. Devine track			X	X	X	X				
51st St.—Crane & Truck Service, Inc. track			X	X	X	X				
Sears, Roebuck & Co. track			X	X	X	X				
North Star Concrete Block Co., Apt. Steel Co. track			X	X	X	X				
McCandless Ave.—Am. Bridge Co. track			X	X	X	X				
Pittsburgh Spring & Steel Co. track			X	X	X	X				
54th St.—Pennzoil tracks			X	X	X	X				
55th St.—Kroger Co. track			X	X	X	X				
55th St.—United Engineering Co., F. Kneeland Plant track			X	X	X	X				
56th St.—Hanlon & Gregory track			X	X	X	X				
57th St.—Atlantic Rfg. Co. tracks			X	X	X	X				
62nd St.—Hubbard & Co. track			X	X	X	X				
62nd St.—Union Steel Casting Co. tracks			X	X	X	X				
<b>ALLEGHENY BRANCH</b>										
<b>VERONA:</b>										
River Yard North Ladder tracks						X				
River Yard South Ladder tracks						X				
Nos. 7, 8 and 9						X				
Plum Creek Industrial track						X				
<b>OAKMONT:</b>										
Edgewater Steel Co. track			X	X	X	X				
Scalfe & Sons Co. and Walters Mfg. Co. track			X	X	X	X				
U. S. Gypsum Co. track			X	X	X	X				
<b>NEW KENSINGTON:</b>										
Gen. Elec. Co. tracks			X	X	X	X				
Standard Ry. Equip. Mfg. Co. track			X	X	X	X				
Burrell Const. Co.			X	X	X	X				
American Shm Steel Co., 2nd Ave. track			X	X	X	X				
Ken Iron & Steel Co. track			X	X	X	X				
H. C. Altman track			X	X	X	X				
Aluminum Co. track—Arnold Plant			X	X	X	X				
Aluminum Co. track—9th St.			X	X	X	X				
Spg. Wks. River tracks			X	X	X	X				
J. K. Davison & Bro. track			X	X	X	X				
<b>ARNOLD:</b>										
West Penn Power Co. track, 2260 ft. north of Arnold			X	X	X	X				
<b>BRIDGE 28.91:</b>										
Kiskiminetas River	20	20	20	20	20	20	20	20	20	20
<b>SCHENLEY:</b>										
Finch & Co. Back track No. 4			X	X	X	X				
Schenley track						X				
<b>KITTANNING:</b>										
McNesse-Reese Brick Co. track			X	X	X	X				
Duck Run track beyond tracks to Freight Station			X	X	X	X				
<b>COWANSHANNOCK TRACK:</b>							X			
<b>TEMPLETON:</b>										
Pittsburgh Limestone Co. track						X				
<b>INDIANA SECONDARY TRACK:</b>										
Potter Coal Co. track					X	X				
Yellow Creek Industrial track						X				
Bridge 16 10									15	15
Bridge 17.79									15	15

COLUMN	1	2	3	4	5	6	L	M	I	J
<b>INDIANA:</b>										
All tracks north of Phila. St.....					X					
<b>BUTLER SECONDARY TRACK:</b>										
All industrial tracks between Lane Yard Limits and Butler.....						X				
Butler Stand. Plate Glass Co. Bridge.....			10	10	10	X				
<b>WINFIELD R. R.:</b>										
WA Block-Limit Station to 2000 feet East thereof.....						X				
2000 feet East of WA Block-Limit Station and Winfield.....			X	X	X	X				
<b>MAIN LINE—EASTERN</b>										
<b>PITTSBURGH:</b>										
Swift & Co. and Armour & Co. side track east and west end of Swift & Co. Building.....	X	X	X	X	X	X				
D. L. Clark Co. tracks.....				X	X	X				
North Avenue, Freight House tracks except No. 31 track.....						X				
North Avenue, Freight House No. 31 track.....				X	X	X				
Allegheny Shop Yard, except No. 1 track.....						X				
Preble Avenue Industrial tracks.....				X	X	X				
All tracks leading to No. 0 track between Verner and Penna. Ave. Yard, except straight ladder.....				X	X	X				
Pennsylvania Avenue Yard.....				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				
Manchester Yard, No. 60 track.....						X				
Curve, on lead track Standard Sanitary Manufacturing Com- pany, between 0 track and Preble Avenue.....	5	5	5	X	X	X				
Island Avenue:—										
Through crossovers and turnouts not otherwise restricted at east and west ends of east and west- bound yards.....				5	5	5				
Connection to No. 0 track.....				5	5	5				
Manchester Yard, except No. 60 track.....				X	X	X				
Verner Yard, under shake-out apparatus at coal dock.....	X	X	X	X	X	X				
<b>BEN AVON:</b>										
J. Berckbichler track.....						X				
<b>EMSWORTH:</b>										
Tejan Coal & Supply Co., track and trestle, from a point 500 feet east of entrance from main track.....	X	X	X	X	X	X	X	X	X	X
<b>GLENFIELD:</b>										
Farm Industrial Tractor Corp. track, from a point 240 feet west of entrance from No. 1 track.....						X				
<b>HAYSVILLE:</b>										
Sterling Varnish track.....				X	X	X				
<b>EDGEWORTH:</b>										
Industrial Lining Engineers trestle.....	X	X	X	X	X	X	X	X	X	X
<b>LEETSDALE:</b>										
Buncher Co., Industrial Sites Track.....				X	X	X				
Bethlehem Steel Co., Lead track.....						X				
All tracks in plant.....				X	X	X				
American Bridge Co., Greater Pgh. Warehouse Co. tracks.....				X	X	X				
<b>AMBRIDGE:</b>										
Team track beyond switch to Ambridge Supply Co.....				X	X	X				
American Bridge Co., Yard.....						X				
Steel City Lumber Co., from west end of Undergrade Bridge to east end of track.....	X	X	X	X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	6	L	M	I	J
<b>ECONOMY INDUSTRIAL TRACK:</b>										
Bridge No. 0.45.....				X	X	X		X	X	X
A. M. Byers Co.....				X	X	X				
Spang Chalfant & Co., except receiving and delivery tracks.....				X	X	X				
<b>CONWAY:</b>										
All tracks in Conway yard.....						X				
<b>FREEDOM:</b>										
West Conway and Rochester—Industrial tracks off No. 0 (naught) track.....				X	X	X				
<b>WEST ROCHESTER:</b>										
Rochester Box Co. track.....				X	X	X				
Rochester Box Co. trestle.....		X	X	X	X	X	X	X	X	X
<b>NEW BRIGHTON:</b>										
North Rochester Ind. track.....				X	X	X		X	X	X
Hydrill Co. trestle.....				X	X	X	X	X	X	X
Block House Run Ind. track.....				X	X	X		X	X	X
<b>BEAVER FALLS:</b>										
Oil Street Ind. track.....	15	X	X	X	X	X				
Coach Yard.....						X				
Marginal Branch.....						X				
Morgan Bro's Ind. track.....		X	X	X	X	X				
<b>MORADO:</b>										
Babcock & Wilcox Tube Co., South side must not go more than 580 feet inside of industry gate.....		X	X	X	X	X				
<b>BAYARD BRANCH BRIDGE 4.47:</b>										
West of Merrill No. 2 track.....									40	40
<b>LAUGHLIN:</b>										
National Drawn Steel Co.....			X	X	X	X				
The Patterson Foundry and Machine Co.....			X	X	X	X				
The Patterson Foundry and Machine Co. trestle.....	X	X	X	X	X	X	X	X	X	X
Hall China Co.....				X	X	X				
Louthan Pennz Oil.....				X	X	X				
Smith-Phillips China Co.....			X	X	X	X				
Potters Mining & Milling Co., No. 2 track.....			X	X	X	X				
Team track.....			X	X	X	X				
Patterson Foundry and Machine Co. (Refractories Dept.).....				X	X	X				
American Vitrified Products Co.....			X	X	X	X				
Kerr Lumber Co.....				X	X	X				
<b>EAST LIVERPOOL:</b>										
Midway Oil Company.....				X	X	X				
Outbound Freight track.....						X				
Potters Supply Co.....						X				
South Siding between Union St. and Broadway.....				X	X	X				
South Siding from a point 800 feet east of Thompson crossover to the east end of siding.....				X	X	X				
Goldings & Sons No. 1.....						X				
Goldings & Sons No. 2.....			X	X	X	X				
Hill track except Enterprise Coal Co. trestle.....			X	X	X	X				
Bridge 0.84, Enterprise Coal Co. trestle.....	X	X	X	X	X	X	X	X	X	X
A. & P. Co. track.....		X	X	X	X	X				
Market St. Team Yard No. 116.....		X	X	X	X	X				
<b>WELLSVILLE:</b>										
McLain Brick Co. (Champion Works).....			X	X	X	X				
Stevenson Foundry, all engines restricted beyond a point 300 feet from switch.....			X	X	X	X				
Belt Line.....			X	X	X	X				
McLain Brick Company—Buckeye Plant.....						X				
<b>BEAVER VALLEY SECONDARY TRACK:</b>										
State Road to P. & L. E. R. R. connection.....						X				
Side Tracks, State Road to Buffalo St., 1.6 miles east thereof.....						X				
Side Tracks, Buffalo St. to Fair Ave., 1.3 miles east thereof.....			X	X	X	X				

COLUMN	1	2	3	4	5	6	L	M	I	J
<b>MAIN LINE—PANHANDLE</b>										
<b>FOURTH AVENUE:</b>										
Try Street Yard.....				X	X	X				
<b>MONON:</b>										
East leg of Wye.....	5	5	5	5	5	5				
<b>POINT BRIDGE:</b>										
Elevator trestle.....	X	X	X	X	X	X	X	X	X	X
<b>CORLISS:</b>										
Yard tracks.....				X	X	X				
West end of No. 6 track.....				X	X	X				
Phillip Carey Co. track.....				X	X	X				
<b>CRAFTON:</b>										
Industrial tracks.....						X				
<b>ROSSLYN:</b>										
Perlite Co. tracks.....			X	X	X	X				
<b>CARNEGIE:</b>										
Yard tracks.....				X	X	X				
L. B. Foster Co. No. 1 and No. 3 tracks.....			X	X	X	X				
L. B. Foster Co. No. 2 and No. 4 tracks.....	X	X	X	X	X	X				
<b>SUPERIOR MILL INDUSTRIAL TRACK:</b>										
Bridge No. 0.09.....				X	X	X		X	X	X
Bridge No. 0.62.....				X	X	X				
Beyond frog on Superior Steel Co. No. 1 and No. 2 tracks.....			X	X	X	X				
Keystone Butcher Co., track beyond first curve east of frog.....			X	X	X	X				
<b>FORT PITT:</b>										
Viviano track beyond switch to M. K. Frank track.....				X	X	X				
Viviano platform track and M. K. Frank tracks.....			X	X	X	X				
<b>WALKERS MILL:</b>										
Tubescope Co. tracks.....				X	X	X				
<b>OAKDALE:</b>										
Industrial tracks.....				X	X	X				
<b>NOBLESTOWN:</b>										
Industrial tracks.....				X	X	X				
<b>MCDONALD:</b>										
West of house track frog.....				X	X	X				
Industrial tracks beyond frog leading to McCarthy track.....				X	X	X				
JO Yard tracks.....				X	X	X				
Bridge leading to Montour R. R. Interchange track.....					X	X	X	X	X	X
<b>M. &amp; O. INDUSTRIAL TRACK:</b>										
Primrose Mine tracks under tipple.....	X	X	X	X	X	X				
<b>BURGETTSTOWN:</b>										
Florence Industrial track beyond a point 400 feet from main track.....				X	X	X				
<b>HANLIN:</b>										
Jefferson Coal Co. from main track switch to tipple.....				X	X	X				
Jefferson Coal Co. under tipple.....	X	X	X	X	X	X				
<b>BRIDGE 35.54:</b>										
East of Collier, No. 1 and No. 2 tracks.....									45	30
<b>COLLIER:</b>										
All other tracks westward yard.....						X				
<b>STEBENVILLE:</b>										
Turnout No. 2 track east of Market Street, leading to yard tracks.....						X				
Chicago Wall Paper Co. track.....			X	X	X	X				
Central Sewer Pipe Co. No. 9 track.....			X	X	X	X				
Ohio Foundry Co., track beyond frog.....			X	X	X	X				
<b>SCULLY BRANCH</b>										
No. 25 track beyond a point 200 feet from switch.....						X				

COLUMN	1	2	3	4	5	6	L	M	I	J
<b>DUFF:</b> Pruett-Shaeffer, Prest-O-Lite, and Guibert tracks.....						X				
<b>SCULLY YARD:</b> Nos. 1 to 9 steel car tracks.....			X	X	X	X				
<b>MILE POST 5:</b> Superior Paper Co. track.....						X				
<b>ROSSLYN:</b> Porcelain Metal Products Co.....						X				
<b>OHIO CONNECTING BRIDGE:</b> Duquesne Light Co. track.....						X		X	X	X
Beyond deraill Duquesne Light Co. track.....				X	X	X		X	X	X
<b>MINGO JCT.:</b> Wheeling Steel Co., all bridges and ore trestles except Cross Creek Bridge.....		X	X	X	X	X	X	X	X	X
Ohio Nut and Washer Co., track Standard Slag Co., all tracks.....		X	X	X	X	X				
<b>CARNEGIE:</b> Freight house bridge and Freight house run-around track.....						X	X	X	X	X
<b>WASHINGTON SECONDARY TRACK:</b> Contractors Supply Co. track.....						X				
<b>WOODVILLE:</b> Industrial track between Wood- ville and Woodville Jct.....						X				
<b>BRIDGE 3.54:</b> West of Kirwan.....									20	10
<b>BRIDGEVILLE:</b> Mayer Brick Co. track.....	X	X	X	X	X	X				
Flannery Bolt, Vanadium and Higbee Co.'s tracks.....						X				
Universal mill, ladder track from clearance point to end of track and on No. 1 loading track.....						X				
Universal mill on all other tracks Sihol Lumber and Supply Co. ....	X	X	X	X	X	X				
<b>MAYVIEW:</b> Power Co. track.....						X				
<b>BRIDGE 11.78:</b> West of Van Emmen.....						20		30	20	10
<b>BRIDGE 12.50:</b>									25	15
<b>RICHFOL:</b> Standard Tin Mill lead, storage tracks and tracks to old Davis Mine beyond 500 ft. from main track switch.....						X				
Standard Tin Mill, private tracks Magnolia mine track.....						X				
Pennsylvania Transformer Co., Building No. 55.....			X	X	X	X				
<b>CANONSBURG:</b> 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 Co. crossing.....			X	X	X	X				
Canonsburg Iron and Steel Co. on trestle.....	X	X	X	X	X	X	X	X	X	X
Fort Pitt Bridge works, empty track.....	X	X	X	X	X	X				
Tracks serving Fort Pitt Bridge works, located 575 ft. east of mile post 14, beyond bridge over Chartiers Creek.....	X	X	X	X	X	X	X	X	X	X
Taylor Lumber Co. tracks.....	E	E	E	E	E	E				
Canonsburg Iron and Steel Co. on scale track.....						X				
Canonsburg Iron and Steel Co. track connected with lead track at plant gate.....						X				
<b>HOUSTON:</b> Station track.....						X				
Lindley mine track.....						X				
<b>BRIDGE 15.85:</b> West of Houston.....						20		30	20	10

COLUMN	1	2	3	4	5	6	L	M	I	J
<b>MILE POST 16 (West of):</b> American Brake Shoe Co., west of Mile Post 16, beyond first Switch in Plant.....						X				
<b>MEADOW LANDS:</b> M. L. & Z. Industrial track be- yond bridge No. 2.....						X				
<b>ARDEN:</b> Enterprise Mine tracks..... Rich Hill Mine, beyond clearance point, loaded end..... Rich Hill Mine, beyond clearance point empty end.....						X				
	E	E	E	E	E	E				
<b>BRIDGE 21.73:</b> East of Tylerdale.....									20	15
<b>WASHINGTON:</b> All Industrial tracks between mile post 20 and Power plant, Washington, inclusive..... Tylerdale Conn. R. R. west of east switch leading to inter- change track..... Tylerdale connection to main track West Woodland Ave..... McElroy Mill tracks..... Richman scrap, transfer yard, scale track and engine house lead at Maiden Street..... Northrup track..... Northrup track, beyond a point 200 ft. from switch point..... Cornfield track..... Lytle lumber track..... Lytle lumber track beyond 50 ft. from switch.....			X		X	X				
						X				
			X	X	X	X				
			X		X	X				
						X				
	E	E	E	E	E	E				
			X	X	X	X				
	X	X	X	X	X	X				
<b>WAYNESBURG</b> <b>SECONDARY TRACK:</b> Beyond a point 1000 feet west of Main Street crossing Wash- ington..... Hazel Atlas Glass Co., (Atlas Factory)..... Hazel Atlas Glass Co., (Atlas Factory) on bridge.....	X	X	X	X	X	X	X	X	X	X
						X				
			X		X	X	X	X	X	X
<b>B. &amp; M. INDUSTRIAL TRACK:</b> Mayer Lumber Co. track..... National Mine No. 1 beyond engine limit boards..... McClain Coal Co. tracks on bridge..... McClain Coal Co. tracks.....	X	X	X	X	X	X				
						E				
	X	X	X	X	X	X	X	X	X	X
						X				
<b>WESTLAND INDUSTRIAL</b> <b>TRACK:</b> Beyond a point 1000 ft. west of Bridge 3.91..... Reed Lumber Co. track.....	X	X	X	X	X	X	X	X	X	X
						X				
<b>ATLASBURG INDUSTRIAL</b> <b>TRACK:</b> Haines Hardware track..... Patterson Mine track beyond derail.....						X			X	X
						X				
<b>CHERRY VALLEY</b> <b>INDUSTRIAL TRACK:</b> Between Bridge 0.12 located 900 ft. east of Center Ave. and a point 1500 ft. east of Bridge 2.52 two and one-half miles east of Center Avenue..... Wye track connections.....								X	X	X
	5	5	5	5	5	5			X	X
<b>STUDA INDUSTRIAL TRACK:</b> Chemical Co. tracks..... Langeloth Mine tracks on trestle.....						X			15	15
	X	X	X	X	X	X	X	X	X	X
<b>NEW CUMBERLAND</b> <b>SECONDARY TRACK:</b> Weirton to Chester..... Chester to Kobuta.....						X			15	15
						X				
<b>WEIRTON JCT.:</b> Wye tracks..... Cove Valley Lumber track.....	10	10	10	10	10	10	X			
<b>NEW CUMBERLAND:</b> Acme Clay track beyond main track frog.....	X	X	X	X	X	X				
<b>KENILWORTH:</b> J. Porter track on coal trestle.....	X	X	X	X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	6	L	M	I	J
<b>CHESTER:</b>										
Wye tracks.....	5	5	5	5	5	X				
Taylor Smith and Taylor track No. 3.....		X	X	X	X	X				
<b>INDUSTRIAL TRACK:</b>										
Between Chester and Kobuta.....						X				
<b>KOBUTA:</b>										
Beyond restriction boards, Koppers United Co.....	X	X	X	X	X	X				
<b>WHEELING SECONDARY AND RUNNING TRACK:</b>										
<b>WEIRTON JCT.:</b>										
Car cleaning track, 4059 feet east of Mile Post 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				
<b>BEECH BOTTOM:</b>										
Wheeling Steel and Ohio River Power tracks.....						X				
<b>BRIDGE 15.19:</b>										
West of Short Creek.....								30	20	10
<b>EAST WARWOOD:</b>										
All industrial tracks leading from storage track.....						X				
<b>WARWOOD:</b>										
Wheeling Mold and Foundry tracks.....						X				
Wheeling Mold and Foundry scale tracks.....	X	X	X	X	X	X	X	X	X	X
<b>WHEELING:</b>										
Bloch Bros tracks.....			X	X	X	X				
Sylvania Elect. Prod. Co., 48th St., beyond building line, south side of Water St.....			X	X	X	X				
Ohio River Sand and Gravel Co. track.....						X				
<b>BRILLIANT</b>										
Ferroy Alloy on girders over pit.....				X	X	X	X	X	X	X
<b>NICKEL PLATE ROAD:</b>										
Between junction switch with Powhatan Secondary track and west end of Conner siding.....						X				
Beyond west end of Conner siding Between Warrenton and east end of first bridge east of Warrenton						X		X	X	X
Beyond east end of first bridge east of Warrenton.....						X	X	X	X	X
Warrenton, on Martins Ferry leg of Wye.....						X				
<b>LITTLE SHORT CREEK INDUSTRIAL TRACK:</b>										
On crossover west of Dorothy Mine tippie on empty track.....						X				
<b>BRIDGE No. 32.61:</b>										
West of Tiltonville.....									20	20
<b>OHIO JCT. (East of):</b>										
Glenns Run Industrial Track.....						X				
<b>MARTINS FERRY:</b>										
Terminal Yard, Buckeye, Bel- mont Brewery and Furnace industrial tracks.....						X				
<b>AETNAVILLE:</b>										
Tri-State Asphalt, track beyond west end of mixer plant.....	X	X	X	X	X	X				
<b>RIVER BRANCH:</b>										
Union Fire Clay Co. track be- tween second road crossing 165 feet west of frog.....			X	X	X	X				
Bridge 5.62 west Empire.....								25	25	25
<b>TORONTO:</b>										
Toronto Paper Mfg. Co.....				X	X	X				
Kaul Clay Co.....				X	X	X				

COLUMN	1	2	3	4	5	6	L	M	I	J
<b>RIVER BRANCH</b>										
<b>STEUBENVILLE:</b>										
Eastern Ohio Sand and Supply, both tracks beyond sand storage bins.....	X	X	X	X	X	X				
Liberty Paper Box Co., Hill track.....						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				
Weirton Steel Co., tracks at east end.....						X				
<b>POWHATAN:</b>										
Neff Lumber Co., track beyond a point 300 ft. from main track switch.....	E	E	E	E	E	E				
<b>MARTINS FERRY:</b>										
Bridge 1.67, Jefferson St.....						10	10	X	X	X
<b>BRIDGE No. 1.75:</b>										
Ohio River.....							10	X	X	X
<b>PENINSULA:</b>										
Wheeling Mold and Foundry Co., tracks.....			X	X	X	X				
Wheeling Mold and Foundry Co., scale track.....	X	X	X	X	X	X	X	X	X	X
Hi-Grade Products, tracks beyond switch located on Bridge 0.14.....						X	X	X	X	X
Wheeling Iron and Supply Co., tracks.....						X				
Whitaker-Glassner Co., and Creek-Mill Co., tracks.....			X	X	X	X				
<b>WHEELING (18th St. Yard):</b>										
Tracks 2 and 9.....					X	X				
All other tracks in 18th Street yard.....			X	X	X	X		X	X	X
<b>WHEELING:</b>										
Hazel-Atlas, tracks on trestle.....		X	X	X	X	X	X	X	X	X
Wood Bros. track.....						X				
29th Street Yard tracks.....			X	X	X	X				
Labelle track. All Industrial tracks, except A. & P. Warehouse track.....			X	X	X	X				
A. & P. Warehouse track.....						X				

### Equipment Restriction

**1160-B1.** Cars having a combined weight of car and lading, as shown below, are subject to the following restrictions as to speed over certain bridges, etc.:

Weight of Car (Pounds)	Minimum Coupled Length	Restrictions
150,000—170,000	40'—0"	Same as Column 2
170,000—210,000	42'—0"	Same as Column 5
210,000—251,000	48'—0"	Same as Column L

Cars in the above weight classifications, but shorter than the minimum coupled length specified, are subject to special restrictions.

The above restrictions do not apply to Jenny type hopper or Jenny type gondola cars. These cars have a gross weight up to 220,000 lbs. and a coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and trains with loaded coupled, Jenny type iron ore cars are subject to the restrictions in special Instruction **1160-A1** as follows.

Two or more loaded coupled cars—Column J special load restrictions.

Jenny type hopper cars may be operated over Under Grade Bridge No. 12.19, on the McKeesport Secondary Track between South Duquesne and McKeesport, 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.

#### BELLEFONTE CENTRAL RAILROAD

Cars having a combined weight of car and lading of 251,000 pounds permitted on Bridges Nos. 2, 4 and 6 at a speed of 30 miles per hour.

**1160-B2.** Engine limit boards will indicate portions of track on which engines are prohibited.

**1160-B3.** 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-B4.** A multiple load requiring the use of two carrying cars, separated by an idler car, is restricted from operation over crest of a hump whenever practicable; when humping operation is necessary, movement must be carefully made under close observation of yard crew and load must not be humped with motive power detached.

A multiple load requiring the use of two end carrying cars, separated by two idler cars, is restricted from movement over crest of hump.

After multiple loads have been carefully placed on classification track, care must be exercised to prevent humped cars, routed to same classification track, from coupling to multiple load at a speed in excess of four miles per hour.

#### Other Equipment Restrictions

**1160-B5.** 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-B6.** Cars containing hot metal may be operated over the Wheeling Secondary Track and Running Track, between Benwood and East Steubenville, subject to the following restrictions:

1. The maximum speed for the entire distance between Benwood and East Steubenville must not be greater than 15 miles per hour, except on U. G. Bridge 5.25 west of Follansbee, where speed must be restricted to 10 miles per hour.
2. Hot metal cars must be separated from each other with one empty idler car.
3. Hot metal cars must be separated from the hauling locomotive or other heavy loaded cars with one empty idler car.

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

Location	Between	And	Bridge	Note
Main Line—Middle	Banks	Slope	.....	2
Hollidaysburg and Petersburg Br. and H. & P. Secondary track	Pete	Alto	.....	1
Clearfield Branch	Wilson	Park	.....	
Bald Eagle Br.	Park	Lock Haven	.....	

Main Line, Branch, Secondary or Industrial Track	Between	And	Bridge	Note
Main Line— Pittsburgh	Slope	Pittsburgh		
New Portage Secondary track	Wye	SF		3
Irvona Branch	Cresson	Blandburg		3
South Fork Br.	W	LV		3
South Fork Secondary track	LV	End of track		3
Brilliant Branch	CM	UY		
Cresson Secondary track	Cresson	Fordham	18.59 27.79	3-4 3-4
Black Lick Secondary track	Ebensburg Jct.	Black Lick	23.81	3-4
Susquehanna Secondary track	Bradley Jct.	Cherry Tree		3
Monongahela Br. and Monongahela Secondary track	Monon	West Brownsville Jct.		
Hempfield Industrial track	Hempfield Jct. Cowansburg	Cowansburg Gratztown		3 3-5
Southwest Secondary track	RG	Scottdale		
Greensburg Secondary track	Greensburg Jct.	County Jct.		
Main Line— Conemaugh	JD	Federal St.		
These derricks are not prohibited on any Conemaugh Branch, Secondary track or industrial track Except as follows:				
Indiana Secondary track	Homer City	Indiana		
Avonmore Industrial track	Junction switch	End of track		
Plum Creek Industrial track	Verona	End of track		
Schenley Industrial track	Schenley	End of track		
Main Line— Eastern	Pittsburgh	Region Post (Lake Reg.)		
These derricks are not prohibited on any Eastern Br., Secondary track or industrial track Except as follows:				
Ben Avon			J. Berkbichler Trestle	

Main Line, Branch, Secondary or Industrial Track	Between	And	Bridge	Note
Emsworth			Tejan Coal & Supply Co. Trestle	
North Rochester Industrial	New Brighton	North Rochester		
Block House Run Industrial	New Brighton	End of Branch		
Oil Street Indust.	Beaver Falls	End of Br.		
Beaver Valley Secondary track	Vanport	Bridgewater		
Main Line— Panhandle	Pittsburgh	Region Post (Buckeye Region)		
These derricks are not prohibited on any Panhandle Br. Secondary track or industrial track Except as follows:				
Monon			0.95 East Leg of Wye	
New Cumberland Secondary track	Kings Creek	Kobuta		
Terminal Branch			1.75 (Ohio River)	
			2.57 (Public Road)	3

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 obtained for Special Loads, Column M, I or J in Special Instruction 1160-A1.

NOTE 1. When hauled by engine heavier than class FS-20 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 with station platform Tyrone on No. 3 track, train must operate 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.

#### POINT BRIDGE:

**1160-C2.** Trestle Stewart elevator. Wreck derricks are prohibited.

#### Washington Secondary Track

##### TYLERDALE:

**1160-C3.** 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-C4.** 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-C5.** 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-C6.** 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 or walking on the roof of any moving car.

The following locations are excepted:

Altoona—Juniata Scales Hump and Mingo Junction Hump when necessary to walk on roof of car to reach handbrake while riding cars from hump to classification yard.

Pitcairn Yard.

**Side Clearance**

**1163-A3.** Account clearance at points listed below and at locations where "Close Clearance Signs" are posted, 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

U. S. Post Office Building.

Railway Express Terminal.

33rd Street Bridge.

Conemaugh Loop Track, Gallitzin.

Conway—East end No. 400 yard, first track north of No. 4 pull-out track (Orange Lead).

While passing Diesel sanding tower.

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.** Trainmen when working within the Pittsburgh Passenger Station must ride moving equipment and relay signals from platform side only.

## TRAIN DISPATCHERS

### 1201—A1. Location of Train Disptachers— Pittsburgh:

Train Dispatchers in charge as follows:

Main Line—Banks (Phila. Reg.) to Wood (Lake Reg.) and Acre (Buckeye Reg.)

Bald Eagle Branch—Park to Lock Haven (Nor. Reg.)

Allegheny Branch—Nadine to Brady (Nor. Reg.)

Train orders will be issued over the signature of Superintendent Transportation Pittsburgh Region for movement of trains over portions of connecting Regions shown above.

#### Branches:

Clearfield  
Turtle Creek  
Monongahela  
Port Perry  
Scully  
Brilliant  
Allegheny  
Bayard, (Rochester  
to Yellow Creek)  
River  
New Cumberland  
Terminal

#### Secondary Tracks:

Antis-Slope  
Clearfield between Park and Cur  
Moshannon between Mills and Ram  
Bellefonte  
New Portage  
Monongahela  
Ellsworth  
Southwest  
Greensburg  
Redstone  
Yukon  
Indiana  
Butler  
Carnegie  
Washington  
Powhatan  
New Cumberland  
Weirton  
Wheeling  
Monongahela Runing Track.

#### Cresson:

Train Dispatchers in charge of:

#### Branches:

Irvona  
South Fork  
Paint Creek and  
Shade Creek  
Hollidaysburg and  
Petersburg

#### Secondary Tracks:

South Fork between LV and HC  
Cresson  
Susquehanna  
Black Lick  
H & P  
Morrison Cove between  
Holly and Brook  
Bedford  
Mt. Dallas

Lake Region Train Dispatchers in charge of that part of Pittsburgh Region, Low Grade Branch between Rochester and Region Post, Lake Region, and that portion of the Bayard Branch between Yellow Creek and River. Train orders will be issued over the signature of Superintendent Transportation, Lake Region.

Monongahela Railway Train Dispatchers at Brownsville in charge of West Brownsville Secondary Track between BF 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 are 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:

A copy of the train order need not be supplied to helper engines except when assisting engine is coupled ahead.

#### 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

### 1250-A1. Movement of Trains by Block Signal System Rules

**X**—Indicates Rules in Effect.

**COLUMN 1**—Movement of Trains in the same direction by Block Signals  
**Rules 251, 253 and 254.**

**COLUMN 2**—Opposing and following movement of trains by Block Signals  
**Rules 261, 262, 263 and 264.**

**COLUMN 3**—Movement of trains on Secondary Tracks  
**Rules 271, 272 and 273.**

**COLUMN 4**—Manual Block Signal System  
**Rules 305 to 373 inclusive, except Rule 316.**

**COLUMN 5**—Manual Block Signal System  
**Rules 305 to 373 inclusive, except Rule 317.**

**COLUMN 6**—Manual Block Signal System  
**Rules 305 to 373 inclusive, except Rule 317,**  
for movements against the current of traffic.

**COLUMN 7**—Manual Block Signal System  
**Rules 305 to 373 inclusive, except Rule 316,**  
for movements against the current of traffic.

**COLUMN 8**—Automatic Block Signal System  
**Rules 501 to 512, with the current of traffic and**  
on single track.

**COLUMN 9**—Automatic Block Signal System  
**Rules 501 to 512, against the current of traffic.**

**COLUMN 10**—Cab Signals  
**Rules 551 to 570, with the current of traffic and**  
on single track.

**COLUMN 11**—Cab Signals  
**Rules 551 to 570, against the current of traffic.**

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
		MAIN LINE— MIDDLE												
Region Post (Phila. Reg.)	Port	1, 2, 3 and 4	X	...	...	...	...	...	X	X	...	X	...	...
Port	Mifflin	1 and 3	X	...	...	...	...	...	X	X	...	X	...	...
Port	Lewis	2	...	X	...	...	...	...	...	X	X	X	X	...
Mifflin	Wall	1, 3 and 4	X	...	...	...	...	...	X	X	...	X	...	...
Wall	Lewis	1 and 3	X	...	...	...	...	...	X	X	...	X	...	...
Lewis	Jacks	1, 2, 3 and 4	X	...	...	...	...	...	X	X	...	X	...	...
Jacks	Hunt	1 and 3	X	...	...	...	...	...	X	X	...	X	...	...
Jacks	Hunt	2	...	X	...	...	...	...	...	X	X	X	X	...
Hunt	Pete	1, 2, 3 and 4	X	...	...	...	...	...	X	X	...	X	...	...
Pete	Tunnel	1 and 3	X	...	...	...	...	...	X	X	...	X	...	...
Pete	Tunnel	2	...	X	...	...	...	...	...	X	X	X	X	...
Tunnel	Spruce	1 and 2	...	X	...	...	...	...	...	X	X	X	X	...
Spruce	Forge	1 and 3	X	...	...	...	...	...	X	X	...	X	...	...
Spruce	Forge	2	...	X	...	...	...	...	...	X	X	X	X	...
Forge	Wilson	1, 2, 3 and 4	X	...	...	...	...	...	X	X	...	X	...	...
Wilson	Gray	1, 2, 3 and 4	X	...	...	...	...	...	X	X	...	X	...	...
Wilson	Gray	5	...	X	...	...	...	...	...	X	X	...	...	...
Gray	Antis	1, 2, 3 and 4	X	...	...	...	...	...	X	X	...	X	...	...
Antis	Works	3 and 4	X	...	...	...	...	...	X	X	...	X	...	...

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
Works	Alto	4	X	...	...	...	...	...	X	X	...	X	...	...
Works	Alto	3	...	X	...	...	...	...	...	X	X	X	X	...
Alto	Slope	A, 1, 2 and 4	X	...	...	...	...	...	X	X	...	...	...	...
Alto	Slope	3	...	X	...	...	...	...	...	X	X	...	...	...
Lock Haven (Northern Reg.)		<b>Bald Eagle Branch</b>												
	Park	Single	...	X	...	...	...	...	...	X	...	...	...	...
Wilson	Park	Clearfield Br. Single	...	X	...	...	...	...	...	X	...	...	...	...
Park	Summit	Clearfield Sec. North'd Only	...	...	X	X	...	...	...	...	...	...	...	A-B
Summit	Park	South'd Only	...	...	X	...	X	...	...	...	...	...	...	B
Summit	Cur	Secondary	...	...	X	X	...	...	...	...	...	...	...	B
Alto		<b>Hollidaysburg &amp; Petersburg Branch</b>												
	Eldo	1 and 2	...	...	...	...	...	...	X	X	...	...	...	...
Eldo	Wye	Single	...	X	...	...	...	...	...	X	...	...	...	...
Wye	Holly	1 H & P Secdy.	...	...	X	X	...	...	...	...	...	...	...	A-B E
Holly	Wye	2 H & P Secdy.	...	...	X	X	...	...	...	...	...	...	...	B-E
Pete	Holly	H & P Secdy.	...	...	X	X	...	...	...	...	...	...	...	A-B
Holly	Brook	Morrison Cove Secondary	...	...	X	X	...	...	...	...	...	...	...	B
Brook	State Line	Bedford Secondary	...	...	X	X	...	...	...	...	...	...	...	B
Creek	Dallas	Mt. Dallas Secondary	...	...	X	X	...	...	...	...	...	...	...	B
Mills	Ram	Moshannon Secondary	...	...	X	X	...	...	...	...	...	...	...	B
Miles	White	Bellefonte Secondary	...	...	X	X	...	...	...	...	...	...	...	A-B
Rose	Antis	Antis-Alto 1 Secondary (East'd Only)	...	...	X	...	...	...	...	X	...	X	...	A-B E
Rose	Antis	1 Secondary (West'd Only)	...	...	...	X	...	...	...	...	...	...	...	E-H
Antis	Rose	2 Secondary (West'd Only)	...	...	X	...	...	...	...	X	...	X	...	A-B E
Antis	Rose	2 Secondary (East'd Only)	...	...	...	X	...	...	...	...	...	...	...	E-F H
West Mifflin	Wall	Denholm West'd Siding	...	...	...	...	...	...	...	X	...	X	...	...
Slope		<b>MAIN LINE PITTSBURGH</b>												
	SF	1, 2 and 4	X	...	...	...	...	...	X	X	...	X	...	...
Slope	SF	3	...	X	...	...	...	...	...	X	X	X	X	...
SF	AR	2	X	...	...	...	...	...	X	X	...	X	...	...
SF	UN	3	...	X	...	...	...	...	...	X	X	X	X	...
SF	UN	4	X	...	...	...	...	X	...	X	...	X	...	...
AR	MO	0, 1 and 2	X	...	...	...	...	...	X	X	...	X	...	...
UN	MO	3	...	X	...	...	...	...	...	X	X	X	X	...
UN	MO	4	X	...	...	...	...	...	X	X	...	X	...	...

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
MO	SG	1, 2 and 4	X	...	...	...	...	...	X	X	...	X	...	...
MO	SG	3	...	X	...	...	...	...	...	X	X	X	X	...
SG	JD	1, 2 and 3	X	...	...	...	...	...	X	X	...	X	...	...
SG	JD	4 (Westward)	...	X	...	...	...	...	...	X	...	X	...	...
SG	JD	4 (Eastward)	...	X	...	X	...	...	...	...	...	...	...	I
JD	Millwood	1 and 3	X	...	...	...	...	...	X	X	...	X	...	...
JD	Millwood	2	...	X	...	...	...	...	...	X	X	X	X	...
Millwood	DR	0, 1 and 3	X	...	...	...	...	...	X	X	...	X	...	...
Millwood	DR	2	...	X	...	...	...	...	...	X	X	X	X	...
DR	KR	1, 2, 3 and 4	X	...	...	...	...	...	X	X	...	X	...	...
KR	RG	1, 2 and 3	X	...	...	...	...	...	X	X	...	X	...	...
KR	RG	4	X	...	...	...	...	X	...	X	...	X	...	...
RG	SZ	1, 2, 3 and 4	X	...	...	...	...	...	X	X	...	X	...	...
SZ	WG	2, 3 and 4	X	...	...	...	...	...	X	X	...	X	...	...
WG	Perry	0, 1, 2, 3, & 4	X	...	...	...	...	...	X	X	...	X	...	...
Perry	R	1, 2, 3 and 4	X	...	...	...	...	...	X	X	...	X	...	...
R	DV	1 and 3	X	...	...	...	...	...	X	X	...	X	...	...
R	DV	2	...	X	...	...	...	...	...	X	X	X	X	...
DV	Pitt	1 and 2	X	...	...	...	...	...	X	X	...	X	...	...
Wye	SF	New Portage Secondary	...	...	X	X	...	...	...	...	...	...	...	A-B
EP	RU	Cresson Secondary	...	...	X	X	...	...	...	...	...	...	...	A-B
KY	ZD	Black Lick Secondary	...	...	X	X	...	...	...	...	...	...	...	B
DF	DC	Susquehanna Secondary	...	...	X	X	...	...	...	...	...	...	...	B
W	LV	South Fork Br. 1 and 2	...	...	...	X	...	...	...	...	...	...	...	...
LV	HC	South Fork Secondary	...	...	X	X	...	...	...	...	...	...	...	B
RG	VA	Southwest Secondary	...	...	X	X	...	...	...	...	...	...	...	A-B
Perry	PG	Port Perry Br. 1 and 2	...	...	...	...	...	X	...	X	...	...	...	...
SZ	BY	Turtle Creek Branch Single	...	...	...	X	...	...	...	...	...	...	...	...
Monon	OB	Monongahela Branch Monon 1 & 2	X	...	...	...	...	...	X	X	...	...	...	...
Monon	OB	Scully 1 & 2	X	...	...	...	...	...	X	X	...	...	...	...
OB	Kenny	1, 2, 3 and 4	X	...	...	...	...	...	X	X	...	...	...	...
Kenny	H	1 and 2	X	...	...	...	...	...	X	X	...	...	...	...
MC	H	1 Secondary	...	...	X	X	...	...	...	...	...	...	...	A-B
H	MC	2 Secondary	...	...	X	X	...	...	...	...	...	...	...	A-B
MC	BF	Secondary	...	...	X	X	...	...	...	...	...	...	...	A-B
BF	RS	Redstone Secondary	...	...	X	X	...	...	...	...	...	...	...	A-B



BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
		<b>MAIN LINE— Conemaugh</b>												
JD	AJ	1 and 2	...	...	...	...	...	...	X	X	...	X	...	G
Harris	AJ	1	X	...	...	...	...	...	X	X	...	...	...	
AJ	Harris	2	...	X	...	...	...	...	...	X	X	...	...	
Harris	UY	1 and 2	X	...	...	...	...	...	X	X	...	...	...	
UY	Federal St.	1 and 2	...	...	...	...	...	...	X	X	...	...	...	
UY	CM	Brilliant Br. 1 and 2	X	...	...	...	...	...	X	X	...	...	...	
UY	Brady (Nor. Reg.)	Allegheny Br. Single	...	...	...	X	...	...	...	...	...	...	...	
D	NM	Indiana Secondary	...	...	X	X	...	...	...	...	...	...	...	B-C
JB	VO	Butler Secondary	...	...	X	X	...	...	...	...	...	...	...	A-B
		<b>MAIN LINE— EASTERN</b>												
Pitt	Federal St.	1 and 2	...	X	...	...	...	...	...	X	X	...	...	
Federal St.	Penna. Ave.	1, 2, 3 and 4	...	X	...	...	...	...	...	X	X	...	...	
Penna. Ave.	East Conway	1, 2, 3 and 4	X	...	...	...	...	...	X	X	...	...	...	
East Conway	Wood (Lake Reg.)	1 and 2	X	...	...	...	...	...	X	X	...	...	...	
Jacks Run	Esplen	Ohio Conn. Bridge 1 and 2	...	...	...	...	...	...	X	X	...	...	...	
Penna. Ave.	Island Ave. Junction	3 and 4	...	...	...	...	...	...	X	X	...	...	...	
Rochester	Region Post (Lake Reg.)	Low Grade Br. 1 and 2	...	...	...	...	...	...	X	X	...	...	...	
Rochester	Region Post (Lake Reg.)	Bayard Br. 1 and 2	...	...	...	...	...	...	X	X	...	...	...	
Yellow Creek	Branch	River Br. 1 and 2	...	...	...	...	...	...	X	X	...	...	...	
Branch	Rockville	River Br. 1 and 2	...	...	...	...	...	...	X	X	...	X	...	G
		<b>MAIN LINE— PANHANDLE</b>												
PH	Weirton Jct.	1 and 2	X	...	...	...	...	...	X	X	...	X	...	
CO	Weirton Jct.	3	...	X	...	...	...	...	...	X	X	X	X	
Weirton Jct.	Acre (Buck- eye Reg.)	1 and 2	X	...	...	...	...	...	X	X	...	X	...	

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
Monon	Wagner	Scully Branch							X	X				
Glenn	WH	Washington Secondary			X	X								A-B
Weirton Jct.	UN	Wheeling Secondary			X	X								A-B
GR	PN	Powhatan Secondary			X	X								B
WT	NY	Terminal Br. Single				X								
Weirton Jct	WN	New Cumberland Br. Single				X								
CY	WN	Weirton Secondary			X	X								B
WN	HS	New Cumberland Secondary			X	X								B

NOTE A. Referring to **Rule 271**, at the following locations, extra trains, except passenger extra, may proceed on fixed signal indication in lieu of verbal permission:

Pete	<b>SF</b>	<b>VO</b>
Park	<b>EP</b>	Glenn
Miles	<b>RG</b>	Weirton Jct.
*Wye	<b>*MC</b>	
Rose	<b>*H</b>	
Antis	<b>BF</b>	

\*For trains operating against assigned direction of traffic, hand signal in lieu of fixed signal will apply.

NOTE B. Authority for movement of passenger extra must be in writing.

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

NOTE E. Third paragraph of **Rule 271**, will not apply.

NOTE F. Eastward movements may be made between Rose and House on verbal permission of Operator at Antis.

NOTE G. **Rules 551 to 569**, inclusive except **Rules 562, 563 and 564**, are in effect, for movement with the current of traffic.

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.

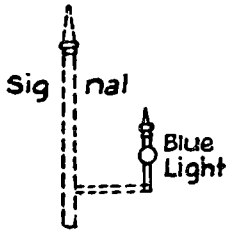
When cab signal aspect changes from a more favorable aspect to Approach-Medium, the train will proceed at Medium Speed as soon as proper train handling will permit.

NOTE H. Train Order will be authority for movements against assigned direction of traffic.

NOTE I. In the application of **Rule 335 and 361**, where **Rule 261** is in effect, fixed signals at JD indicate condition of the block on No. 4 track for eastward trains.

**1280-A to 1296-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:**

**Butler Secondary Track**

On distant signal for Harris Interlocking.

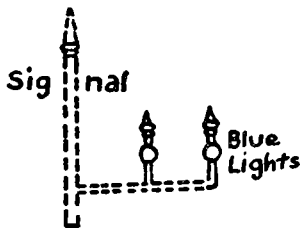
**Allegheny Branch**

On distant signal No. 307 north of Aladdin.

**Monongahela Branch**

Block Signal No. M172 north of Wilson.

Block Signal No. M199 north of West Elizabeth.



**Indication**—Two tracks intervenes between signal and track it governs.

**Name** —Signal mast bracket marker.

**New Cumberland Branch**

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

**Take Siding Indicator**



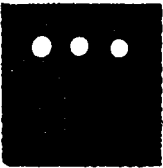
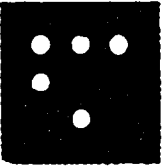
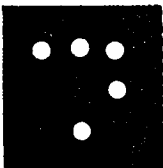
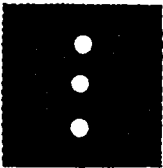
**Indication**—Take siding.

**Name** —Take siding indicator.

Trains receiving a take-siding indication will secure permission from operator before entering siding.

**Take siding indicator in service:**

Bayard Branch Westward—	Location	Controlled by	Take siding at
	Mile Post 23.1	Yellow Creek	Wellsville

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

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

### 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.

**1290-A1.** In the application of **Rule 290**, 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** is displayed.

# **Facing Hand-operated Switches connected with Manual Block Signal**

**1362-A.** Train Orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared.

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 Secondary	Miles Block Station and Westward distant signal No. B 320
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.
SZ	Eastward	Single	SZ—Block Station and switch 364 feet east of signal.
DN*	Northward	Single	DN—Block Station and switch 1200 feet north thereof.
DN*	Southward	Single	DN — Block Station and switch 394 feet south thereof.
FD*	Northward	Single	FD—Block Station and switch 280 feet north thereof.
BF	Southward	Redstone Secondary Track	BF—Block Station and switch 28 feet south thereof.
Glenn	Westward	Washington Secondary	Glenn Block Station and Mile Post 2.
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.

**NOTE**—A train or engine receiving train order 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. When Block Station is closed Form C must be secured to pass signal.

\*Does not apply when Block Station is closed.

**1509-A1.** In the application of **Rule 509**, when Stop indication (**Rule 292, Fig. A**) is displayed on a signal at the following locations, the authority to pass it must be obtained through the operator listed below:

Location	Track	Governing Movements	Obtain Clearance Card (Form C), or train order through Operator at:
West end UN interlocking.....	No. 4	Westward	AR
Signal Bridge 2752, just west of Johnstown Station	No. 2	Eastward	C
Signal Bridge 2804.....	No. 1	Eastward	SG
Signal Bridge 3207.....	No. 4	Westward	RG
Greensburg: 5458 feet west of Mile Post 323.....	No. 4	Westward	RG
West end Port Perry Tunnel.....	No. 1	Eastward	PG
East end Port Perry Tunnel.....	No. 2	Westward	PG
Atlas: 990 feet west of Mile Post 17.....	No. 2	Westward	Truxall
Atlas: 1530 feet east of Mile Post 18.....	No. 1	Eastward	Truxall
Esplen: 1150 feet east of Esplen....	Scully No. 1	Eastward	Esplen
Steubenville: 750 feet west of Mile Post 42.....	No. 2	Westward	Weirton Jct.
Steubenville: 500 feet west of Mile Post 44.....	No. 1	Eastward	Mingo Jct.
Kings: 2300 feet west of Mile Post 14.....	No. 2	Westward	Rockville

**1551-A2.** Testing sections, in addition to those at terminals, located:

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 opposite Gray extending eastward two hundred feet.

**1551-A3.** 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
<b>Main Line</b>	<b>Westward Trains</b>		
Pittsburgh	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. 2	At fixed signal governing eastward movements, 200 feet west of WG	
Conemaugh	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
Panhandle	No. 2	Interlocking signal west of Washington Street foot Bridge PH	Home signal east of of No. 1 Tunnel

**Cutting-in-Section Located:**

	Track	Between	And
<b>Main Line</b>	<b>Eastward Trains</b>		
Pittsburgh	No. 4 (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
Conemaugh	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
Brilliant Branch	No. 1	Distant signal B14	Home Signal for CM



### Westward Trains

New Portage Secondary Track	Secondary	1500 feet east of Westward distant signal for <b>SF</b>	Westward distant signal for <b>SF</b>
Turtle Creek Branch	Single	300 feet east of Westward distant signal for <b>SZ</b>	Westward distant signal for <b>SZ</b>
Secondary Track	No. 27	711 feet east of Westward Home Signal for Corliss	Westward Home Signal, Corliss
Scully Branch	Scully No. 2	Block Signal No. 57 east of Wagner	Westward Home Signal, Wagner
River Branch	No. 2	Yellow Creek	Branch
Yellow Creek	Secondary	River	Branch
New Cumberland Branch	Single	755 feet east of Westward Home Signal for Weirton Jct.	Westward Home Signal, Weirton Jct.

### Cutting-in-Section Located:

	Track	Between	And
<b>Eastward Trains</b>			
Cresson Yard Track	(Trains routed to No. 0)	300 feet west of Eastward fixed signal east end Jump-Over track. 1860 feet east of <b>MO</b>	Eastward fixed signal 1860 feet east of <b>MO</b>
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.
River Branch	No. 1 Yard Track	300 feet west of Signal Y-210	Eastward Home Signal, Rockville

### Northward Trains

South Fork Branch	No. 2	600 ft. south of Northward distant signal 2656 for W	Signal 2656
Southwest Secondary	Secondary	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

**1560-A1.** The following exceptions authorized for trains and engines not equipped with cab signals:

- (a) Wire, work and wreck trains, and ballast cleaners to and from work.
- (b) Engines to and from Shops.
- (c) Engines used in Switching and Transfer Service, not exceeding 20 miles per hour, except between **AJ** and **JD** 15 miles per hour, unless otherwise instructed.

Between	and
Banks	Jacks
Gray	Alto
Slope	SG
DR	PITT
PH	Carnegie
Laurel Hill	Mingo Jct.
<b>AJ</b>	Apollo
<b>BI</b>	<b>JD</b>

Includes empty passenger equipment and trains from non-equipped territory being pushed or pulled, yard engines and helping engines, within these limits.

**1563-A2. Referring to Rule 563.**

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 2035—East of Deer

**Eastward**

Signal 2036—West of Hunt

Signal 1142—0.8 miles west of Reg. Post.

**1569-A1.** The following form of train order will be used to instruct a train or engine to proceed at authorized speed without cab signals 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:

**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.

## INTERLOCKING

### 1605-A1. Rule 605—in effect:

	Track	Between	And
Main Line— Eastern	No. 2	Rochester	West Rochester
Panhandle	No. 1 and No. 2	Wagner	Camp Hill
	No. 1	Camp Hill	Home Signal 890 ft. west of Mile Post 11
	No. 1 and No. 2	Mingo Jct.	East end Gould siding
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.

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

Zone C—Truxall and GI.

Zone E—Corliss, Laurel Hill, and Mingo Jct.

**1663-A1.** Home signals not protected by distant signals:

VO Interlocking Station, Butler Secondary track, for westward movement.

Zane Interlocking Station, Zane and Wheel Running tracks, for movement in either direction.

Trains and engines must not exceed Reduced Speed approaching Home signals at the above locations, prepared to stop at Home signal.

**1663-A2.** Altoona—Pittsburgh passenger stations:

Trains and engines stopped after receiving a proceed interlocking signal at east and west end of station tracks, in such a position that the signal indication cannot be seen by the engine crew, will be governed as follows:

At Altoona; proceed on communicating signal supplemented by hand signal from member of train crew. The Conductor must know that fixed signal is in proceed position before the prescribed signal to proceed is given engineman.

At Pittsburgh; proceed after member of engine crew has gone back to observe that fixed signal is in proceed position, or a member of the train crew has gone forward to verbally convey this information to engineman.

At either locations if necessary to change a route after signal has been cleared, conflicting routes must not be established until proper understanding is had with engineman of train involved.

**1663-A3.** At locations where tracks or routes are infrequently used, the continuous shunting of track circuits by diesel switching engines, or similar lightweight types, cannot be relied upon when moving light. Train Dispatchers and Block Operators must assure themselves that such engines, moving light, are clear of track circuits and all interlocking switches and derail before following movements or conflicting routes are established.





## PITTSBURGH REGION

**The Safety Rules are your guide. Start each and every day by reading the Safety Rule of the day.**

### — SAFETY CALENDAR —

**Train, Engine and Other Transportation Employees  
(except Station employees)**

Date	January	February	March	April	May	June
1	1000	1000	1000	1208	1000	1053
2	1001	1001	1001	1000	1001	1107
3	1150	1092	1072	1001	1023	1158
4	1095	1008	1093	1071	1051	1172
5	1067	1202	1074	1043	1106	1129
6	1042	1209	1006	1007	1111	1161
7	1008	1071	1205	1005	1160	1219
8	1153	1045	1103	1092	1228	1157
9	1022	1206	1120	1065	1128	1115
10	1090	1213	1277	1041	1166	1156
11	1076	1018	1236	1042	1122	1224
12	1200	1047	1118	1078	1230	1237
13	1215	1002	1211	1048	1164	1173
14	1065	1204	1150	1008	1174	1227
15	1040	1218	1016	1013	1231	1110
16	1019	1100	1066	1075	1050	1052
17	1075	1216	1069	1004	1112	1127
18	1096	1015	1003	1067	1130	1233
19	1077	1041	1012	1044	1171	1281
20	1017	1005	1013	1152	1220	1238
21	1101	1068	1210	1094	1235	1275
22	1201	1048	1105	1217	1242	1121
23	1103	1049	1119	1200	1278	1223
24	1151	1010	1101	1207	1232	1245
25	1011	1203	1214	1021	1108	1284
26	1044	1102	1104	1090	1170	1290
27	1093	1046	1091	1202	1226	1124
28	1212	1073	1095	1155	1234	1055
29	1104	.....	1020	1114	1278	1288
30	1120	.....	1154	1125	1168	1239
31	1207	.....	1014	.....	1162	.....

Train and Engine Service Employees are required to know the Safety Rule of the day, which is printed above. They are also required to know the meaning, intent and application of the Rule.

Conductors and Enginemen will assure themselves that members of their Crew know and fully understand the Rule.

# PITTSBURGH REGION

**The Safety Rules are your guide. Start each and every day by reading the Safety Rule of the day.**

## — SAFETY CALENDAR —

**Train, Engine and Other Transportation Employees  
(except Station employees)**

Date	July	August	Sept.	October	Nov.	Dec.
1	1109	1000	1055	1000	1000	1000
2	1168	1001	1112	1001	1001	1001
3	1239	1108	1156	1109	1091	1066
4	1225	1174	1229	1051	1065	1041
5	1116	1130	1124	1113	1073	1012
6	1285	1163	1023	1053	1040	1013
7	1240	1171	1121	1174	1005	1074
8	1123	1226	1222	1116	1067	1046
9	1054	1126	1239	1162	1045	1014
10	1023	1050	1233	1169	1094	1155
11	1113	1106	1219	1126	1047	1068
12	1169	1111	1110	1052	1006	1005
13	1053	1167	1054	1106	1152	1070
14	1244	1223	1170	1171	1075	1024
15	1159	1230	1227	1229	1042	1078
16	1246	1221	1115	1157	1096	1043
17	1117	1160	1245	1230	1154	1003
18	1249	1122	1237	1123	1049	1077
19	1286	1157	1164	1234	1008	1009
20	1222	1228	1127	1130	1021	1201
21	1234	1243	1224	1165	1205	1007
22	1280	1220	1244	1240	1200	1048
23	1166	1173	1172	1050	1002	1072
24	1232	1231	1107	1159	1071	1016
25	1287	1247	1117	1243	1209	1203
26	1248	1128	1225	1241	1216	1217
27	1289	1165	1129	1167	1102	1100
28	1235	1280	1114	1125	1213	1119
29	1278	1238	1158	1015	1204	1105
30	1241	1161	1276	1090	1092	1208
31	1221	1275	.....	1004	.....	1015

Train and Engine Service Employees are required to know the Safety Rule of the day, which is printed above. They are also required to know the meaning, intent and application of the Rule.

Conductors and Enginemen will assure themselves that members of their Crew know and fully understand the Rule.

## THE PENNSYLVANIA RAILROAD PITTSBURGH REGION

Pittsburgh, Pa., October 16, 1962

### GENERAL ORDER No. 1201

**Effective 2.01 A. M., Sunday, October 28, 1962**

#### Applies in All Zones

- (a) Time-Table No. 12 in effect. It contains the necessary instructions issued in general orders up to and including No. 1119, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 12 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 11 to bulletin board attendant, after Time-Table No. 12 takes effect.

- (b) **BOOK OF RULES**

#### **RULES FOR CONDUCTING TRANSPORTATION**

Rules for Conducting Transportation, effective October 28, 1956, revised in part as follows:

Revisions of April 28, 1957—

**Rule 104**—page 34, **Rule 331**—page 77, **Rule 365**—page 79, **Rule 629**—page 90, **Form C**—page 98, **Form K**—page 99 and **Rule 4076-J**—page 112.

Revision of October 27, 1957—

**Rule 30**—page 23, **Rule 400C-1**—page 100, **Rule 4103-B**—page 113 and **Rule 4165-A**—page 131.

Revision of September 1, 1958—

**Rules G and H**, page 8.

**Rule R**, third paragraph, page 10.

**Rule 103**, portion of last paragraph, page 34.

**Rule 104** and **105**, pages 34 and 35.

**Rule 502**, page 80.

**Rule 400N-21**, pages 107 and 108.

**Rule 4076-F**, pages 112, and Index, page 3, 18th line.

**Rule 4076-I**, page 112.

**Rule 4154-B**, pages 115 and 116.

**Rule 4165-A**, page 131.

**Rule 283**, page 56, NOTE 2 added.

**Rule 400N-4**, page 105, added.

**Rule 4076-J**, page 112, in sequence.

Revision of February 27, 1959—

**Rule 26**, second and third paragraphs, page 23.

**Rule 34**, page 24.

**Rule 75**, pages 25 and 26.

**Rule 76**, second and fourth paragraphs, page 26.

**Rule 77**, second paragraph, page 26.

**Rule 99**, fourth paragraph, page 32.

**Rule 106**, page 35.

**Rule 204**, third paragraph, page 37.

**Rule 293-A**, page 68.

**Rule 365**, second and fifth paragraphs, page 79.

**Rule 568**, page 87.

**Rules 701, 702, 703, 704, 705, 706, 707 and 708**, pages 92, 93, 94 and 95.

**Form K**, second paragraph of instructions, page 99.

**Rule 4165-A**, page 131.



Revision of May 1, 1960—

**Rule M**, page 8.

**Rule 361**, third paragraph, page 78.

**Form K**, last paragraph, page 99.

**Rule 4076-J**, page 112.

**Rule 4155-I**, page 122.

**Rule 4155-J**, first and fifth paragraphs, page 123.

**Rule 4156-G**, fourth paragraph, page 126.

**Rule 4160-C**, second and third paragraphs, page 129.

Employees must paste Rule revision in sticker form over the corresponding Rule or page of the Book of Rules as indicated thereon.

(c) **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.

**Applies in Zone B**

(d) **MAIN LINE—PITTSBURGH  
JOHNSTOWN**

No. 3 will stop at Johnstown on Sunday, to unload newspapers.

(e) **SG-JD**

**(Temporary Speed Restriction)**

Trains and engines on No. 1 Track must not exceed a speed of 30 miles per hour between Mile Post 286 and Mile Post 284, account of track condition.

Special Instruction **1157-F1**, changed.

(f) **ALEXANDRIA INDUSTRIAL TRACK  
DONOHUE—SALEMVILLE**

**(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 5 miles per hour between switch leading from No. 4 Main track and Mile Post 3, and between Mile Post 9 and Mile Post 11 Salemville, account of track condition.

Special Instruction **1157-F1**, changed.

(g) **MAIN LINE—PITTSBURGH  
SCULLY BRANCH**

Scully No. 2 track between **OB** and Monon. temporarily blocked with stored cars:

During the period this track is blocked, lights in block signals governing movement on this track will be extinguished.

**Applies in Zone C**

(h) **MAIN LINE—CONEMAUGH  
HIGGINS—ACME**

Trains and Engines on No. 2 track must not exceed a speed of 30 miles per hour between Higgins and Mile Post 61, account track condition.

Special Instruction **1157-F1**, changed.

(i) **ALLEGHENY BRANCH  
RIMERTON—REGION POST (Nor. Reg.)**

**(Temporary Speed Restriction)**

Trains and engines must not exceed a speed of 30 miles per hour between a point 2640 feet north of Mile Post 59 and a point 2640 feet north of Mile Post 62, account track condition.

Special Instruction **1157-F1**, changed.

(j) **ALLEGHENY BRANCH—CONEMAUGH  
NEAL—REDBANK**

Diesel Units numbered n 2500 Series, must not exceed a speed of 20 miles per hour at the following locations, Mile Post 46 to Mile Post 47, Mile Post 50 to a point 2640 feet north of Mile Post 55, Mile Post 57 to Mile Post 58, and Rimerton to Red Bank, account excessive weight of engine on 100 pound rail.

Special Instruction **1157-F1**, changed.

### Applies in Zones B, C and D

Following sidings blocked with stored cars:

Cresson Secondary Track:

Munster.

Ebensburg Jct.—North end.

Bradley Jct.

Welshdale.

Irvona Branch:

Candron.

Sandy Run.

Susquehanna Secondary Track:

**BN.**

Black Lick Secondary Track:

Twin Rocks.

Ritter.

Beulah.

### Applies in Zone E

- (k) **MAIN LINE—PANHANDLE  
PRIMROSE—BULGER  
(Temporary Speed Restriction)**  
Trains and engines on 103 track must not exceed a speed of 15 miles per hour between Primrose and Bulger, account track condition.  
Special Instruction **1157-F1**, changed.
- (l) **WASHINGTON SECONDARY TRACK  
GLENN—BD  
(Temporary Speed Restriction)**  
Trains and engines must not exceed a speed of 15 miles per hour between Glenn and **BD**, account track condition.  
Special Instruction **1157-F1**, changed.
- (m) **WASHINGTON SECONDARY TRACK  
MY—WS  
(Temporary Speed Restriction)**  
Trains and engines must not exceed a speed of 15 miles per hour between **MY** and **WS**, account track condition.  
Special Instruction **1157-F1**, changed.
- (n) **WHEELING SECONDARY TRACK  
SHORT CREEK—EAST WARWOOD  
(Temporary Speed Restriction)**  
Trains and engines must not exceed a speed of 10 miles per hour between a point 500 feet east of Mile Post 18 and a point 1000 feet west of Mile Post 18, account track condition.  
Special Instruction **1157-F1**, changed.
- (o) **NEW CUMBERLAND SECONDARY TRACK  
NEW CUMBERLAND—GLOBE  
(Temporary Speed Restriction)**  
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 9 and Mile Post 10, account track condition.  
Special Instruction **1157-F1**, changed.

This General Order is printed in Time-Table No. 12 and will not be issued in sticker form.

J. L. FORRESTER,  
Superintendent Transportation.











**PUBLIC OPINION WILL CONTROL  
THE COURSE OF OUR BUSINESS**  
*Public Relations is Everybody's Business*