

PENNSYLVANIA SYSTEM
CENTRAL REGION

PITTSBURGH
TERMINAL DIVISION

Time Table No. 2-A

In Effect 12.01 A. M., Sunday, November 28, 1920

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN TIME

R. E. McCARTY,
General Manager

J. B. FISHER,
Gen'l Supt. Transportation

G. M. SIXSMITH,
Supt. Pass. Transportation

O. C. SCHAAD,
Superintendent

R. P. RUSSELL,
Asst. Superintendent

Original timetable from the collection of Pat McKinney

scanned by Rob Schoenberg -- r08sch@gmail.com

<http://PRR.Railfan.net>

2024

_____, 1920.

(Name) _____ (Occupation) _____ (Division) _____

is qualified to run over the following portions of the Pittsburgh Terminal Division.

Between _____ and _____

Between _____ and _____

Between _____ and _____

Between _____ and _____

Between _____ and _____

O. C. SCHAAD,
Superintendent.

(Name.)

By _____

INDEX

SCHEDULE PAGES

	Page
Pittsburgh to JO-RO and SZ.....	6 to 31
Pittsburgh to Duquesne.....	32 to 37
Port Perry Branch.....	32
Federal Street to RO.....	38-39
Pittsburgh to Nadine via 43rd Street.....	38
Pittsburgh to RC.....	40 to 67
Pittsburgh to Carnegie.....	40 to 65

SPECIAL INSTRUCTIONS

Automatic Block System.....	92 to 95
Air Brake.....	103 to 105
Block Signal Rules.....	91-92
Bulletin Boards.....	73
Calling of Fixed Signals.....	91
Coal and Water.....	87
Company Physicians and Surgeons.....	112
Distances.....	2 to 5
Extra Stops by Passenger Trains.....	68
Equipment Failures.....	106 to 109
Emergency Whistles and Horns.....	2 to 5
Engines—Territory Over Which Operated.....	135-136
Forest and Grass Fires.....	109
First Aid Boxes.....	127
General Orders (Instructions).....	73-74
Handling of Dead Engines in Trains.....	86
Handling of Steam Heat.....	117
Hours of Service Law.....	114-115
Health Department Regulations.....	117
Hand Trucks and Pony Trucks.....	82
Interlocking Rules.....	95
Letters and Characters.....	69
Movement of Trains.....	74 to 81
M. W. Motor and Hand Cars.....	81
Movement by Train Orders.....	82-83
Movement Through Tunnels.....	103
Miscellaneous.....	117 to 127
Operation of Passenger Car Doors.....	116
Personal Injuries.....	112-113
Safety First.....	109 to 111
Standard Time.....	69
Symbols.....	69
Signal Aspects.....	96
Signal Rules.....	70 to 72
Superiority of Trains.....	72
Starting Trains.....	84-85
Station Announcements.....	115
Speed Regulations.....	97 to 100
Speed Table.....	101
Stations—Passenger, Block and Interlocking.....	2 to 5
Track Assignment.....	88 to 90
Traffic Interruptions.....	117
Ticket Offices—Opening and Closing.....	134
Train and Engine Crews Reporting for Duty.....	113 to 114
Train Regulations at Passenger Stations.....	102-103
Train Inspection by Crews.....	106
Telephones, Use of.....	128-129
Telephones, List of.....	129 to 131
U. S. Mail Work.....	132-133
Yards and Yard Instructions.....	83-84

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PITTSBURGH TO JO-RO AND SZ

Station Signals.	Westward		PASSENGER, BLOCK AND INTERLOCKING STATIONS, Emergency Whistles, Horns and Distances.	Eastward		Block Stations.	Interlocking Stations.	Emergency Whistles and Horns.
	Distance between Stations.	Distance from SZ.		Distance from Pittsburgh.	Distance between Stations.			
SX	0.2	16.9	PITTSBURGH					
UF	0.4	16.7	UF-INTERLOCKING	0.2	0.2		I	W
BU	2.1	16.3	BU-BLOCK STATION	0.6	0.4	BU	I	W
DV	0.4	14.2	DV-BLOCK STATION	2.7	2.1	DV	I	W
	0.5	13.8	SHADYSIDE	3.1	0.4			
	0.9	13.3	ROUP	3.6	0.5			
	0.6	12.4	EAST LIBERTY	4.5	0.9			
CM	0.4	11.8	CM-BLOCK STATION	5.1	0.6	CM	I	W
VI			VI-BLOCK STATION	7.2	2.1	VI		
CZ			CZ-BLOCK STATION	8.0	0.8	CZ	I	
JO			JO-BLOCK STATION	8.7	0.7	JO	I	
			NADINE	8.9	0.2			
UY			UY-BLOCK STATION	7.6	0.4	UY	I	
			ASPINWALL	7.8	0.2			
RO			RO-BLOCK STATION	8.2	0.4	RO	I	
	1.0	11.4	HOMEWOOD	5.5	0.4			
	0.7	10.4	WILKINSBURG	6.5	1.0			
	0.4	9.7	EDGEWOOD	7.2	0.7			
WK	0.4	9.3	WK-BLOCK STATION	7.6	0.4	WK	I	W
	0.9	8.9	SWISSVALE	8.0	0.4			
	0.6	8.0	HAWKINS	8.9	0.9			
	0.5	7.4	COPELAND	9.5	0.6			
	0.8	6.9	BRADDOCK	10.0	0.5			
	0.6	6.1	BESSEMER	10.8	0.8			
R	0.7	5.5	R-BLOCK STATION	11.4	0.6	R	I	W
	0.5	4.8	EAST PITTSBURGH	12.1	0.7			
	0.6	4.3	TURTLE CREEK	12.6	0.5			
WG	0.6	3.7	WG-BLOCK STATION	13.2	0.6	WG	I	W
	1.5	3.1	WILMERDING	13.8	0.6			
	0.5	1.6	PITCAIRN	15.3	1.5			
UJ	1.1	1.1	UJ-BLOCK STATION	15.8	0.5	UJ	I	W
SZ			SZ-BLOCK STATION	16.9	1.1	SZ	I	W

PITTSBURGH TO DUQUESNE

Station Signals.	Westward		PASSENGER, BLOCK AND INTERLOCKING STATIONS, Emergency Whistles, Horns and Distances.	Eastward		Block Stations.	Interlocking Stations.	Emergency Whistles and Horns.
	Distance between Stations.	Distance from Duquesne.		Distance from Pittsburgh.	Distance between Stations.			
SX	0.5	11.8	{ PITTSBURGH .....	.....	.....	PH	I	W
PH	0.5	11.3	{ PH-BLOCK STATION .....	.....	.....	K	I	W
K	0.5	11.3	{ FOURTH AVE	0.5	0.5	MB	I	W
MB	0.6	10.8	{ MB-BLOCK STATION	1.0	0.5	YJ	I	W
YJ	0.3	10.2	{ YJ-BLOCK STATION	1.6	0.6			
	1.1	9.9	{ TWELFTH ST	1.9	0.3			
	1.0	8.8	{ THIRTIETH ST	3.0	1.1			
OB	0.5	7.8	{ BECKS RUN	4.0	1.0	OB	I	W
	1.4	7.3	{ REDMAN	4.5	0.5			
	0.7	5.9	{ HAYS	5.9	1.4			
	0.4	5.2	{ MESTA	6.6	0.7			
	0.4	4.8	{ HOWARD	7.0	0.4			
	0.8	4.4	{ HOMESTEAD	7.4	0.4			
	1.3	3.6	{ MUNHALL	8.2	0.8			
	0.8	2.3	{ GREEN SPRINGS	9.5	1.3			
AU	0.6	1.5	{ AU-BLOCK STATION	10.3	0.8	AU	I	W
	0.2	0.9	{ THOMSON	10.9	0.6			
PG	0.7	0.7	{ PG-BLOCK STATION	11.1	0.2	PG	I	W
.....	.....	.....	{ DUQUESNE	11.8	0.7			

PORT PERRY BRANCH

Station Signals.	Westward		PASSENGER, BLOCK AND INTERLOCKING STATIONS, Emergency Whistles, Horns and Distances.	Eastward		Block Stations.	Interlocking Stations.	Emergency Whistles and Horns.
	Distance between Stations.	Distance from Port Perry Branch Jct.		Distance from Thomson.	Distance between Stations.			
PG	0.9	1.3	{ THOMSON .....	.....	.....	PG	I	W
U	0.4	0.4	{ BRINTON "U" JCT	0.9	0.9	U	I	W
.....	.....	.....	{ PORT PERRY BR. JCT	1.3	0.4			

FEDERAL STREET TO RO-BLOCK STATION

Station Signals.	Westward		PASSENGER, BLOCK AND INTERLOCKING STATIONS, Emergency Whistles, Horns and Distances.	Eastward		Block Stations.	Interlocking Stations.	Emergency Whistles and Horns.
	Distance between Stations.	Distance from RO		Distance from Federal Street	Distance between Stations.			
FW	0.5	7.4	FEDERAL ST			FW	I	
MA	0.2	6.9	MA-BLOCK STATION	0.5	0.5	MA		
	0.7	6.7	HEINZ	0.7	0.2			
CQ	0.3	6.0	C Q-BLOCK STATION	1.4	0.7	CQ		
	1.1	5.7	STOCK YARDS	1.7	0.3			
	0.1	4.6	MILLVALE	2.8	1.1			
BN	1.1	4.5	BN-BLOCK STATION	2.9	0.1	BN	I	
PC	0.8	3.4	PC-BLOCK STATION	4.0	1.1	PC	I	
	0.5	2.6	ETNA	4.8	0.8			
	0.5	2.1	SHARPSBURG	5.3	0.5			
	0.5	1.6	SUMNER	5.8	0.5			
RH	0.7	1.1	RH-BLOCK STATION	6.3	0.5	RH	I	
	0.4	0.4	ASPINWALL	7.0	0.7			
RO			RO-BLOCK STATION	7.4	0.4	RO	I	
RH			RH-BLOCK STATION	6.3		RH	I	
UY			UY-BLOCK STATION	6.7	0.4	UY	I	

PITTSBURGH TO NADINE VIA 43D STREET

Station Signals.	Westward		PASSENGER, BLOCK AND INTERLOCKING STATIONS, Emergency Whistles, Horns and Distances.	Eastward		Block Stations.	Interlocking Stations.	Emergency Whistles and Horns.
	Distance between Stations.	Distance from Nadine.		Distance from Pittsburgh.	Distance between Stations.			
6X	0.8	7.7	PITTSBURGH					
NA	0.6	7.0	NA-BLOCK STATION	0.8	0.8	NA	I	W
	0.4	6.3	29th ST. BLOCK STA	1.4	0.6			
	0.8	5.9	34th STREET	1.8	0.4			
	0.9	5.1	43rd STREET	2.6	0.8			
	0.9	4.2	54th STREET	3.5	0.9			
	1.8	3.3	BUTLER STREET	4.4	0.9			
	0.6	1.5	BRILLIANT	6.2	1.8			
CZ	0.7	0.9	CZ-BLOCK STATION	6.8	0.6	CZ	I	
JO	0.2	0.2	JO-BLOCK STATION	7.5	0.7	JO	I	
			NADINE	7.7	0.2			

DU AND JR TO KY

Station Signals	East		STATIONS	West		Block Stations	Interlocking Stations	Emergency Whistles and Horns
	Distance Between Stations	Distance from KY		Distance from DU	Distance Between Stations			
DU	1.1	8.7	DU-BLOCK STATION			DU	I	
SQ	1.8	7.6	S Q-BLOCK STATION	1.1	1.1	SQ	I	
DJ	1.3	5.8	DJ-BLOCK STATION	2.9	1.8	DJ	I	W
SY	1.9	4.5	SY-BLOCK STATION	4.2	1.3	SY	I	
RG	2.6	2.6	RG-BLOCK STATION	6.1	1.9	RG	I	
JC			JC-BLOCK STATION	6.2	1.1	JC	I	
KY			JUNCTION No. 1	8.7	2.6	KY	I	
Z			Z-BLOCK STATION			Z	I	
JR			JR-BLOCK STATION			JR	I	
SQ			S Q-BLOCK STATION			SQ	I	W

NOTE.—Emergency whistle located at Scully Yard office.

PITTSBURGH TO RC-BLOCK STATION

Station Signals.	Eastward		PASSENGER, BLOCK AND INTERLOCKING STATIONS, Emergency Whistles, Horns and Distances.	Westward		Block Stations.	Interlocking Stations.	Emergency Whistles and Horns.
	Distance between Stations.	Distance from RC		Distance from Pittsburgh.	Distance between Stations.			
SX	1.0	25.9	{ PITTSBURGH					
US			US-BLOCK STATION			US	I	W
FW	0.2	24.9	FEDERAL STREET	1.0	1.0	FW	I	
AY	0.5	24.7	MARION AVE. INT.	1.2	0.2	AY	I	
PA	0.5	24.2	PENNA. AVE	1.7	0.5	PA	I	
Z	0.5	23.7	COLUMBUS AVE	2.2	0.5			
	0.7	23.2	ISLAND AVE	2.7	0.5	Z	I	
	1.4	22.5	WOODS RUN	3.4	0.7			
JR	0.3	21.1	JR-BLOCK STATION	4.8	1.4	JR	I	
	0.4	20.8	BELLEVUE	5.1	0.3			
	0.5	20.4	WEST BELLEVUE	5.5	0.4			
	0.5	19.9	AVALON	6.0	0.5			
	0.5	19.4	BEN AVON	6.5	0.5			
	0.7	18.9	EMSWORTH	7.0	0.5			
	0.7	18.2	CLIFTON	7.7	0.7			
	1.0	17.5	DIXMONT	8.4	0.7			
RN	0.4	16.5	GLENFIELD	9.4	1.0			
	1.2	16.1	RN-BLOCK STATION	9.8	0.4	RN	I	
	0.9	14.9	HAYSVILLE	11.0	1.2			
	0.6	14.0	GLEN OSBORNE	11.9	0.9			
	0.6	13.4	SEWICKLEY	12.5	0.6			
	0.5	12.8	QUAKER VALLEY	13.1	0.6			
	0.4	12.3	EDGEWORTH	13.6	0.5			
	0.8	11.9	SHIELDS	14.0	0.4			
MY	1.0	11.1	LEETSDALE	14.8	0.8	MY	I	
	0.6	10.1	FAIR OAKS	15.8	1.0			
	1.5	9.5	AMBRIDGE	16.4	0.6			
	1.2	8.0	ECONOMY	17.9	1.5			
	0.5	6.8	LEGIONVILLE	19.1	1.2			
	0.9	6.3	LOGANS	19.6	0.5			
BA	2.2	5.4	BADEN	20.5	0.9	BA	I	
	1.1	3.2	CONWAY	22.7	2.2			
	0.6	2.1	FREEDOM	23.8	1.1			
WC	1.3	1.5	WC-BLOCK STATION	24.4	0.6	WC	I	
	0.2	0.2	ROCHESTER	25.7	1.3			
RC			RC-BLOCK STATION	25.9	0.2	RC	I	

PITTSBURGH TO CARNEGIE

Station Signals.	Eastward		PASSENGER, BLOCK AND INTERLOCKING STATIONS, Emergency Whistles, Horns and Distances.	Westward		Block Stations.	Interlocking Stations.	Emergency Whistles and Horns.
	Distance between Stations.	Distance from CH		Distance from Pittsburgh.	Distance between Stations.			
SX			{ PITTSBURGH					
PH	0.5	9.4	PH-BLOCK STATION			PH	I	W
K	0.5	8.9	FOURTH AVE	0.5	0.5	K		
MB	0.3	8.4	MB-BLOCK STATION	1.0	0.5	MB	I	W
	0.9	8.1	SMITHFIELD ST	1.3	0.3			
	1.0	7.2	POINT BRIDGE	2.2	0.9			
DU	1.3	6.2	DU-BLOCK STATION	3.2	1.0	DU	I	
FS	0.9	4.9	CORLISS	4.5	1.3	FS	I	
BI	0.6	4.0	INGRAM	5.4	0.9	BI	I	
	0.4	3.4	CRAFTON	6.0	0.6			
BH	0.3	3.0	BH-BLOCK STATION	6.4	0.4	BH	I	
	1.1	2.7	IDLEWOOD	6.7	0.3			
JC	0.7	1.6	ROSSLYN	7.8	1.1	JC	I	
JB	0.9	0.9	CARNEGIE	8.5	0.7	JB	I	
KY			JUNCTION No. 1	8.9	0.4	KY		
CH			CH-BLOCK STATION	9.4	0.9	CH	I	

STATIONS	28	7358	●7502	32	●94
	LE DAILY	LE DAILY EX	LE SUN.	LE DAILY	LE DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
PITTSBURGH.....	\$12.05	\$12.07	\$ 12.07	\$12.10	.....
BU-BLOCK STATION.....	.....	12.10	12.10	12.13	12.16
DV-BLOCK STATION.....	.....	12.14	12.14	12.17	12.21
SHADYSIDE.....	.....	\$12.15	\$ 12.15	.....	.....
ROUP.....	.....	\$12.17	\$ 12.17	.....	.....
EAST LIBERTY.....	.....	\$12.20	\$ 12.20	C12.22	E12.36
CM-BLOCK STATION.....	12.15	12.21	12.21	.....	.....
VI-BLOCK STATION.....	.....	.....	.....	.....	.....
CZ-BLOCK STATION.....	.....	.....	.....	.....	.....
NADINE.....	.....	.....	.....	.....	.....
UY-BLOCK STATION.....	.....	.....	.....	.....	.....
ASPINWALL.....	.....	.....	.....	.....	.....
RO-BLOCK STATION.....	.....	.....	.....	.....	.....
HOMEWOOD.....	.....	\$12.23	\$ 12.23	.....	.....
WILKINSBURG.....	.....	\$12.26	\$ 12.26	.....	.....
EDGEWOOD.....	.....	\$12.28	\$ 12.28	.....	.....
SWISSVALE.....	12.19	\$12.30	\$ 12.30	12.27	.....
HAWKINS.....	.....	\$12.32	\$ 12.32	.....	.....
COPELAND.....	.....	\$12.34	\$ 12.34	.....	.....
BRADDOCK.....	.....	\$12.37	\$ 12.37	.....	.....
BESSEMER.....	.....	.....	.....	.....	.....
R-BLOCK STATION.....	12.24	12.40	12.40	12.32	.....
EAST PITTSBURGH.....	.....	\$12.42	\$ 12.42	.....	.....
TURTLE CREEK.....	.....	.....	.....	.....	.....
WILMERDING.....	.....	\$12.47	\$ 12.47	.....	.....
PITCAIRN.....	.....	\$12.51	\$ 12.51	.....	.....
UJ-BLOCK STATION.....	.....	12.54	1.03	.....	.....
SZ-BLOCK STATION.....	12.31	.....	1.06	12.40	12.57
	A. M.	A. M.	A. M.	A. M.	A. M.
	28	7358	●7502	32	●94
	AR.DAILY	AR.DAILY EX	AR.SUN.	AR.DAILY	AR.DAILY
		SUN. & MON.	ONLY		

SZ-JO AND RO TO PITTSBURGH

STATIONS	29	●7299	53	33	
	LE DAILY	LE DAILY	LE DAILY	LE DAILY	
	A. M.	A. M.	A. M.	A. M.	
SZ-BLOCK STATION.....	12.02	12.28	1.32	1.58	.....
UJ-BLOCK STATION.....	.....	12.30	.....	.....	.....
PITCAIRN.....	.....	\$12.32	.....	.....	.....
WILMERDING.....	.....	\$12.36	.....	.....	.....
TURTLE CREEK.....	.....	\$12.38	.....	.....	.....
EAST PITTSBURGH.....	.....	\$12.40	.....	.....	.....
R-BLOCK STATION.....	12.09	12.41	1.39	2.06	.....
BESSEMER.....	.....	.....	.....	.....	.....
BRADDOCK.....	.....	\$12.44	.....	.....	.....
COPELAND.....	.....	\$12.46	.....	.....	.....
HAWKINS.....	.....	.....	.....	.....	.....
SWISSVALE.....	12.15	\$12.51	1.46	2.13	.....
EDGEWOOD.....	.....	\$12.54	.....	.....	.....
WILKINSBURG.....	.....	\$12.57	.....	.....	.....
HOMEWOOD.....	.....	\$ 1.00	.....	.....	.....
RO-BLOCK STATION.....	.....	.....	.....	.....	.....
ASPINWALL.....	.....	.....	.....	.....	.....
UY-BLOCK STATION.....	.....	.....	.....	.....	.....
NADINE.....	.....	.....	.....	.....	.....
CZ-BLOCK STATION.....	.....	.....	.....	.....	.....
VI-BLOCK STATION.....	.....	.....	.....	.....	.....
CM-BLOCK STATION.....	12.19	1.01	1.50	.....	.....
EAST LIBERTY.....	.....	\$ 1.03	.....	\$ 2.21	.....
ROUP.....	.....	\$ 1.05	.....	.....	.....
SHADYSIDE.....	.....	\$ 1.07	.....	.....	.....
DV-BLOCK STATION.....	12.23	1.08	1.54	2.25	.....
BU-BLOCK STATION.....	12.27	1.12	1.58	2.29	.....
PITTSBURGH.....	\$12.30	\$ 1.15	\$ 2.01	\$ 2.32	.....
	A. M.	A. M.	A. M.	A. M.	
	29	●7299	53	33	
	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	

	20	7206	30	34	682	7100	●680
	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY
	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	\$ 3.05	\$ 3.55	\$ 4.00	\$ 4.05	\$ 4.08	\$ 5.00	.....
.....	3.08	3.58	.....	4.08	4.11	5.03	5.15
.....	3.12	4.02	.....	4.12	4.15	5.07	.....
.....	.....	\$ 4.03	.....	.....	.....	.....	.....
.....	.....	\$ 4.15	.....	.....	\$ 4.20	\$ 5.14	.....
.....	3.16	4.16	4.10	4.16	4.21	5.15	.....
.....
.....
.....
.....	.....	\$ 4.18	.....	.....	\$ 4.26	\$ 5.17	.....
.....	.....	\$ 4.21	.....	.....	\$ 4.32	\$ 5.20	.....
.....	3.20	\$ 4.25	4.14	4.20	.....	\$ 5.24	E
.....
.....	.....	\$ 4.30	.....	.....	\$ 4.43	\$ 5.27	.....
.....	.....	.....	.....	.....	.....	\$ 5.30	.....
.....	.....	.....	.....	.....	.....	\$ 5.33	.....
.....	3.25	4.33	4.19	4.25	4.45	5.34	.....
.....	.....	\$ 4.35	.....	.....	\$ 4.48	\$ 5.39	.....
.....	.....	.....	.....	.....	.....	\$ 5.41	.....
.....	.....	\$ 4.50	.....	.....	\$ 4.55	\$ 5.44	E
.....	.....	\$ 4.55	.....	.....	\$ 5.00	\$ 5.49	E
.....	.....	4.57	.....	.....	5.02	5.51	.....
.....	3.33	5.00	4.27	4.33	5.05	5.54	6.10
.....	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	20	7206	30	34	682	7100	●680
.....	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY
.....	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.

WESTWARD

	31	7	23	39	7201	●7279	●678
	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY
	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	2.15	3.50	4.02	4.28	.....	6.16	.....
.....	.....	.....	.....	.....	5.52	6.18	.....
.....	.....	.....	.....	.....	\$ 5.54	\$ 6.20	.....
.....	.....	.....	.....	.....	\$ 5.59	.....	.....
.....	.....	.....	.....	.....	\$ 6.02	.....	.....
.....	.....	.....	.....	.....	\$ 6.05	\$ 6.27	.....
.....	2.22	3.58	4.10	4.34	6.06	6.28	.....
.....	.....	.....	.....	.....	\$ 6.08	.....	.....
.....	.....	.....	.....	.....	\$ 6.11	\$ 6.32	.....
.....	.....	.....	.....	.....	\$ 6.14	\$ 6.35	.....
.....	.....	.....	.....	.....	\$ 6.17	.....	.....
.....	2.28	4.05	4.17	4.40	\$ 6.20	\$ 6.40	.....
.....	.....	.....	.....	.....	\$ 6.23	\$ 6.43	.....
.....	.....	.....	.....	.....	\$ 6.26	\$ 6.46	.....
.....	.....	.....	.....	.....	\$ 6.29	\$ 6.49	.....
.....	.....	.....	.....	.....	.....	.....	6.45
.....	.....	.....	.....	.....	.....	.....	\$ 6.48
.....	.....	.....	.....	.....	.....	.....	6.49
.....
.....	.....	.....	.....	.....	.....	.....	6.51
.....	2.32	4.09	4.21	4.44	6.30	6.50	6.56
.....	.....	.....	.....	.....	\$ 6.32	\$ 6.52	\$ 6.58
.....	.....	.....	.....	.....	\$ 6.35	\$ 6.55	\$ 7.00
.....	.....	.....	.....	.....	\$ 6.37	\$ 6.57	\$ 7.02
.....	2.36	4.13	4.25	4.48	6.38	6.58	7.03
.....	2.40	4.17	4.29	4.52	6.42	7.02	7.07
.....	\$ 2.43	\$ 4.20	\$ 4.32	\$ 4.55	\$ 6.45	\$ 7.05	\$ 7.10
.....	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	31	7	23	39	7201	●7279	●6783
.....	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY
.....	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.

PITTSBURGH TO JO-RO AND SZ

STATIONS	●7102	●7208	7504	†7210	
	LE.DAILY EX. SUN.	LE.DAILY EX. SUN.	LE.SUN. ONLY.	LE.DAILY EX. SUN.	
	A. M.	A. M.	A. M.	A. M.	
PITTSBURGH			\$ 5.50	\$ 5.53	
BU-BLOCK STATION	5.45	5.50	5.53	5.56	
DV-BLOCK STATION	5.50	5.55	5.57	6.00	
SHADYSIDE			\$ 5.58		
ROUP			\$ 6.00		
EAST LIBERTY	E	\$ 6.03	\$ 6.03	\$ 6.07	
CM-BLOCK STATION	6.15	6.04	6.04	6.08	
VI-BLOCK STATION					
CZ-BLOCK STATION					
NADINE					
UY-BLOCK STATION					
ASPINWALL		‡			
RO-BLOCK STATION					
HOMEWOOD		\$ 6.07	\$ 6.06	\$ 6.11	
WILKINSBURG	\$ 6.21		\$ 6.09		
EDGEWOOD			\$ 6.11		
SWISSVALE	6.25	6.11	\$ 6.14	\$ 6.16	
HAWKINS		\$ 6.14	\$ 6.17	\$ 6.19	
COPELAND		\$ 6.16	\$ 6.19		
BRADDOCK		\$ 6.19	\$ 6.22	\$ 6.24	
BESSEMER			\$ 6.25		
R-BLOCK STATION	6.31	6.22	6.26	6.27	
EAST PITTSBURGH	\$ 6.34	\$ 6.25	\$ 6.28	\$ 6.30	
TURTLE CREEK	\$ 6.36		\$ 6.30	\$ 6.32	
WILMERDING	\$ 6.39	\$ 6.30	\$ 6.34	\$ 6.35	
PITCAIRN	\$ 6.43	\$ 6.34	\$ 6.39	\$ 6.40	
UJ-BLOCK STATION	6.45	6.37	6.41	6.43	
SZ-BLOCK STATION	6.48		6.43		
	A. M.	A. M.	A. M.	A. M.	
	●7102	●7208	7504	†7210	
	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.SUN. ONLY.	AR.DAILY EX.SUN.	

SZ-JO AND RO TO PITTSBURGH

STATIONS	7351	●7581	●6919	●7281	
	LE.DAILY EX. SUN.	LE.SUN. ONLY.	LE.DAILY EX. SUN.	LE.DAILY EX. SUN.	
	A. M.	A. M.	A. M.	A. M.	
SZ-BLOCK STATION	6.23	6.28		6.30	
UJ-BLOCK STATION	6.25	6.30		6.32	
PITCAIRN	\$ 6.27	\$ 6.32		\$ 6.34	
WILMERDING	\$ 6.31	\$ 6.36		\$ 6.39	
TURTLE CREEK	\$ 6.34	\$ 6.39		\$ 6.42	
EAST PITTSBURGH	\$ 6.37	\$ 6.41		\$ 6.45	
R-BLOCK STATION	6.38	6.42		6.47	
BESSEMER	\$ 6.40	\$ 6.44		\$ 6.49	
BRADDOCK	\$ 6.42	\$ 6.47		\$ 6.52	
COPELAND	\$ 6.45	\$ 6.50		\$ 6.55	
HAWKINS	\$ 6.48	\$ 6.52			
SWISSVALE	\$ 6.51	\$ 6.55		\$ 7.00	
EDGEWOOD	\$ 6.53	\$ 6.58		\$ 7.02	
WILKINSBURG	\$ 6.56	\$ 7.01		\$ 7.05	
HOMEWOOD	\$ 6.59	\$ 7.04		\$ 7.09	
RO-BLOCK STATION				‡	
ASPINWALL					
UY-BLOCK STATION					
NADINE			\$ 6.56		
CZ-BLOCK STATION			6.58		
VI-BLOCK STATION			7.01		
CM-BLOCK STATION	7.00	7.05	7.05	7.10	
EAST LIBERTY	\$ 7.02	\$ 7.08	\$ 7.08	\$ 7.13	
ROUP	\$ 7.05	\$ 7.10	\$ 7.10	\$ 7.16	
SHADYSIDE	\$ 7.07	\$ 7.12	\$ 7.12	\$ 7.19	
DV-BLOCK STATION	7.08	7.13	7.13	7.20	
BU-BLOCK STATION	7.12	7.17	7.17	7.24	
PITTSBURGH	\$ 7.15	\$ 7.20	\$ 7.20	\$ 7.27	
	A. M.	A. M.	A. M.	A. M.	
	7351	●7581	●6919	●7281	
	AR.DAILY EX.SUN.	AR.SUN. ONLY.	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	

EASTWARD

9

	●7212 LE.DAILY EX. SUN.	932 LE.DAILY EX. SUN.	●7214 LE.DAILY EX. SUN.	●7216 LE.DAILY EX. SUN.	●7218 LE.DAILY EX. SUN.	6800 LE.DAILY EX. SUN.	7220 LE.DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	.....	\$ 6.08	\$ 6.10	.....	\$ 6.25	\$ 6.30	\$ 6.35
.....	6.02	6.11	6.13	6.16	6.28	6.33	6.38
.....	6.07	6.14	6.17	6.21	6.32	6.37	6.42
.....	\$ 6.08	\$ 6.15	.....	.....	\$ 6.33	\$ 6.38	\$ 6.43
.....	\$ 6.11	.....	.....	.....	\$ 6.35	.....	\$ 6.45
.....	\$ 6.15	\$ 6.24	.....	\$ 6.28	\$ 6.39	\$ 6.42	\$ 6.48
.....	6.16	6.27	6.21	6.29	6.40	6.45	6.49
.....	.....	6.31	.....	.....	.....	6.50	.....
.....	.....	6.33	.....	.....	.....	.....	.....
.....	.....	\$ 6.35	.....	.....	.....	.....	.....
.....	✠	.....	.....	✠	✠	6.51	.....
.....	.....	.....	.....	.....	.....	\$ 6.54	.....
.....	.....	.....	.....	.....	.....	6.55	.....
.....	\$ 6.21	.....	\$ 6.26	\$ 6.31	\$ 6.42	.....	\$ 6.51
.....	\$ 6.24	.....	\$ 6.29	\$ 6.36	\$ 6.46	.....	\$ 6.55
.....	\$ 6.27	.....	\$ 6.32	\$ 6.38	\$ 6.51	.....	\$ 6.57
.....	\$ 6.30	.....	\$ 6.35	.....	.....	.....	\$ 7.00
.....	\$ 6.32	.....	\$ 6.37	\$ 6.42	.....	.....	\$ 7.02
.....	\$ 6.35	.....	\$ 6.39	\$ 6.44	\$ 6.57	.....	\$ 7.04
.....	\$ 6.38	.....	\$ 6.42	\$ 6.46	.....	.....	\$ 7.07
.....	6.40	.....	6.44	6.48	7.00	.....	\$ 7.09
.....	\$ 6.43	.....	\$ 6.47	\$ 6.50	\$ 7.02	.....	7.10
.....	\$ 6.45	.....	.....	.....	.....	.....	\$ 7.13
.....	\$ 6.48	.....	\$ 6.51	\$ 6.54	\$ 7.06	.....	\$ 7.17
.....	\$ 6.52	.....	\$ 6.55	\$ 6.58	\$ 7.10	.....	\$ 7.21
.....	6.55	.....	6.57	7.01	7.13	.....	7.23
.....	.....	.....	7.00	.....	.....	.....	7.25
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	●7212 AR.DAILY EX. SUN.	932 AR.DAILY EX. SUN.	●7214 AR.DAILY EX. SUN.	●7216 AR.DAILY EX. SUN.	●7218 AR.DAILY EX. SUN.	6800 AR.DAILY EX. SUN.	7220 AR.DAILY EX. SUN.

WESTWARD

		905 LE.DAILY	●7285 LE.DAILY EX. SUN.	●7203 LE.DAILY EX. SUN.	9 LE.DAILY	●45 LE.DAILY EX. MON.	17 LE.DAILY
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	.....	.....	6.50	.....	7.01	7.05	7.10
.....	.....	.....	6.52	6.57	.....	.....	.....
.....	.....	.....	\$ 6.54	\$ 6.59	.....	.....	.....
.....	.....	.....	\$ 7.00	\$ 7.04	\$ 7.09	.....	.....
.....	.....	.....	.....	\$ 7.07	.....	.....	.....
.....	.....	.....	\$ 7.05	\$ 7.09	.....	.....	.....
.....	.....	.....	7.06	7.11	7.14	7.17	7.20
.....	.....	.....	.....	\$ 7.14	.....	.....	.....
.....	.....	.....	\$ 7.11	\$ 7.17	.....	.....	.....
.....	.....	.....	\$ 7.14	\$ 7.20	.....	.....	.....
.....	.....	.....	.....	\$ 7.23	.....	.....	.....
.....	.....	.....	\$ 7.19	\$ 7.27	7.20	7.24	7.28
.....	.....	.....	\$ 7.22	\$ 7.30	.....	.....	.....
.....	.....	.....	\$ 7.25	\$ 7.33	.....	.....	.....
.....	.....	.....	\$ 7.29	\$ 7.36	.....	.....	.....
.....	✠
.....
.....	.....	7.03	.....	.....	.....	.....	.....
.....	.....	7.05	.....	.....	.....	.....	.....
.....	.....	7.09	.....	.....	.....	.....	.....
.....	.....	7.15	7.30	7.37	.....	7.30	.....
.....	\$ 7.18	\$ 7.33	\$ 7.40	\$ 7.29	.....	.....	\$ 7.39
.....	.....	\$ 7.36	\$ 7.43	.....	.....	.....	.....
.....	.....	\$ 7.39	\$ 7.46	.....	.....	.....	.....
.....	7.23	7.40	7.47	7.33	7.36	7.43	.....
.....	7.27	7.44	7.51	7.37	7.40	7.47	.....
.....	\$ 7.30	\$ 7.47	\$ 7.54	\$ 7.40	E 7.45	\$ 7.50	.....
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		905 AR.DAILY	●7285 AR.DAILY EX. SUN.	●7203 AR.DAILY EX. SUN.	9 AR.DAILY	●45 AR.DAILY EX. MON.	17 AR.DAILY

PITTSBURGH TO JO - RO AND SZ

STATIONS	2	602	●7222	●7224	
	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	
	A. M.	A. M.	A. M.	A. M.	
PITTSBURGH.....	\$ 7.00	\$ 7.05	.....	\$ 7.15	.....
BU-BLOCK STATION.....	7.03	7.08	.....	7.18	.....
DV-BLOCK STATION.....	7.07	7.12	.....	7.22	.....
SHADYSIDE.....	.....	.....	.....	\$ 7.23	.....
ROUP.....	.....	.....	.....	\$ 7.26	.....
EAST LIBERTY.....	\$ 7.11	\$ 7.17	.....	\$ 7.29	.....
CM-BLOCK STATION.....	.....	.....	7.20	7.30	.....
VI-BLOCK STATION.....	.....	.....	.....	.....	.....
CZ-BLOCK STATION.....	.....	.....	.....	.....	.....
NADINE.....	.....	.....	.....	.....	.....
UY-BLOCK STATION.....	.....	.....	⚡	.....	.....
ASPINWALL.....	.....	.....	.....	.....	.....
RO-BLOCK STATION.....	.....	.....	.....	.....	.....
HOMEWOOD.....	.....	.....	\$ 7.23	\$ 7.32	.....
WILKINSBURG.....	.....	\$ 7.23	\$ 7.28	.....	.....
EDGEWOOD.....	.....	.....	\$ 7.30	\$ 7.37	.....
SWISSVALE.....	7.17	.....	.....	\$ 7.40	.....
HAWKINS.....	.....	.....	.....	\$ 7.43	.....
COPELAND.....	.....	.....	.....	\$ 7.45	.....
BRADDOCK.....	.....	\$ 7.30	\$ 7.37	\$ 7.47	.....
BESSEMER.....	.....	.....	\$ 7.39	\$ 7.50	.....
R-BLOCK STATION.....	7.22	7.33	7.40	7.52	.....
EAST PITTSBURGH.....	.....	\$ 7.34	\$ 7.43	\$ 7.53	.....
TURTLE CREEK.....	.....	.....	\$ 7.45	.....	.....
WILMERDING.....	.....	\$ 7.37	\$ 7.48	\$ 7.59	.....
PITCAIRN.....	.....	\$ 7.41	\$ 7.52	\$ 8.03	.....
UJ-BLOCK STATION.....	.....	.....	7.55	8.06	.....
SZ-BLOCK STATION.....	7.31	7.45	.....	.....	.....
	A. M.	A. M.	A. M.	A. M.	
	2	602	●7222	●7224	
	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	
	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	

SZ - JO AND RO TO PITTSBURGH

STATIONS	6731	●7205	●7207		
	LE.DAILY	LE.DAILY	LE.DAILY		
	EX.SUN.	EX.SUN.	EX.SUN.		
	A. M.	A. M.	A. M.		
SZ-BLOCK STATION.....	.....	.....	.....	.....	.....
UJ-BLOCK STATION.....	.....	7.13	7.20	.....	.....
PITCAIRN.....	.....	\$ 7.15	\$ 7.22	.....	.....
WILMERDING.....	.....	\$ 7.20	\$ 7.26	.....	.....
TURTLE CREEK.....	.....	.....	.....	.....	.....
EAST PITTSBURGH.....	.....	\$ 7.24	\$ 7.31	.....	.....
R-BLOCK STATION.....	.....	7.25	7.32	.....	.....
BESSEMER.....	.....	.....	.....	.....	.....
BRADDOCK.....	.....	\$ 7.30	\$ 7.36	.....	.....
COPELAND.....	.....	.....	.....	.....	.....
HAWKINS.....	.....	.....	.....	.....	.....
SWISSVALE.....	.....	\$ 7.36	.....	.....	.....
EDGEWOOD.....	.....	\$ 7.39	\$ 7.43	.....	.....
WILKINSBURG.....	.....	\$ 7.42	\$ 7.46	.....	.....
HOMEWOOD.....	.....	\$ 7.45	\$ 7.49	.....	.....
RO-BLOCK STATION.....	7.32	.....	.....	.....	.....
ASPINWALL.....	\$ 7.34	⚡	.....	.....	.....
UY-BLOCK STATION.....	7.35	.....	.....	.....	.....
NADINE.....	.....	.....	.....	.....	.....
CZ-BLOCK STATION.....	.....	.....	.....	.....	.....
VI-BLOCK STATION.....	7.37	.....	.....	.....	.....
CM-BLOCK STATION.....	7.41	7.46	7.50	.....	.....
EAST LIBERTY.....	\$ 7.44	\$ 7.48	\$ 7.52	.....	.....
ROUP.....	\$ 7.47	.....	\$ 7.55	.....	.....
SHADYSIDE.....	\$ 7.49	.....	\$ 7.57	.....	.....
DV-BLOCK STATION.....	7.50	7.53	7.58	.....	.....
BU-BLOCK STATION.....	7.54	7.57	8.02	.....	.....
PITTSBURGH.....	\$ 7.57	\$ 8.00	\$ 8.05	.....	.....
	A. M.	A. M.	A. M.		
	6731	●7205	●7207		
	AR.DAILY	AR.DAILY	AR.DAILY		
	EX.SUN.	EX.SUN.	EX.SUN.		

	6900 LE.DAILY EX.SUN.	7226 LE.DAILY EX.SUN.	26 LE.DAILY	7228 LE.DAILY EX.SUN.	7506 LE.SUN. ONLY.	8 LE.DAILY	6860 LE.DAILY EX.SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	\$ 7.22	\$ 7.27	\$ 7.30	\$ 7.37	\$ 7.42	\$ 8.00	\$ 8.05
.....	7.25	7.30	7.33	7.40	7.45	8.03	8.08
.....	7.29	7.34	7.37	7.44	7.49	8.07	8.11
.....	\$ 7.30	\$ 7.35	.....	\$ 7.45	\$ 7.50	.....	\$ 8.12
.....	\$ 7.32	\$ 7.37	.....	\$ 7.47	\$ 7.52	.....	\$ 8.15
.....	\$ 7.35	\$ 7.40	\$ 7.41	\$ 7.51	\$ 7.55	\$ 8.12	\$ 8.18
.....	7.38	7.41	.....	7.52	7.56	.....	8.20
.....	7.43	.....	.....	.....	.....	.....	8.24
.....	7.46	.....	.....	.....	.....	.....	.....
.....	\$ 7.48	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	⚡	.....	.....	8.25
.....	.....	.....	.....	.....	.....	.....	\$ 8.28
.....	.....	.....	.....	.....	.....	.....	8.29
.....	.....	\$ 7.44	.....	\$ 7.55	\$ 7.59	.....	.....
.....	.....	\$ 7.48	.....	\$ 8.00	\$ 8.02	.....	.....
.....	.....	\$ 7.51	.....	\$ 8.03	\$ 8.04	.....	.....
.....	.....	\$ 7.54	7.46	\$ 8.06	\$ 8.07	8.18	.....
.....	.....	\$ 7.57	.....	.....	\$ 8.10	.....	.....
.....	.....	\$ 7.59	.....	.....	\$ 8.12	.....	.....
.....	.....	\$ 8.02	.....	\$ 8.11	\$ 8.15	.....	.....
.....	.....	\$ 8.05	.....	.....	\$ 8.17	.....	.....
.....	.....	8.06	7.51	8.13	8.18	8.24	.....
.....	.....	\$ 8.08	.....	\$ 8.17	\$ 8.20	.....	.....
.....	.....	\$ 8.13	.....	.....	\$ 8.22	.....	.....
.....	.....	\$ 8.17	.....	\$ 8.22	\$ 8.25	\$ 8.30	.....
.....	.....	8.20	.....	8.28	\$ 8.29	.....	.....
.....	.....	.....	7.59	.....	8.31	.....	.....
.....	.....	.....	.....	.....	8.33	8.37	.....
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	6900 AR.DAILY EX.SUN.	7226 AR.DAILY EX.SUN.	26 AR.DAILY	7228 AR.DAILY EX.SUN.	7506 AR.SUN. ONLY.	8 AR.DAILY	6860 AR.DAILY EX.SUN.

WESTWARD

	6787 LE.SUN. ONLY.	7305 LE.SUN. ONLY.	6921 LE.DAILY EX.SUN.	7211 LE.DAILY EX.SUN.	7213 LE.DAILY EX.SUN.	19 LE.DAILY	7215 LE.DAILY EX.SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	.....	7.20	.....	.....	7.27	7.32	.....
.....	.....	7.22	.....	7.25	7.29	.....	7.40
.....	.....	\$ 7.24	.....	\$ 7.27	\$ 7.31	.....	.....
.....	.....	\$ 7.28	.....	\$ 7.31	\$ 7.35	.....	.....
.....	.....	\$ 7.30	.....	.....	\$ 7.38	.....	.....
.....	.....	\$ 7.33	.....	\$ 7.35	\$ 7.40	.....	.....
.....	.....	7.34	.....	7.36	7.41	7.44	7.50
.....	.....	F 7.36	.....	.....	.....	.....	.....
.....	.....	\$ 7.39	.....	\$ 7.40	\$ 7.45	.....	.....
.....	.....	\$ 7.41	.....	\$ 7.43	\$ 7.48	.....	.....
.....	.....	F 7.43	.....	.....	\$ 7.51	.....	.....
.....	.....	\$ 7.46	.....	\$ 7.49	\$ 7.54	7.53	\$ 8.00
.....	.....	\$ 7.48	.....	\$ 7.52	\$ 7.57	.....	\$ 8.03
.....	.....	\$ 7.51	.....	\$ 7.56	\$ 8.00	.....	\$ 8.06
.....	.....	\$ 7.54	.....	\$ 7.59	\$ 8.03	.....	\$ 8.10
.....	7.43	.....	.....	.....	.....	.....	.....
.....	\$ 7.45	.....	.....	⚡	.....	.....	⚡
.....	7.46	.....	.....	.....	.....	.....	.....
.....	.....	.....	\$ 7.43	.....	.....	.....	.....
.....	.....	.....	7.45	.....	.....	.....	.....
.....	7.47	.....	7.49	.....	.....	.....	.....
.....	7.52	7.55	7.54	8.00	8.04	.....	8.11
.....	\$ 7.54	\$ 7.57	\$ 7.57	\$ 8.03	\$ 8.07	\$ 8.01	\$ 8.14
.....	.....	\$ 7.59	\$ 7.59	.....	\$ 8.10	.....	\$ 8.17
.....	.....	\$ 8.01	\$ 8.01	.....	\$ 8.12	.....	\$ 8.19
.....	7.58	8.02	8.02	8.08	8.13	8.05	8.20
.....	8.02	8.06	8.06	8.12	8.17	8.09	8.24
.....	\$ 8.05	\$ 8.09	\$ 8.09	\$ 8.15	\$ 8.20	\$ 8.12	\$ 8.27
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	6787 AR.SUN. ONLY.	7305 AR.SUN. ONLY.	6921 AR.DAILY EX.SUN.	7211 AR.DAILY EX.SUN.	7213 AR.DAILY EX.SUN.	19 AR.DAILY	7215 AR.DAILY EX.SUN.

STATIONS	9000	●7230	604	510	
	LE.DAILY EX.SUN.	LE.DAILY EX.SUN.	LE.SUN. ONLY.	LE.DAILY	
	A. M.	A. M.	A. M.	A. M.	
PITTSBURGH	\$ 8.14	\$ 8.20	\$ 8.35	\$ 8.40	
BU-BLOCK STATION	8.17	8.23	8.38	8.43	
DV-BLOCK STATION	8.21	8.26	8.42	8.47	
SHADYSIDE	\$ 8.22	\$ 8.27	\$ 8.43		
ROUP	\$ 8.24	\$ 8.30	\$ 8.45		
EAST LIBERTY	\$ 8.27	\$ 8.33	\$ 8.48	\$ 8.51	
CM-BLOCK STATION	8.30	8.34	8.49		
VI-BLOCK STATION	8.34				
CZ-BLOCK STATION	8.36				
NADINE	8.38				
UY-BLOCK STATION					
ASPINWALL					
RO-BLOCK STATION					
HOMEWOOD		\$ 8.36	\$ 8.51		
WILKINSBURG		\$ 8.39	\$ 8.54		
EDGEWOOD		\$ 8.41	\$ 8.56		
SWISSVALE		\$ 8.44	\$ 8.59	8.56	
HAWKINS		\$ 8.47	\$ 9.02		
COPELAND		\$ 8.49	\$ 9.04		
BRADDOCK		\$ 8.51	\$ 9.07	\$ 9.00	
BESSEMER		\$ 8.54	\$ 9.09		
R-BLOCK STATION		8.55	9.10	9.03	
EAST PITTSBURGH		\$ 8.58	\$ 9.12		
TURTLE CREEK			\$ 9.15		
WILMERDING		\$ 9.02	\$ 9.18	\$ 9.08	
PITCAIRN		\$ 9.06	\$ 9.22		
UJ-BLOCK STATION		9.08	9.24		
SZ-BLOCK STATION		9.10	9.26	9.14	
	A. M.	A. M.	A. M.	A. M.	
	9000	●7230	604	510	
	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.SUN. ONLY.	AR.DAILY	

SZ-JO AND RO TO PITTSBURGH

STATIONS	●7301	6801	7217	●35	
	LE.DAILY EX.SUN.	LE.DAILY EX.SUN.	LE.DAILY EX.SUN.	LE.DAILY	
	A. M.	A. M.	A. M.	A. M.	
SZ-BLOCK STATION	7.44			7.53	
UJ-BLOCK STATION	7.46		7.50		
PITCAIRN	\$ 7.48		\$ 7.52		
WILMERDING	\$ 7.52		\$ 7.56		
TURTLE CREEK					
EAST PITTSBURGH	\$ 7.56			N 8.01	
R-BLOCK STATION	7.57		8.01	8.03	
BESSEMER			\$ 8.03		
BRADDOCK	\$ 8.01		\$ 8.06		
COPELAND			\$ 8.09		
HAWKINS			\$ 8.11		
SWISSVALE	8.04		\$ 8.14	8.11	
EDGEWOOD			\$ 8.17		
WILKINSBURG	\$ 8.08		\$ 8.20		
HOMEWOOD			\$ 8.23		
RO-BLOCK STATION		8.10			
ASPINWALL		\$ 8.13			
UY-BLOCK STATION		8.14			
NADINE					
CZ-BLOCK STATION					
VI-BLOCK STATION		8.16			
CM-BLOCK STATION		8.20	8.24		
EAST LIBERTY	\$ 8.13	\$ 8.22	\$ 8.26	\$ 8.19	
ROUP		\$ 8.25	\$ 8.29		
SHADYSIDE		\$ 8.27	\$ 8.31		
DV-BLOCK STATION	8.16	8.28	8.32	8.23	
BU-BLOCK STATION	8.20	8.32	8.36	8.27	
PITTSBURGH	\$ 8.23	\$ 8.35	\$ 8.39	\$ 8.30	
	A. M.	A. M.	A. M.	A. M.	
	●7301	6801	7217	●35	
	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY	

	6872 LE.SUN. ONLY.	906 LE.DAILY	†7232 LE.DAILY EX.SUN.	9026 LE.SUN. ONLY.	44 LE.DAILY	7300 LE.DAILY	9010 LE.DAILY EX.SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	<i>S</i> 8.43	<i>S</i> 9.10	<i>S</i> 9.13	<i>S</i> 9.18	<i>S</i> 9.40	<i>S</i> 10.15	<i>S</i> 10.20
.....	8.46	9.13	9.16	9.21	9.43	10.18	10.23
.....	8.49	9.17	9.20	9.25	9.47	10.22	10.27
.....	<i>S</i> 8.50	.....	<i>S</i> 9.21	<i>S</i> 9.27	.....	<i>S</i> 10.23	<i>S</i> 10.28
.....	<i>S</i> 8.53	.....	<i>S</i> 9.24	<i>S</i> 9.29	.....	<i>S</i> 10.25	<i>S</i> 10.30
.....	<i>S</i> 8.56	<i>S</i> 9.22	<i>S</i> 9.28	<i>S</i> 9.32	<i>C</i> 9.52	<i>S</i> 10.29	<i>S</i> 10.32
.....	8.58	9.25	9.29	9.35	.....	10.30	10.34
.....	9.02	9.30	.....	9.39	.....	.....	10.39
.....	.....	9.31	.....	9.41	.....	.....	10.41
.....	.....	9.32	.....	<i>S</i> 9.43	.....	.....	<i>S</i> 10.43
.....	9.03	.....	.....	.....	.....	.....	.....
.....	<i>S</i> 9.05	.....	.....	.....	.....	.....	.....
.....	9.06	.....	.....	.....	.....	.....	.....
.....	.....	.....	<i>S</i> 9.31	.....	.....	<i>S</i> 10.32	.....
.....	.....	.....	<i>S</i> 9.34	.....	.....	<i>S</i> 10.36	.....
.....	.....	.....	<i>S</i> 9.36	.....	.....	<i>S</i> 10.38	.....
.....	.....	.....	<i>S</i> 9.39	.....	9.57	<i>S</i> 10.41	.....
.....	.....	.....	<i>S</i> 9.42	.....	.....	<i>S</i> 10.44	.....
.....	.....	.....	<i>S</i> 9.44	.....	.....	<i>S</i> 10.46	.....
.....	.....	.....	<i>S</i> 9.47	.....	.....	<i>S</i> 10.49	.....
.....	.....	.....	<i>S</i> 9.49	.....	.....	<i>S</i> 10.52	.....
.....	.....	.....	9.50	.....	10.02	10.53	.....
.....	.....	.....	<i>S</i> 9.53	.....	.....	<i>S</i> 10.55	.....
.....	.....	.....	<i>S</i> 9.58	.....	.....	<i>S</i> 11.00	.....
.....	.....	.....	<i>S</i> 10.02	.....	.....	<i>S</i> 11.05	.....
.....	.....	.....	10.05	.....	.....	11.07	.....
.....	.....	.....	.....	.....	10.11	11.09	.....
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	6872 AR.SUN. ONLY.	906 AR.DAILY	†7232 AR.DAILY EX.SUN.	9026 AR.SUN. ONLY.	44 AR.DAILY	7300 AR.DAILY	9010 AR.DAILY EX.SUN.

WESTWARD

	9003 LE.DAILY EX.SUN.	7219 LE.DAILY EX.SUN.	7277 LE.DAILY EX.SUN.	7303 LE.DAILY EX.SUN.	●93 LE.DAILY EX.MON.	7101 LE.DAILY EX.SUN.	●7221 LE.DAILY EX.SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	.....	7.55	8.03	8.19	8.23	8.32	.....
.....	.....	7.57	8.05	8.20	.....	.....	8.35
.....	.....	<i>S</i> 7.59	<i>S</i> 8.07	<i>S</i> 8.22	.....	.....	.....
.....	.....	<i>S</i> 8.04	<i>S</i> 8.11	<i>S</i> 8.26	.....	.....	.....
.....	.....	<i>S</i> 8.07	.....	.....	.....	.....	.....
.....	.....	<i>S</i> 8.10	<i>S</i> 8.15	<i>S</i> 8.30	.....	.....	.....
.....	.....	8.11	8.16	8.32	8.35	8.41	8.45
.....	.....	<i>S</i> 8.14	<i>S</i> 8.21	<i>S</i> 8.36	.....	.....	.....
.....	.....	<i>S</i> 8.17	.....	.....	.....	.....	.....
.....	.....	<i>S</i> 8.22	<i>S</i> 8.27	8.40	8.41	8.48	<i>S</i> 9.00
.....	.....	<i>S</i> 8.25	<i>S</i> 8.30	.....	.....	.....	<i>S</i> 9.02
.....	.....	<i>S</i> 8.29	<i>S</i> 8.34	<i>S</i> 8.44	.....	.....	<i>S</i> 9.05
.....	.....	<i>S</i> 8.32	<i>S</i> 8.37	.....	.....	.....	<i>S</i> 9.08
.....	⊕
.....	<i>S</i> 8.15	.....	.....	.....	.....	.....	.....
.....	8.17	.....	.....	.....	.....	.....	.....
.....	8.21	.....	.....	.....	.....	.....	.....
.....	8.27	8.33	8.38	.....	8.46	.....	9.09
.....	<i>S</i> 8.30	<i>S</i> 8.37	<i>S</i> 8.42	<i>S</i> 8.50	.....	<i>S</i> 8.54	<i>S</i> 9.12
.....	<i>S</i> 8.32	<i>S</i> 8.40	<i>S</i> 8.45	.....	.....	.....	<i>S</i> 9.15
.....	<i>S</i> 8.34	<i>S</i> 8.42	<i>S</i> 8.47	.....	.....	.....	<i>S</i> 9.17
.....	8.35	8.43	8.48	8.54	8.51	8.59	9.18
.....	8.39	8.47	8.52	8.57	9.00	9.02	9.22
.....	<i>S</i> 8.42	<i>S</i> 8.50	<i>S</i> 8.55	<i>S</i> 9.00	.....	<i>S</i> 9.05	<i>S</i> 9.25
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	9003 AR.DAILY EX.SUN.	7219 AR.DAILY EX.SUN.	7277 AR.DAILY EX.SUN.	7303 AR.DAILY EX.SUN.	●93 AR.DAILY EX.MON.	7101 AR.DAILY EX.SUN.	●7221 AR.DAILY EX.SUN.

PITTSBURGH TO JO-RO AND SZ

STATIONS	7234	●7282	7510	●7284	624
	LE.DAILY EX.SUN.	LE.SAT. ONLY.	LE.SUN. ONLY.	LE.SAT. ONLY.	LE.DAILY
	A. M.	A. M.	A. M.	A. M.	P. M.
PITTSBURGH	\$10.55	.....	\$ 11.20	.....	\$12.01
BU-BLOCK STATION	10.58	11.05	11.23	11.50	12.04
DV-BLOCK STATION	11.01	.....	11.27	.....	12.08
SHADYSIDE	\$11.02	.....	\$ 11.28	.....	.....
ROUP	\$11.05	.....	\$ 11.30	.....	.....
EAST LIBERTY	\$11.08	.....	\$ 11.33	.....	C12.13
CM-BLOCK STATION	11.09	.....	11.34	.....	.....
VI-BLOCK STATION	.....	.....	.....	.....	.....
CZ-BLOCK STATION	.....	.....	.....	.....	.....
NADINE	.....	.....	.....	.....	.....
UY-BLOCK STATION	.....	✠	.....	✠	.....
ASPINWALL	.....	.....	.....	.....	.....
RO-BLOCK STATION	.....	.....	.....	.....	.....
HOMEWOOD	\$11.11	.....	\$ 11.36	.....	.....
WILKINSBURG	\$11.14	.....	\$ 11.39	.....	.....
EDGEWOOD	\$11.16	.....	\$ 11.41	.....	.....
SWISSVALE	\$11.19	\$11.22	\$ 11.43	12.12	12.18
HAWKINS	\$11.22	.....	\$ 11.46	.....	.....
COPELAND	\$11.24	\$11.27	\$ 11.48	.....	.....
BRADDOCK	\$11.26	\$11.29	\$ 11.51	.....	.....
BESSEMER	\$11.29	.....	\$ 11.53	.....	.....
R-BLOCK STATION	11.30	11.32	11.54	12.25	12.28
EAST PITTSBURGH	\$11.32	\$11.35	\$ 11.56	\$12.28	.....
TURTLE CREEK	K11.34	\$11.38	\$ 11.58	.....	.....
WILMERDING	\$11.37	\$11.42	\$ 12.01	\$12.33	.....
PITCAIRN	\$11.41	\$11.47	\$ 12.06	\$12.37	.....
UJ-BLOCK STATION	11.43	11.49	12.08	12.39	.....
SZ-BLOCK STATION	11.45	11.52	.....	12.41	12.34
	A. M.	A. M.	P. M.	P. M.	P. M.
	7234 AR.DAILY EX.SUN.	●7282 AR.SAT. ONLY.	7510 AR.SUN. ONLY.	●7284 AR.SAT. ONLY.	624 AR.DAILY

SZ-JO AND RO TO PITTSBURGH

STATIONS	●11	7501	●91	●7223	
	LE.DAILY	LE.SUN. ONLY.	LE.DAILY EX. MON.	LE.DAILY EX. SUN.	
	A. M.	A. M.	A. M.	A. M.	
SZ-BLOCK STATION	8.44	8.40	8.58	.....	.....
UJ-BLOCK STATION	.....	8.42	.....	8.59	.....
PITCAIRN	.....	\$ 8.44	.....	\$ 9.01	.....
WILMERDING	.....	\$ 8.50	.....	\$ 9.05	.....
TURTLE CREEK	.....	\$ 8.53	.....	.....	.....
EAST PITTSBURGH	.....	\$ 8.55	.....	\$ 9.09	.....
R-BLOCK STATION	8.51	8.56	9.07	9.10	.....
BESSEMER	.....	F 8.58	.....	.....	.....
BRADDOCK	.....	\$ 9.00	.....	\$ 9.14	.....
COPELAND	.....	\$ 9.02	.....	\$ 9.16	.....
HAWKINS	.....	\$ 9.04	.....	.....	.....
SWISSVALE	8.58	\$ 9.07	9.16	\$ 9.20	.....
EDGEWOOD	.....	\$ 9.09	.....	\$ 9.23	.....
WILKINSBURG	E 9.02	\$ 9.13	.....	\$ 9.26	.....
HOMEWOOD	.....	\$ 9.16	.....	\$ 9.29	.....
RO-BLOCK STATION	.....	.....	.....	.....	.....
ASPINWALL	.....	.....	.....	.....	.....
UY-BLOCK STATION	.....	.....	.....	.....	.....
NADINE	.....	.....	.....	.....	.....
CZ-BLOCK STATION	.....	.....	.....	.....	.....
VI-BLOCK STATION	.....	.....	.....	.....	.....
CM-BLOCK STATION	.....	9.17	9.23	9.30	.....
EAST LIBERTY	X 9.09	\$ 9.20	.....	\$ 9.32	.....
ROUP	.....	\$ 9.23	.....	\$ 9.35	.....
SHADYSIDE	.....	\$ 9.25	.....	\$ 9.37	.....
DV-BLOCK STATION	9.13	9.26	9.30	9.38	.....
BU-BLOCK STATION	9.17	9.30	.....	9.42	.....
PITTSBURGH	E 9.20	\$ 9.33	.....	\$ 9.45	.....
	A. M.	A. M.	A. M.	A. M.	
	●11 AR.DAILY	7501 AR.SUN. ONLY.	●91 AR.DAILY EX. MON.	●7223 AR.DAILY EX.SUN.	

		7236 LE.DAILY EX. SUN.	6780 LE.DAILY EX. SUN.	●48 LE.DAILY	608 LE.DAILY	●6902 LE.DAILY	●M20 LE.DAILY EX. SUN.
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	.....	\$12.05	\$12.10	.....	\$12.25	\$12.30	.....
.....	.....	12.08	12.13	12.25	12.28	12.33	12.50
.....	.....	12.11	12.17	12.29	12.32	12.37	.....
.....	.....	\$12.12	K12.18	.....	V12.33	\$12.38	.....
.....	.....	\$12.14	.....	.....	V12.35	\$12.40	.....
.....	.....	\$12.17	\$12.22	.....	\$12.38	\$12.42	E
.....	.....	12.18	12.24	12.36	12.39	12.45	.....
.....	.....	.....	12.29	.....	.....	12.50	.....
.....	.....	.....	.....	.....	.....	12.52	.....
.....	.....	.....	.....	.....	.....	\$12.54	.....
.....	.....	.....	12.30	.....	.....	.....	.....
.....	.....	.....	\$12.32	.....	.....	.....	.....
.....	.....	.....	12.33	.....	.....	.....	.....
.....	.....	\$12.20	.....	.....	\$12.41	.....	.....
.....	.....	\$12.23	.....	.....	\$12.46	.....	.....
.....	.....	\$12.25	.....	.....	\$12.49	.....	.....
.....	.....	\$12.27	.....	12.45	\$12.52	.....	E
.....	.....	\$12.30	.....	.....	V12.54	.....	.....
.....	.....	\$12.32	.....	.....	\$12.56	.....	.....
.....	.....	\$12.34	.....	.....	\$ 1.00	.....	E
.....	.....	\$12.37	.....	.....	.....	.....	.....
.....	.....	12.38	.....	12.53	1.03	.....	.....
.....	.....	\$12.40	.....	.....	\$ 1.06	.....	E
.....	.....	\$12.42	.....	.....	.....	.....	.....
.....	.....	\$12.45	.....	.....	\$ 1.11	.....	E
.....	.....	\$12.50	.....	.....	\$ 1.16	.....	E
.....	.....	12.53	.....	.....	1.18	.....	.....
.....	.....	.....	.....	1.05	1.20	.....	1.45
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		7236 AR.DAILY EX. SUN.	6780 AR.DAILY EX. SUN.	●48 AR.DAILY	608 AR.DAILY	●6902 AR.DAILY	●M20 AR.DAILY EX. SUN.

WESTWARD

9025 LE.DAILY EX. SUN.	●95 LE.DAILY EX. MON.	37 LE.DAILY	6935 LE.SUN. ONLY.	637 LE.DAILY	7503 LE.SUN. ONLY.	●7225 LE.DAILY EX. SUN.	6803 LE.DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	9.12	9.19	.....	9.33	9.35	.....	.....
.....	9.37	9.43	.....
.....	\$ 9.40	\$ 9.45	.....
.....	\$ 9.44	\$ 9.50	.....
.....	\$ 9.47	\$ 9.53	.....
.....	N 9.27	.....	\$ 9.42	\$ 9.49	\$ 9.55	.....
.....	9.20	9.28	.....	9.43	9.50	9.56	.....
.....	F 9.52	\$ 9.58	.....
.....	\$ 9.55	\$10.01	.....
.....	\$ 9.57	\$10.03	.....
.....	\$ 9.59	\$10.05	.....
.....	9.30	9.36	.....	9.52	\$ 10.02	\$10.08	.....
.....	\$ 10.04	\$10.10	.....
.....	\$ 10.07	\$10.12	.....
.....	\$ 10.10	\$10.15	.....
.....	10.20
.....	\$10.22
.....	10.23
F 9.23	\$ 9.33	.....	.....	.....	.....
9.24	9.35	.....	.....	.....	.....
9.27	9.37	.....	.....	.....	10.25
9.32	9.36	.....	9.42	.....	10.11	10.16	10.30
\$ 9.37	D 9.44	\$ 9.45	\$10.00	\$ 10.13	\$10.18	\$10.35
.....	\$ 9.48	.....	\$ 10.15	\$10.20	.....
.....	\$ 9.50	.....	\$ 10.17	\$10.22	.....
9.41	9.45	9.48	9.51	10.03	10.18	10.23	10.40
9.45	9.52	9.55	10.07	10.22	10.27	10.44
\$ 9.48	\$ 9.55	\$ 9.58	\$10.10	\$ 10.25	\$10.30	\$10.47
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
9025 AR.DAILY EX. SUN.	●95 AR.DAILY EX. MON.	37 AR.DAILY	6935 AR.SUN. ONLY.	637 AR.DAILY	7503 AR.SUN. ONLY.	●7225 AR.DAILY EX. SUN.	6803 AR.DAILY EX. SUN.

STATIONS	●24	●6946	†7238	●6722	
	LE.DAILY P. M.	LE.SAT. ONLY. P. M.	LE.DAILY EX. SUN. P. M.	LE.SUN. ONLY. P. M.	
PITTSBURGH	\$ 1.00	\$ 1.15	\$ 1.25	\$ 1.25	
BU-BLOCK STATION	1.03	1.18	1.28	1.28	
DV-BLOCK STATION	1.07	1.22	1.32	1.32	
SHADYSIDE			\$ 1.33		
ROUP			\$ 1.35		
EAST LIBERTY	C 1.11	\$ 1.27	\$ 1.38	\$ 1.37	
CM-BLOCK STATION		1.29	1.39	1.40	
VI-BLOCK STATION		1.33		1.44	
CZ-BLOCK STATION		1.35			
NADINE		1.36			
UY-BLOCK STATION				1.45	
ASPINWALL				\$ 1.47	
RO-BLOCK STATION				1.48	
HOMEWOOD			\$ 1.42		
WILKINSBURG			\$ 1.45		
EDGEWOOD			\$ 1.47		
SWISSVALE	1.16		\$ 1.50		
HAWKINS			\$ 1.53		
COPELAND			\$ 1.56		
BRADDOCK			\$ 1.59		
BESSEMER			\$ 2.02		
R-BLOCK STATION	1.21		2.04		
EAST PITTSBURGH			\$ 2.06		
TURTLE CREEK			\$ 2.08		
WILMERDING			\$ 2.11		
PITCAIRN			\$ 2.15		
UJ-BLOCK STATION			2.17		
SZ-BLOCK STATION	1.29		2.19		
	P. M.	P. M.	P. M.	P. M.	
	●24	●6946	†7238	●6722	
	AR.DAILY	AR.SAT. ONLY.	AR.DAILY EX.SUN.	AR.SUN. ONLY.	

SZ - JO AND RO TO PITTSBURGH

STATIONS	●681	●683	929	†7227	
	LE.DAILY EX. SUN. A. M.	LE.SUN. ONLY. A. M.	LE.DAILY A. M.	LE.DAILY EX. SUN. A. M.	
SZ-BLOCK STATION	10.10	10.14			
UJ-BLOCK STATION	10.12	10.16		10.40	
PITCAIRN	\$10.14	\$ 10.18		\$10.42	
WILMERDING	\$10.18	\$ 10.22		\$10.47	
TURTLE CREEK		\$ 10.25			
EAST PITTSBURGH	\$10.22	\$ 10.27		\$10.52	
R-BLOCK STATION	10.23	10.28		10.53	
BESSEMER	F10.25	\$ 10.30		\$10.55	
BRADDOCK	\$10.29	\$ 10.34		\$10.58	
COPELAND	\$10.31	\$ 10.36		\$11.00	
HAWKINS					
SWISSVALE	\$10.36	\$ 10.41		\$11.03	
EDGEWOOD		\$ 10.43		\$11.06	
WILKINSBURG	\$10.42	\$ 10.51		\$11.09	
HOMEWOOD		\$ 10.54		\$11.12	
RO-BLOCK STATION					
ASPINWALL					
UY-BLOCK STATION					
NADINE			10.57		
CZ-BLOCK STATION			10.59		
VI-BLOCK STATION			11.02		
CM-BLOCK STATION	10.47	10.55	11.07	11.13	
EAST LIBERTY	\$10.52	\$ 11.02	\$11.09	\$11.17	
ROUP	\$10.55	\$ 11.05	\$11.11	\$11.20	
SHADYSIDE	\$10.57	\$ 11.07		\$11.22	
DV-BLOCK STATION	10.58	11.08	11.14	11.23	
BU-BLOCK STATION	11.02	11.12	11.17	11.27	
PITTSBURGH	\$11.05	\$ 11.15	\$11.20	\$11.30	
	A. M.	A. M.	A. M.	A. M.	
	●681	●683	929	†7227	
	AR.DAILY EX.SUN.	AR.SUN. ONLY.	AR.DAILY	AR.DAILY EX.SUN.	

	934 LE.DAILY EX. SUN.	●6960 LE.SUN. ONLY.	6738 LE.SAT. ONLY.	7106 LE.DAILY EX. SUN.	●7512 LE.SUN. ONLY.	7286 LE.DAILY EX. SUN.	●98 LE.DAILY EX. MON.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	\$ 1.30	\$ 1.40	\$ 1.45	\$ 1.50	\$ 1.55	\$ 2.10	.....
.....	1.33	1.43	1.48	1.53	1.58	2.13	2.15
.....	1.37	1.47	1.52	1.57	2.02	2.17	2.20
.....	.....	\$ 1.48	.....	.....	\$ 2.03	.....	.....
.....	.....	\$ 1.50	.....	.....	\$ 2.05	.....	.....
.....	\$ 1.42	\$ 1.53	\$ 1.57	\$ 2.01	\$ 2.08	\$ 2.22	E 2.26
.....	1.44	1.56	2.00	.....	2.09	2.23	.....
.....	1.48	2.00	2.04	.....	.....	.....	.....
.....	1.49	2.02	.....	.....	.....	.....	.....
.....	1.50	\$ 2.04	.....	.....	.....	.....	.....
.....	.....	.....	2.05	.....	.....	.....	.....
.....	.....	.....	\$ 2.07	.....	.....	.....	.....
.....	.....	.....	2.08	.....	.....	.....	.....
.....	.....	.....	.....	.....	\$ 2.11	\$ 2.25	.....
.....	.....	.....	.....	\$ 2.06	\$ 2.14	\$ 2.28	.....
.....	.....	.....	.....	.....	\$ 2.16	\$ 2.31	.....
.....	.....	.....	.....	.....	\$ 2.18	\$ 2.33	2.32
.....	.....	.....	.....	.....	\$ 2.21	.....	.....
.....	.....	.....	.....	.....	\$ 2.23	\$ 2.37	.....
.....	.....	.....	.....	\$ 2.13	\$ 2.25	\$ 2.39	.....
.....	.....	.....	.....	.....	\$ 2.27	.....	.....
.....	.....	.....	.....	2.15	2.28	2.42	2.37
.....	.....	.....	.....	.....	\$ 2.30	\$ 2.44	.....
.....	.....	.....	.....	.....	\$ 2.32	.....	.....
.....	.....	.....	.....	\$ 2.20	\$ 2.35	\$ 2.48	.....
.....	.....	.....	.....	.....	\$ 2.39	\$ 2.52	.....
.....	.....	.....	.....	.....	2.42	.....	.....
.....	.....	.....	.....	2.26	.....	2.56	2.46
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	934 AR.DAILY EX.SUN.	●6960 AR.SUN. ONLY.	6738 AR.SAT. ONLY	7106 AR.DAILY EX.SUN.	●7512 AR.SUN. ONLY.	7286 AR.DAILY EX.SUN.	●98 AR.DAILY EX. MON.

WESTWARD

	7103 LE.DAILY EX. SUN.	●97 LE.DAILY EX. MON.	6923 LE.DAILY EX. SUN.	7507 LE.SUN. ONLY.	●7229 LE.DAILY EX. SUN.	3 LE.DAILY	927 LE.DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
.....	10.49	11.02	.....	11.06	11.14	11.34	.....
.....	10.51	.....	.....	11.08	11.16	11.36	.....
.....	10.52	.....	.....	\$ 11.12	\$ 11.18	\$ 11.38	.....
.....	\$ 10.56	.....	.....	\$ 11.18	\$ 11.22	\$ 11.42	.....
.....	.....	.....	.....	\$ 11.21	\$ 11.25	.....	.....
.....	\$ 11.01	.....	.....	\$ 11.23	\$ 11.28	\$ 11.46	.....
.....	11.02	11.12	.....	11.24	11.29	11.47	.....
.....	.....	.....	.....	\$ 11.26	\$ 11.31	.....	.....
.....	\$ 11.07	.....	.....	\$ 11.29	\$ 11.34	\$ 11.51	.....
.....	.....	.....	.....	\$ 11.31	\$ 11.37	.....	.....
.....	.....	.....	.....	\$ 11.33	\$ 11.40	.....	.....
.....	\$ 11.13	11.21	.....	\$ 11.36	\$ 11.43	\$ 11.57	.....
.....	.....	.....	.....	\$ 11.39	\$ 11.46	.....	.....
.....	\$ 11.17	.....	.....	\$ 11.42	\$ 11.49	\$ 12.03	.....
.....	.....	.....	.....	\$ 11.45	\$ 11.53	\$ 12.06	.....
.....
.....
.....	.....	.....	\$ 11.21	.....	.....	.....	12.17
.....	.....	.....	11.23	.....	.....	.....	12.19
.....	.....	.....	11.26	.....	.....	.....	12.22
.....	11.20	11.26	11.31	11.46	11.54	12.07	12.27
.....	\$ 11.23	.....	\$ 11.33	\$ 11.48	\$ 11.57	\$ 12.09	\$ 12.30
.....	.....	.....	\$ 11.35	\$ 11.51	\$ 11.59	.....	.....
.....	.....	.....	\$ 11.37	\$ 11.53	\$ 12.01	.....	.....
.....	11.28	11.31	11.38	11.54	12.02	12.13	12.33
.....	11.32	11.35	11.42	11.58	12.06	12.17	12.37
.....	\$ 11.35	11.40	\$ 11.45	\$ 12.01	\$ 12.10	\$ 12.20	\$ 12.40
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
	7103 AR.DAILY EX.SUN.	●97 AR.DAILY EX. MON.	6923 AR.DAILY EX.SUN.	7507 AR.SUN. ONLY.	●7229 AR.DAILY EX.SUN.	3 AR.DAILY	927 AR.DAILY EX. SUN.

STATIONS	6740	7240	7242		
	LE DAILY EX SAT. & SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.		
	P. M.	P. M.	P. M.		
PITTSBURGH	\$ 2.15		\$ 2.40		
BU-BLOCK STATION	2.18	2.22	2.43		
DV-BLOCK STATION	2.23	2.26	2.47		
SHADYSIDE	\$ 2.24		\$ 2.48		
ROUP	\$ 2.26		\$ 2.50		
EAST LIBERTY	\$ 2.28	\$ 2.33	\$ 2.53		
CM-BLOCK STATION	2.30	2.34	2.54		
VI-BLOCK STATION	2.35				
CZ-BLOCK STATION					
NADINE					
UY-BLOCK STATION	2.36				
ASPINWALL	\$ 2.38				
RO-BLOCK STATION	2.39				
HOMEWOOD		\$ 2.36	\$ 2.56		
WILKINSBURG		\$ 2.40	\$ 2.59		
EDGEWOOD		\$ 2.42	\$ 3.01		
SWISSVALE		\$ 2.45	\$ 3.04		
HAWKINS		\$ 2.48	\$ 3.07		
COPELAND		\$ 2.51	\$ 3.09		
BRADDOCK		\$ 2.55	\$ 3.12		
BESSEMER			\$ 3.15		
R-BLOCK STATION		3.00	3.16		
EAST PITTSBURGH		\$ 3.02	\$ 3.19		
TURTLE CREEK			\$ 3.21		
WILMERDING		\$ 3.06	\$ 3.24		
PITCAIRN		\$ 3.12	\$ 3.29		
UJ-BLOCK STATION		3.14	3.31		
SZ-BLOCK STATION					
	P. M.	P. M.	P. M.		
	6740	7240	7242		
	AR DAILY EX SAT. & SUN.	AR DAILY EX SUN.	AR DAILY EX SUN.		

SZ-JO AND RO TO PITTSBURGH

STATIONS	7233	6871	M25	7235	
	LE SAT. ONLY.	LE SUN. ONLY.	LE DAILY EX SUN.	LE DAILY EX SUN.	
	P. M.	P. M.	P. M.	P. M.	
SZ-BLOCK STATION			12.20		
UJ-BLOCK STATION	12.15			12.34	
PITCAIRN			E	\$12.36	
WILMERDING			E	\$12.41	
TURTLE CREEK				\$12.44	
EAST PITTSBURGH	\$12.25		E	\$12.46	
R-BLOCK STATION	12.27			12.47	
BESSEMER				\$12.49	
BRADDOCK	\$12.31		E	\$12.52	
COPELAND	\$12.34			\$12.55	
HAWKINS	\$12.36			\$12.58	
SWISSVALE	\$12.39		E	\$ 1.01	
EDGEWOOD	\$12.42			\$ 1.04	
WILKINSBURG	\$12.45			\$ 1.07	
HOMEWOOD	\$12.49			\$ 1.10	
RO-BLOCK STATION		12.41			
ASPINWALL	†	\$ 12.43			
UY-BLOCK STATION		12.44			
NADINE					
CZ-BLOCK STATION					
VI-BLOCK STATION		12.45			
CM-BLOCK STATION	12.50	\$ 12.50		1.11	
EAST LIBERTY	\$12.52	\$ 12.53	E	\$ 1.13	
ROUP	\$12.55	\$ 12.55		\$ 1.15	
SHADYSIDE	\$12.57	\$ 12.57		\$ 1.17	
DV-BLOCK STATION	12.58	12.58		1.18	
BU-BLOCK STATION	1.02	1.02	1.13	1.22	
PITTSBURGH	\$ 1.05	\$ 1.05		\$ 1.25	
	P. M.	P. M.	P. M.	P. M.	
	7233	6871	M25	7235	
	AR SAT. ONLY.	AR SUN ONLY.	AR DAILY EX SUN.	AR DAILY EX SUN.	

	●7514 LE.SUN ONLY.	6804 LE.DAILY EX.SUN.	6904 LE.DAILY EX.SUN.	46 LE.DAILY	●7288 LE.DAILY EX.SUN.	7244 LE.DAILY EX.SUN.	7304 LE.DAILY EX.SUN.
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....	\$ 2.45	\$ 2.50	\$ 3.02	\$ 3.10	.....	\$ 3.12	\$ 3.25
.....	2.48	2.53	3.05	3.13	.....	3.15	3.28
.....	2.52	2.57	3.08	3.16	.....	3.19	3.32
.....	\$ 2.53	.....	\$ 3.09	.....	.....	\$ 3.20	.....
.....	\$ 2.55	.....	\$ 3.11	.....	.....	\$ 3.22	.....
.....	\$ 2.58	\$ 3.03	\$ 3.14	C 3.20	.....	\$ 3.25	\$ 3.36
.....	2.59	3.06	3.16	.....	.....	3.26	3.37
.....	.....	3.10	3.20	.....	.....	.....	.....
.....	.....	.....	3.21	.....	.....	.....	.....
.....	.....	.....	\$ 3.23	.....	.....	.....	.....
.....	.....	3.11	.....	.....	TRACK TO UJ	.....	.....
.....	.....	\$ 3.14	.....	.....		.....	.....
.....	.....	3.15	.....	.....		.....	.....
.....	\$ 3.01	.....	.....	.....	WILL USE No. 5 TRACK PITCAIRN TO UJ	\$ 3.28	\$ 3.39
.....	\$ 3.04	.....	.....	.....		\$ 3.31	\$ 3.43
.....	\$ 3.06	.....	.....	.....		\$ 3.33	.....
.....	\$ 3.08	.....	.....	3.25		\$ 3.36	\$ 3.47
.....	\$ 3.11	.....	.....	.....		\$ 3.39	.....
.....	\$ 3.13	.....	.....	.....	WILL USE No. 5 TRACK PITCAIRN TO UJ	\$ 3.41	.....
.....	\$ 3.15	.....	.....	.....		\$ 3.44	\$ 3.52
.....	\$ 3.17	.....	.....	.....		.....	.....
.....	3.18	.....	.....	3.30		3.47	3.55
.....	\$ 3.20	.....	.....	.....		\$ 3.49	\$ 3.57
.....	\$ 3.22	.....	.....	.....	.....	\$ 3.51	.....
.....	\$ 3.25	.....	.....	.....	.....	\$ 3.54	\$ 4.01
.....	\$ 3.29	.....	.....	.....	\$ 3.40	\$ 3.58	\$ 4.06
.....	3.32	.....	.....	.....	3.42	4.00	4.08
.....	.....	.....	.....	3.40	3.44	4.02	4.11
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	●7514 AR.SUN. ONLY.	6804 AR.DAILY EX.SUN.	6904 AR.DAILY EX.SUN.	46 AR.DAILY	●7288 AR.DAILY EX.SUN.	7244 AR.DAILY EX.SUN.	7304 AR.DAILY EX.SUN.

WESTWARD

	●7509 LE.SUN. ONLY.	6805 LE.DAILY EX.SUN.	7291 LE.DAILY EX.SUN.	●13 LE.DAILY	9007 LE.DAILY EX.SUN.	●6937 LE.SUN. ONLY.	7239 LE.DAILY EX.SUN.
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....	.....	.....	12.59	1.27	.....	.....	.....
.....	12.59	.....	1.02	.....	.....	.....	1.45
.....	\$ 1.01	.....	\$ 1.04	.....	.....	.....	\$ 1.47
.....	\$ 1.05	.....	\$ 1.08	.....	.....	.....	\$ 1.52
.....	\$ 1.08	.....	.....	.....	.....	.....	.....
.....	\$ 1.10	.....	\$ 1.13	.....	.....	.....	\$ 1.57
.....	1.11	.....	1.14	1.35	.....	.....	1.58
.....	.....	.....	.....	.....	.....	.....	\$ 2.00
.....	\$ 1.15	.....	\$ 1.18	.....	.....	.....	\$ 2.03
.....	\$ 1.17	.....	\$ 1.21	.....	.....	.....	\$ 2.05
.....	\$ 1.19	.....	.....	.....	.....	.....	\$ 2.08
.....	\$ 1.22	.....	\$ 1.25	1.42	.....	.....	\$ 2.11
.....	\$ 1.24	.....	\$ 1.28	.....	.....	.....	\$ 2.14
.....	\$ 1.27	.....	\$ 1.31	.....	.....	.....	\$ 2.17
.....	\$ 1.30	.....	\$ 1.34	.....	.....	.....	\$ 2.20
.....	.....	1.22	.....	.....	.....	.....	.....
.....	.....	\$ 1.25	.....	.....	.....	.....	.....
.....	.....	1.26	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	\$ 1.40	\$ 1.55	.....
.....	.....	.....	.....	.....	1.42	1.57	.....
.....	.....	1.28	.....	.....	1.46	2.00	.....
.....	1.31	1.32	1.35	.....	1.51	2.05	2.21
.....	\$ 1.33	\$ 1.35	\$ 1.37	E 1.49	\$ 1.53	\$ 2.08	\$ 2.23
.....	\$ 1.35	.....	\$ 1.40	.....	.....	\$ 2.10	\$ 2.25
.....	\$ 1.37	.....	\$ 1.42	.....	.....	\$ 2.12	\$ 2.27
.....	1.38	1.39	1.43	1.53	1.57	2.13	2.28
.....	1.42	1.43	1.47	1.57	2.01	2.17	2.32
.....	\$ 1.45	\$ 1.46	\$ 1.50	E 2.00	\$ 2.04	\$ 2.20	\$ 2.35
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	●7509 AR.SUN. ONLY.	6805 AR.DAILY EX.SUN.	7291 AR.DAILY EX.SUN.	●13 AR.DAILY	9007 AR.DAILY EX.SUN.	●6937 AR.SUN. ONLY.	7239 AR.DAILY EX.SUN.

STATIONS	7590	●7290	610	7246	
	LE.SUN. ONLY.	LE DAILY EX SAT. & SUN.	LE.DAILY	LE DAILY EX SAT. & SUN.	
	P. M.	P. M.	P. M.	P. M.	
PITTSBURGH.....	S 3.25	.....	S 4.10	S 4.13	.....
BU-BLOCK STATION.....	3.28	3.50	4.13	4.16	.....
DV-BLOCK STATION.....	3.32	.....	4.17	4.20	.....
SHADYSIDE.....	\$	.....	.....	S 4.21	.....
ROUP.....	.....	.....	.....	S 4.23	.....
EAST LIBERTY.....	S 3.37	.....	S 4.21	S 4.26	.....
CM-BLOCK STATION.....	3.38	.....	.....	4.27	.....
VI-BLOCK STATION.....	.....	.....	.....	.....	.....
CZ-BLOCK STATION.....	.....	.....	.....	.....	.....
NADINE.....	.....	.....	.....	.....	.....
UY-BLOCK STATION.....	.....	‡	.....	.....	.....
ASPINWALL.....	.....	.....	.....	.....	.....
RO-BLOCK STATION.....	.....	.....	.....	.....	.....
HOMEWOOD.....	.....	.....	.....	S 4.29	.....
WILKINSBURG.....	S 3.43	.....	V 4.24	S 4.32	.....
EDGEWOOD.....	.....	.....	.....	S 4.35	.....
SWISSVALE.....	S 3.47	4.10	4.27	S 4.38	.....
HAWKINS.....	.....	.....	.....	.....	.....
COPELAND.....	.....	.....	.....	S 4.42	.....
BRADDOCK.....	S 3.51	.....	S 4.32	S 4.45	.....
BESSEMER.....	.....	.....	.....	S 4.48	.....
R-BLOCK STATION.....	3.54	4.40	4.35	4.50	.....
EAST PITTSBURGH.....	S 3.56	S 4.43	.....	S 4.52	.....
TURTLE CREEK.....	S 3.58	S 4.45	.....	S 4.55	.....
WILMERDING.....	S 4.01	S 4.50	S 4.41	S 4.58	.....
PITCAIRN.....	S 4.06	S 4.54	.....	S 5.03	.....
UJ-BLOCK STATION.....	4.08	4.56	.....	5.05	.....
SZ-BLOCK STATION.....	4.11	4.59	4.47	5.08	.....
	P. M.	P. M.	P. M.	P. M.	
	7590	●7290	610	7246	
	AR.SUN. ONLY.	AR DAILY EX SAT. & SUN.	AR.DAILY	AR DAILY EX SAT. & SUN.	

SZ - JO AND RO TO PITTSBURGH

STATIONS	7511	●7293	7355	601	
	LE.SUN. ONLY.	LE.SAT. ONLY.	LE.DAILY EX. SUN.	LE.DAILY	
	P. M.	P. M.	P. M.	P. M.	
SZ-BLOCK STATION.....	.....	2.02	2.10	2.14	.....
UJ-BLOCK STATION.....	1.54	.....	2.12	.....	.....
PITCAIRN.....	S 1.56	.....	S 2.18	.....	.....
WILMERDING.....	S 2.00	S 2.08	S 2.23	S 2.20	.....
TURTLE CREEK.....	S 2.03	.....	S 2.26	.....	.....
EAST PITTSBURGH.....	S 2.05	.....	S 2.28	.....	.....
R-BLOCK STATION.....	2.06	2.13	2.29	2.25	.....
BESSEMER.....	F 2.08	.....	S 2.31	.....	.....
BRADDOCK.....	S 2.10	S 2.17	S 2.34	.....	.....
COPELAND.....	S 2.12	.....	S 2.36	.....	.....
HAWKINS.....	S 2.14	.....	S 2.38	.....	.....
SWISSVALE.....	S 2.17	.....	S 2.41	2.32	.....
EDGEWOOD.....	S 2.19	.....	S 2.43	.....	.....
WILKINSBURG.....	S 2.22	S 2.25	S 2.46	.....	.....
HOMEWOOD.....	S 2.25	.....	S 2.49	.....	.....
RO-BLOCK STATION.....	.....	‡	.....	.....	.....
ASPINWALL.....	.....	.....	.....	.....	.....
UY-BLOCK STATION.....	.....	.....	.....	.....	.....
NADINE.....	.....	.....	.....	.....	.....
CZ-BLOCK STATION.....	.....	.....	.....	.....	.....
VI-BLOCK STATION.....	.....	.....	.....	.....	.....
CM-BLOCK STATION.....	2.26	.....	2.50	.....	.....
EAST LIBERTY.....	S 2.28	S 2.31	S 2.52	S 2.40	.....
ROUP.....	S 2.30	.....	S 2.55	.....	.....
SHADYSIDE.....	S 2.32	.....	S 2.57	.....	.....
DV-BLOCK STATION.....	2.33	2.35	2.58	2.43	.....
BU-BLOCK STATION.....	2.37	2.39	3.02	2.47	.....
PITTSBURGH.....	S 2.40	S 2.42	S 3.05	S 2.50	.....
	P. M.	P. M.	P. M.	P. M.	
	7511	●7293	7355	601	
	AR.SUN. ONLY.	AR.SAT. ONLY.	AR.DAILY EX.SUN.	AR.DAILY	

7248 LE.SAT. ONLY. P. M.	9014 LE.DAILY EX. SUN. P. M.	7516 LE.SUN. ONLY. P. M.	6874 LE.SUN. ONLY. P. M.	●7292 LE.DAILY EX. SUN. P. M.	●6782 LE.DAILY EX. SUN. P. M.	●18 LE.DAILY P. M.	●7250 LE.DAILY EX. SUN. P. M.
\$ 4.13	\$ 4.18	\$ 4.18	\$ 4.27	\$ 4.27	\$ 4.45	\$ 4.50	\$ 4.53
4.16	4.21	4.21	4.30	4.30	4.48	4.53	4.56
4.20	4.25	4.25	4.34	4.34	4.51	4.57	5.00
\$ 4.21	\$ 4.26	\$ 4.26	\$ 4.35	\$ 4.35	\$ 4.52	.....	\$ 5.01
\$ 4.24	\$ 4.28	\$ 4.28	\$ 4.38	\$ 4.37	.....	.....	\$ 5.03
\$ 4.27	\$ 4.31	\$ 4.31	\$ 4.41	\$ 4.40	\$ 4.56	\$ 5.02	\$ 5.06
4.28	4.33	4.32	4.44	4.42	4.59	.....	5.07
.....	4.37	.....	4.48	.....	5.03	.....	.....
.....	4.39	.....	.....	.....	.....	.....	.....
.....	F 4.41	.....	.....	.....	.....	.....	.....
.....	.....	.....	4.49	.....	5.04	.....	.....
.....	.....	.....	\$ 4.51	.....	\$ 5.06	.....	.....
.....	.....	.....	4.53	.....	5.07	.....	.....
\$ 4.30	.....	\$ 4.34	.....	\$ 4.44	.....	.....	\$ 5.09
\$ 4.33	.....	\$ 4.37	.....	\$ 4.47	.....	V 5.06	\$ 5.12
\$ 4.36	.....	\$ 4.39	.....	\$ 4.50	.....	.....	\$ 5.15
\$ 4.39	.....	\$ 4.41	.....	\$ 4.53	.....	5.08	\$ 5.18
.....	.....	.....	.....	\$ 4.56	.....	.....	.....
\$ 4.44	.....	\$ 4.45	.....	\$ 4.58	.....	.....	\$ 5.22
\$ 4.47	.....	\$ 4.47	.....	\$ 5.00	.....	.....	\$ 5.25
\$ 4.50	.....	\$ 4.49	.....	\$ 5.02	.....	.....	.....
4.51	.....	4.50	.....	5.03	.....	5.13	5.28
\$ 4.54	.....	\$ 4.52	.....	\$ 5.08	.....	\$ 5.15	\$ 5.30
\$ 4.56	.....	.....	.....	.....	.....	.....	\$ 5.32
\$ 4.59	.....	\$ 4.56	.....	\$ 5.12	.....	V 5.19	\$ 5.35
5.04	.....	\$ 5.00	.....	\$ 5.16	.....	.....	\$ 5.39
5.06	.....	5.02	.....	5.18	.....	.....	5.41
.....	.....	5.04	.....	5.20	.....	5.25	.....
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
7248 AR.SAT. ONLY.	9014 AR.DAILY EX.SUN.	7516 AR.SUN. ONLY.	6874 AR.SUN. ONLY.	●7292 AR.DAILY EX.SUN.	●6782 AR.DAILY EX.SUN.	●18 AR.DAILY	●7250 AR.DAILY EX.SUN.

WESTWARD

	6785 LE.DAILY EX. SUN. P. M.	7307 LE.DAILY P. M.	6925 LE.DAILY EX. SUN. P. M.	6817 LE.SUN. ONLY. P. M.	†7245 LE.DAILY EX. SUN. P. M.	●7515 LE.SUN. ONLY. P. M.	7105 LE.DAILY EX. SUN. P. M.
.....	.....	2.48	.....	.....	3.51	.....	4.17
.....	.....	2.50	.....	.....	3.53	3.58	.....
.....	.....	\$ 2.52	.....	.....	\$ 3.55	\$ 4.00	.....
.....	.....	\$ 2.56	.....	.....	\$ 3.59	\$ 4.04	\$ 4.23
.....	.....	.....	.....	.....	\$ 4.02	\$ 4.07	.....
.....	.....	\$ 3.01	.....	.....	\$ 4.05	\$ 4.09	.....
.....	.....	3.02	.....	.....	4.06	4.10	4.27
.....	.....	.....	.....	.....	\$ 4.09	\$ 4.12	.....
.....	.....	\$ 3.06	.....	.....	\$ 4.12	\$ 4.15	\$ 4.30
.....	.....	\$ 3.08	.....	.....	\$ 4.15	\$ 4.17	.....
.....	.....	.....	.....	.....	\$ 4.18	\$ 4.19	.....
.....	.....	\$ 3.12	.....	.....	\$ 4.23	\$ 4.22	.....
.....	.....	\$ 3.14	.....	.....	\$ 4.26	\$ 4.24	.....
.....	.....	\$ 3.17	.....	.....	\$ 4.30	\$ 4.27	\$ 4.37
.....	.....	\$ 3.20	.....	.....	\$ 4.34	\$ 4.30	.....
.....	2.53	.....	.....	4.13	.....	.....	.....
.....	\$ 2.55	.....	.....	\$ 4.15	.....	.....	.....
.....	2.56	.....	.....	4.16	.....	.....	.....
.....	.....	.....	\$ 3.12	.....	.....	.....	.....
.....	.....	.....	3.15	.....	.....	.....	.....
.....	2.57	.....	3.19	4.18	.....	.....	.....
.....	3.01	3.21	3.24	4.23	4.35	4.31	.....
.....	\$ 3.04	\$ 3.23	\$ 3.27	\$ 4.26	\$ 4.37	\$ 4.33	\$ 4.44
.....	\$ 3.06	\$ 3.25	.....	.....	\$ 4.40	\$ 4.35	.....
.....	\$ 3.08	\$ 3.27	.....	.....	\$ 4.42	\$ 4.37	.....
.....	3.09	3.28	3.31	4.31	4.43	4.38	4.49
.....	3.13	3.32	3.35	4.35	4.47	4.42	4.52
.....	\$ 3.16	\$ 3.35	\$ 3.38	\$ 4.38	\$ 4.50	\$ 4.45	\$ 4.55
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	6785 AR.DAILY EX.SUN.	7307 AR.DAILY	6925 AR.DAILY EX.SUN.	6817 AR.SUN. ONLY.	†7245 AR.DAILY EX.SUN.	●7515 AR.SUN. ONLY.	7105 AR.DAILY EX.SUN.

STATIONS	936	938	●7252	7108	
	LE.DAILY EX. SUN.	LE.SUN ONLY.	LE.DAILY EX. SUN.	LE.DAILY EX. SUN.	
	P. M.	P. M.	P. M.	P. M.	
PITTSBURGH	\$ 5.02	\$ 5.02	\$ 5.05	\$ 5.09	.....
BU-BLOCK STATION	5.05	5.05	5.08	5.12	.....
DV-BLOCK STATION	5.09	5.09	5.12	5.15	.....
SHADYSIDE					.....
ROUP			\$ 5.15		.....
EAST LIBERTY	\$ 5.14	\$ 5.14	\$ 5.19	C 5.20	.....
CM-BLOCK STATION	5.16	5.16	5.20		.....
VI-BLOCK STATION	5.21	5.21			.....
CZ-BLOCK STATION	5.22	5.23			.....
NADINE	5.23	5.25			.....
UY-BLOCK STATION					.....
ASPINWALL					.....
RO-BLOCK STATION					.....
HOMEWOOD			\$ 5.22		.....
WILKINSBURG			\$ 5.25		.....
EDGEWOOD			\$ 5.28		.....
SWISSVALE			\$ 5.31	5.27	.....
HAWKINS			\$ 5.34		.....
COPELAND					.....
BRADDOCK			\$ 5.37	C 5.32	.....
BESSEMER			\$ 5.39		.....
R-BLOCK STATION			5.40	5.35	.....
EAST PITTSBURGH			\$ 5.42		.....
TURTLE CREEK			\$ 5.44		.....
WILMERDING			\$ 5.47		.....
PITCAIRN			\$ 5.51		.....
UJ-BLOCK STATION			5.53		.....
SZ-BLOCK STATION				5.45	.....
	P. M.	P. M.	P. M.	P. M.	
	936	938	●7252	7108	
	AR.DAILY EX.SUN.	AR.SUN. ONLY.	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	

SZ - JO AND RO TO PITTSBURGH

STATIONS	9009	●7583	●7247	6737	
	LE.DAILY EX. SUN.	LE.SUN. ONLY.	LE.DAILY EX SAT. & SUN.	LE.DAILY EX. SUN.	
	P. M.	P. M.	P. M.	P. M.	
SZ-BLOCK STATION		4.25			.....
UJ-BLOCK STATION		4.27	4.53		.....
PITCAIRN		\$ 4.29	\$ 4.55		.....
WILMERDING		\$ 4.33	\$ 5.00		.....
TURTLE CREEK					.....
EAST PITTSBURGH		\$ 4.37	\$ 5.07		.....
R-BLOCK STATION		4.38	5.08		.....
BESSEMER					.....
BRADDOCK		\$ 4.43			.....
COPELAND		\$ 4.45			.....
HAWKINS					.....
SWISSVALE		\$ 4.49	5.13		.....
EDGEWOOD					.....
WILKINSBURG		\$ 4.53			.....
HOMEWOOD		\$ 4.56	\$ 5.18		.....
RO-BLOCK STATION				5.13	.....
ASPINWALL			✱	\$ 5.14	.....
UY-BLOCK STATION				5.15	.....
NADINE	F 4.33				.....
CZ-BLOCK STATION	4.36				.....
VI-BLOCK STATION	4.40			5.17	.....
CM-BLOCK STATION	4.45	4.57	5.19	5.22	.....
EAST LIBERTY	\$ 4.48	\$ 4.59	\$ 5.21	\$ 5.25	.....
ROUP	\$ 4.50	\$ 5.02			.....
SHADYSIDE	\$ 4.52	\$ 5.04	\$ 5.25		.....
DV-BLOCK STATION	4.54	5.05	5.26	5.29	.....
BU-BLOCK STATION	4.58	5.09	5.30	5.33	.....
PITTSBURGH	\$ 5.00	\$ 5.12	\$ 5.33	\$ 5.36	.....
	P. M.	P. M.	P. M.	P. M.	
	9009	●7583	●7247	6737	
	AR.DAILY EX.SUN.	AR.SUN. ONLY.	AR.DAILY EX SAT. & SUN.	AR.DAILY EX.SUN.	

	●7306 LE DAILY EX. SUN.	6806 LE DAILY EX. SUN.	●7254 LE DAILY EX SAT. & SUN.	●7256 LE DAILY EX SAT. & SUN.	+7258 LE DAILY EX. SUN.	●7310 LE SUN. ONLY.	●7260 LE DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	\$ 5.12	\$ 5.15	\$ 5.18	\$ 5.22	\$ 5.25	\$ 5.25	\$ 5.35
.....	5.16	5.18	5.21	5.25	5.28	5.28	5.38
.....	5.18	5.22	5.25	5.29	5.32	5.32	5.42
.....					\$ 5.33	\$ 5.33	.....
.....	\$ 5.21	\$ 5.25	.....	\$ 5.32	\$ 5.36	\$ 5.36	\$ 5.45
.....	\$ 5.24	\$ 5.28	.....	\$ 5.35	\$ 5.40	\$ 5.40	\$ 5.48
.....	5.25	5.30	5.30	5.36	5.41	5.41	5.49
.....		5.34	.....	.....	.....	.....	.....
.....							
.....							
.....		5.35					
.....		\$ 5.37	✠	✠			
.....		5.38					
.....	\$ 5.28	.....	\$ 5.32	\$ 5.38	\$ 5.43	\$ 5.43	\$ 5.51
.....	\$ 5.31	.....	\$ 5.35	\$ 5.41	\$ 5.46	\$ 5.46	\$ 5.54
.....			\$ 5.38	\$ 5.44	\$ 5.49	\$ 5.49	\$ 5.57
.....	\$ 5.36	.....	\$ 5.42	\$ 5.47	\$ 5.52	\$ 5.52	\$ 6.01
.....					\$ 5.55	\$ 5.55	.....
.....	\$ 5.40	.....	.....	.....	\$ 5.57	\$ 5.57	.....
.....	\$ 5.42	.....	.....	.....	\$ 6.00	\$ 6.00	.....
.....					\$ 6.03		
.....	5.45	.....			6.05	6.04	.....
.....	\$ 5.47	.....			\$ 6.06	\$ 6.06	.....
.....					\$ 6.08	\$ 6.08	.....
.....	\$ 5.51	.....			\$ 6.12	\$ 6.12	.....
.....	\$ 5.55	.....			\$ 6.16	\$ 6.16	.....
.....	5.57	.....			6.18	6.18	.....
.....	5.59	.....				6.20	.....
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	●7306 AR DAILY EX. SUN.	6806 AR DAILY EX. SUN.	●7254 AR DAILY EX SAT. & SUN.	●7256 AR DAILY EX SAT. & SUN.	+7258 AR DAILY EX. SUN.	●7310 AR SUN. ONLY.	●7260 AR DAILY EX. SUN.

WESTWARD

	●7249 LE DAILY EX SAT. & SUN.	●7251 LE DAILY EX SAT. & SUN.	41 LE DAILY	901 LE DAILY	●7253 LE DAILY EX. SUN.	6927 LE DAILY	7255 LE DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....			4.58	.....	.....	.....	.....
.....	4.57	5.00	.....	.....	5.06	.....	5.32
.....	\$ 4.59	\$ 5.02	\$ 5.05	.....	\$ 5.08	.....	\$ 5.34
.....	\$ 5.03	\$ 5.06	\$ 5.10	.....	\$ 5.13	.....	\$ 5.38
.....					\$ 5.16	.....	\$ 5.41
.....	\$ 5.10	\$ 5.12	\$ 5.15	.....	\$ 5.18	.....	\$ 5.43
.....	5.11	5.14	5.16	.....	5.19	.....	5.44
.....					\$ 5.21	.....	\$ 5.46
.....			\$ 5.20	.....	\$ 5.24	.....	\$ 5.49
.....					\$ 5.26	.....	\$ 5.52
.....					\$ 5.29	.....	\$ 5.55
.....		\$ 5.21	\$ 5.25	.....	\$ 5.32	.....	\$ 5.58
.....		\$ 5.24	.....		\$ 5.35	.....	\$ 6.00
.....	\$ 5.21	.....	\$ 5.29	.....	\$ 5.38	.....	\$ 6.03
.....		\$ 5.28	\$ 5.32	.....	\$ 5.42	.....	\$ 6.06
.....	✠	✠
.....							
.....				5.27	.....	\$ 5.50	.....
.....				5.29	.....	5.52	.....
.....				5.32	.....	5.56	.....
.....	5.26	5.29	5.33	5.38	5.43	6.01	6.07
.....	\$ 5.28	\$ 5.31	\$ 5.36	\$ 5.40	\$ 5.46	\$ 6.03	\$ 6.10
.....	\$ 5.30	\$ 5.33	.....	.....	\$ 5.48	\$ 6.05	\$ 6.12
.....	\$ 5.32	\$ 5.35	.....	.....	\$ 5.50	\$ 6.07	\$ 6.14
.....	5.33	5.36	5.40	5.43	5.51	6.08	6.15
.....	5.37	5.40	5.44	5.47	5.55	6.12	6.19
.....	\$ 5.40	\$ 5.43	\$ 5.47	\$ 5.50	\$ 5.58	\$ 6.15	\$ 6.22
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	●7249 AR DAILY EX SAT. & SUN.	●7251 AR DAILY EX SAT. & SUN.	41 AR DAILY	901 AR DAILY	●7253 AR DAILY EX. SUN.	6927 AR DAILY	7255 AR DAILY EX. SUN.

STATIONS	●7262	7264	●7518	●6908	●7266
	LE DAILY EX SAT. & SUN.	LE SAT. ONLY.	LE SUN. ONLY.	LE DAILY EX SAT. & SUN.	LE DAILY EX SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
PITTSBURGH	\$ 5.40	\$ 5.40	\$ 5.40	\$ 5.45	\$ 5.50
BU-BLOCK STATION	5.43	5.43	5.43	5.48	5.53
DV-BLOCK STATION	5.47	5.47	5.47	5.52	5.57
SHADYSIDE	\$ 5.48	\$ 5.48	\$ 5.48	\$ 5.53	.....
ROUP	\$ 5.51	\$ 5.51	\$ 5.50	\$ 5.55	.....
EAST LIBERTY	\$ 5.55	\$ 5.55	\$ 5.53	\$ 5.57	.....
CM-BLOCK STATION	5.56	5.56	5.54	6.00	6.02
VI-BLOCK STATION	.....	.....	.....	6.04	.....
CZ-BLOCK STATION	.....	.....	.....	6.06	.....
NADINE	.....	.....	.....	\$ 6.08	.....
UY-BLOCK STATION	.....	.....	.....	.....	.....
ASPINWALL	.....	.....	.....	.....	.....
RO-BLOCK STATION	.....	.....	.....	.....	.....
HOMEWOOD	\$ 5.58	\$ 5.58	\$ 5.56	.....	\$ 6.04
WILKINSBURG	\$ 6.01	\$ 6.01	\$ 5.59	.....	\$ 6.07
EDGEWOOD	\$ 6.04	\$ 6.04	\$ 6.01	.....	\$ 6.09
SWISSVALE	\$ 6.07	\$ 6.07	\$ 6.04	.....	\$ 6.13
HAWKINS	\$ 6.10	\$ 6.10	\$ 6.07	.....	.....
COPELAND	\$ 6.12	\$ 6.12	\$ 6.09	.....	.....
BRADDOCK	\$ 6.15	\$ 6.15	\$ 6.12	.....	.....
BESSEMER	\$ 6.18	\$ 6.18	\$ 6.15	.....	.....
R-BLOCK STATION	6.20	6.20	6.16	.....	.....
EAST PITTSBURGH	\$ 6.22	\$ 6.22	\$ 6.18	.....	.....
TURTLE CREEK	\$ 6.24	\$ 6.24	\$ 6.20	.....	.....
WILMERDING	\$ 6.27	\$ 6.27	\$ 6.23	.....	.....
PITCAIRN	\$ 6.31	\$ 6.31	\$ 6.27	.....	.....
UJ-BLOCK STATION	6.33	6.33	6.29	.....	.....
SZ-BLOCK STATION	.....	6.35	.....	.....	.....
	P. M.	P. M.	P. M.	P. M.	P. M.
	●7262	7264	●7518	●6908	●7266
	AR DAILY EX SAT. & SUN.	AR SAT. ONLY	AR SUN. ONLY.	AR DAILY EX SAT. & SUN.	AR DAILY EX SAT. & SUN.

SZ-JO AND RO TO PITTSBURGH

STATIONS	●M27	7357			
	LE DAILY EX. SUN.	LE DAILY EX. SUN.			
	P. M.	P. M.			
SZ-BLOCK STATION	5.45	.....	.....	.....	.....
UJ-BLOCK STATION	5.55	.....	.....	.....
PITCAIRN	\$ 5.57	.....	.....	.....
WILMERDING	\$ 6.01	.....	.....	.....
TURTLE CREEK	\$ 6.04	.....	.....	.....
EAST PITTSBURGH	\$ 6.06	.....	.....	.....
R-BLOCK STATION	6.07	.....	.....	.....
BESSEMER	\$ 6.09	.....	.....	.....
BRADDOCK	\$ 6.12	.....	.....	.....
COPELAND	\$ 6.15	.....	.....	.....
HAWKINS	\$ 6.18	.....	.....	.....
SWISSVALE	\$ 6.21	.....	.....	.....
EDGEWOOD	\$ 6.23	.....	.....	.....
WILKINSBURG	\$ 6.26	.....	.....	.....
HOMEWOOD	\$ 6.29	.....	.....	.....
RO-BLOCK STATION
ASPINWALL
UY-BLOCK STATION
NADINE
CZ-BLOCK STATION
VI-BLOCK STATION
CM-BLOCK STATION	6.30	.....	.....	.....
EAST LIBERTY	E	\$ 6.32	.....	.....	.....
ROUP	\$ 6.35	.....	.....	.....
SHADYSIDE	\$ 6.37	.....	.....	.....
DV-BLOCK STATION	6.38	.....	.....	.....
BU-BLOCK STATION	6.35	6.42	.....	.....	.....
PITTSBURGH	\$ 6.45	.....	.....	.....
	P. M.	P. M.			
	●M27	7357			
	AR DAILY EX. SUN.	AR DAILY EX. SUN.			

●7268	●7270	6744	7352	●7272	9016	●7520	●7354
LE.DAILY EX. SUN.	LE.DAILY EX. SUN.	LE.DAILY EX. SUN.	LE.DAILY EX SAT. & SUN.	LE.SAT. ONLY.	LE.DAILY EX. SUN.	LE.SUN. ONLY.	LE.DAILY EX. SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.55	\$ 6.05	\$ 6.15	\$ 6.20	\$ 6.20	\$ 6.25	\$ 6.30	\$ 6.40
5.58	6.08	6.18	6.23	6.23	6.28	6.33	6.43
6.02	6.12	6.22	6.27	6.27	6.32	6.37	6.47
\$ 6.03	\$ 6.13	\$ 6.23	\$ 6.28	\$ 6.28	.....	\$ 6.38	\$ 6.48
\$ 6.06	\$ 6.16	\$ 6.25	\$ 6.30	\$ 6.30	.....	\$ 6.40	\$ 6.50
\$ 6.09	\$ 6.20	\$ 6.28	\$ 6.33	\$ 6.33	\$ 6.36	\$ 6.43	\$ 6.54
6.10	6.21	6.30	6.34	6.34	6.38	6.44	6.55
.....	.....	6.34	.....	.....	6.42	.....	.....
.....	.....	.....	.....	.....	6.44	.....	.....
.....	.....	.....	.....	.....	F 6.46	.....	.....
.....	.....	6.35	.....	.....	.....	.....	.....
.....	.....	\$ 6.37	.....	.....	.....	.....	.....
.....	.....	6.38	.....	.....	.....	.....	.....
\$ 6.12	\$ 6.23	.....	\$ 6.36	\$ 6.36	.....	\$ 6.46	\$ 6.57
\$ 6.15	\$ 6.26	.....	\$ 6.39	\$ 6.39	.....	\$ 6.49	\$ 7.00
\$ 6.17	\$ 6.29	.....	\$ 6.42	\$ 6.42	.....	\$ 6.51	\$ 7.03
\$ 6.20	\$ 6.32	.....	\$ 6.44	\$ 6.44	.....	\$ 6.53	\$ 7.05
\$ 6.23	.....	.....	\$ 6.47	\$ 6.47	.....	\$ 6.56	\$ 7.08
\$ 6.25	.....	.....	\$ 6.49	\$ 6.49	.....	\$ 6.58	\$ 7.10
\$ 6.27	.....	.....	\$ 6.52	\$ 6.52	.....	\$ 7.00	\$ 7.12
.....	.....	.....	.....	.....	.....	\$ 7.02	.....
6.29	.....	.....	6.55	6.55	.....	7.03	7.14
\$ 6.32	.....	.....	\$ 6.57	\$ 6.57	.....	\$ 7.05	\$ 7.16
.....	.....	.....	.....	.....	.....	\$ 7.07	.....
\$ 6.36	.....	.....	\$ 7.01	\$ 7.01	.....	\$ 7.10	\$ 7.20
\$ 6.40	.....	.....	\$ 7.06	\$ 7.06	.....	\$ 7.14	\$ 7.25
6.42	.....	.....	7.17	7.08	.....	7.17	7.27
6.44	.....	.....	7.20	.....	.....	.....	.....
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
●7268	●7270	6744	7352	●7272	9016	●7520	●7354
AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY EX SAT. & SUN.	AR.SAT. ONLY.	AR.DAILY EX.SUN.	AR.SUN. ONLY.	AR.DAILY EX.SUN.

WESTWARD

	15	● PA83	25	9013	●7259	6749	9025
	LE.DAILY	LE.DAILY EX. MON	LE.DAILY	LE.DAILY EX. SUN.	LE.DAILY EX. SUN.	LE.SUN. ONLY.	LE.SUN. ONLY.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	6.06	6.10	6.20	.....	.....	.....	.....
.....	.....	.....	.....	.....	6.22	.....	.....
.....	\$ 6.13	.....	.....	.....	\$ 6.24	.....	.....
.....	.....	.....	.....	.....	\$ 6.28	.....	.....
.....	.....	.....	.....	.....	\$ 6.31	.....	.....
.....	.....	.....	.....	.....	\$ 6.33	.....	.....
.....	6.18	6.21	6.29	.....	6.34	.....	.....
.....	.....	.....	.....	.....	\$ 6.36	.....	.....
.....	.....	.....	.....	.....	\$ 6.39	.....	.....
.....	.....	.....	.....	.....	\$ 6.41	.....	.....
.....	6.26	6.29	6.37	.....	\$ 6.45	.....	.....
.....	.....	.....	.....	.....	\$ 6.47	.....	.....
.....	\$ 6.30	.....	.....	.....	\$ 6.50	.....	.....
.....	.....	.....	.....	.....	\$ 6.53	.....	.....
.....	.....	.....	.....	.....	.....	6.44	.....
.....	.....	.....	.....	.....	.....	\$ 6.47	.....
.....	.....	.....	.....	.....	.....	6.48	.....
.....	.....	.....	.....	6.36	.....	.....	\$ 6.55
.....	.....	.....	.....	6.38	.....	.....	6.57
.....	.....	.....	.....	6.41	.....	6.49	7.00
.....	.....	6.35	.....	6.46	6.54	6.54	7.05
.....	\$ 6.37	.....	\$ 6.45	\$ 6.49	\$ 6.57	\$ 6.57	\$ 7.08
.....	.....	.....	.....	\$ 6.52	\$ 7.00	.....	.....
.....	.....	.....	.....	\$ 6.54	\$ 7.02	.....	.....
.....	6.42	6.45	6.48	6.55	7.03	7.01	7.12
.....	6.46	.....	6.52	6.59	7.07	7.05	7.15
.....	\$ 6.49	.....	\$ 6.55	\$ 7.02	\$ 7.10	\$ 7.08	\$ 7.18
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	15	● PA83	25	9013	●7259	6749	9025
	AR.DAILY	AR.DAILY EX. MON.	AR.DAILY	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.SUN. ONLY.	AR.SUN. ONLY.

PITTSBURGH TO JO-RO AND SZ

STATIONS	64	66958	6818	6	
	LE.DAILY	LE.DAILY	LE.SUN. ONLY.	LE.DAILY	
	P. M.	P. M.	P. M.	P. M.	
PITTSBURGH.....	\$ 7.00	\$ 7.05	\$ 7.15	\$ 7.20	.....
BU-BLOCK STATION.....	7.03	7.08	7.18	7.23	.....
DV-BLOCK STATION.....	7.07	7.12	7.22	7.27	.....
SHADYSIDE.....		\$ 7.13			.....
ROUP.....		\$ 7.15			.....
EAST LIBERTY.....	\$ 7.12	\$ 7.17	\$ 7.26	\$ 7.32	.....
CM-BLOCK STATION.....		7.19	7.29		.....
VI-BLOCK STATION.....		7.24	7.34		.....
CZ-BLOCK STATION.....		7.26			.....
NADINE.....		F 7.28			.....
UY-BLOCK STATION.....			7.35		.....
ASPINWALL.....			\$ 7.37		.....
RO-BLOCK STATION.....			7.39		.....
HOMEWOOD.....					.....
WILKINSBURG.....					.....
EDGEWOOD.....					.....
SWISSVALE.....	7.17			7.38	.....
HAWKINS.....					.....
COPELAND.....					.....
BRADDOCK.....	\$ 7.23				.....
BESSEMER.....					.....
R-BLOCK STATION.....	7.26			7.44	.....
EAST PITTSBURGH.....					.....
TURTLE CREEK.....					.....
WILMERDING.....					.....
PITCAIRN.....					.....
UJ-BLOCK STATION.....					.....
SZ-BLOCK STATION.....	7.36			7.52	.....
	P. M.	P. M.	P. M.	P. M.	
	64	66958	6818	6	
	AR.DAILY	AR.DAILY	AR.SUN. ONLY	AR.DAILY	

SZ- JO AND RO TO PITTSBURGH

STATIONS	7261	7263	7517	7107	
	LE.DAILY EX. SUN.	LE.DAILY EX. SUN.	LE.SUN. ONLY.	LE.DAILY EX. SUN.	
	P. M.	P. M.	P. M.	P. M.	
SZ-BLOCK STATION.....		6.39		7.00	.....
UJ-BLOCK STATION.....		6.41	6.48		.....
PITCAIRN.....		\$ 6.43	\$ 6.50		.....
WILMERDING.....		\$ 6.47	\$ 6.54	\$ 7.07	.....
TURTLE CREEK.....		\$ 6.50	\$ 6.57		.....
EAST PITTSBURGH.....		\$ 6.52	\$ 6.59	\$ 7.12	.....
R-BLOCK STATION.....		6.53	7.00	7.13	.....
BESSEMER.....		\$ 6.55	\$ 7.02		.....
BRADDOCK.....		\$ 6.58	\$ 7.05	\$ 7.17	.....
COPELAND.....		\$ 7.00	\$ 7.07		.....
HAWKINS.....		\$ 7.02	\$ 7.09		.....
SWISSVALE.....	\$ 6.55	\$ 7.05	\$ 7.12		.....
EDGEWOOD.....	\$ 6.59	\$ 7.08	\$ 7.14		.....
WILKINSBURG.....	\$ 7.02	\$ 7.11	\$ 7.17	\$ 7.23	.....
HOMEWOOD.....	\$ 7.05	\$ 7.14	\$ 7.20		.....
RO-BLOCK STATION.....					.....
ASPINWALL.....					.....
UY-BLOCK STATION.....					.....
NADINE.....					.....
CZ-BLOCK STATION.....					.....
VI-BLOCK STATION.....					.....
CM-BLOCK STATION.....	7.06	7.15	7.21	7.27	.....
EAST LIBERTY.....	\$ 7.08	\$ 7.17	\$ 7.23	\$ 7.29	.....
ROUP.....	\$ 7.11	\$ 7.20	\$ 7.26		.....
SHADYSIDE.....	\$ 7.13	\$ 7.22	\$ 7.28		.....
DV-BLOCK STATION.....	7.14	7.23	7.29	7.33	.....
BU-BLOCK STATION.....	7.19	7.27	7.33	7.37	.....
PITTSBURGH.....	\$ 7.22	\$ 7.30	\$ 7.36	\$ 7.40	.....
	P. M.	P. M.	P. M.	P. M.	
	7261	7263	7517	7107	
	AR.DAILY EX. SUN.	AR.DAILY EX. SUN.	AR.SUN. ONLY.	AR.DAILY EX. SUN.	

	●88 LE.DAILY	⊕7356 LE.DAILY	4 LE.DAILY	●7274 LE.DAILY EX. SUN.	7522 LE.SUN. ONLY.	●6786 LE.DAILY EX. SUN.	9018 LE.DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	7.30	\$ 7.30	\$ 8.05	\$ 8.15	\$ 8.40	\$ 8.50	\$ 9.00
.....	7.34	7.33	8.08	8.18	8.43	8.53	9.03
.....		7.37	8.12	8.22	8.47	8.56	9.07
.....		\$ 7.38		\$ 8.23	\$ 8.48		\$ 9.08
.....		\$ 7.40		\$ 8.25	\$ 8.50	\$ 8.59	
.....		\$ 7.43	\$ 8.17	\$ 8.28	\$ 8.53	\$ 9.02	\$ 9.12
.....	7.41	7.44		8.30	8.54	9.04	9.15
.....						9.09	9.19
.....							9.21
.....							F 9.23
.....						9.10	
.....						\$ 9.12	
.....						9.13	
.....		\$ 7.46		\$ 8.32	\$ 8.56		
.....		\$ 7.49		\$ 8.35	\$ 8.59		
.....		\$ 7.51		\$ 8.38	\$ 9.01		
.....	7.47	\$ 7.54	8.24	\$ 8.40	\$ 9.03		
.....		\$ 7.57			\$ 9.06		
.....		\$ 8.00		\$ 8.44	\$ 9.08		
.....		\$ 8.03		\$ 8.47	\$ 9.11		
.....					F 9.13		
.....	7.53	8.06	8.31	8.50	9.15		
.....		\$ 8.08		\$ 8.52	\$ 9.17		
.....					\$ 9.19		
.....		\$ 8.13	\$ 8.37	\$ 8.57	\$ 9.22		
.....		\$ 8.17		\$ 9.01	\$ 9.26		
.....		8.19		9.03	9.29		
.....	8.01	8.21	8.44				
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	●88 AR.DAILY	⊕7356 AR.DAILY	4 AR.DAILY	●7274 AR.DAILY EX. SUN.	7522 AR.SUN. ONLY.	●6786 AR.DAILY EX. SUN.	9018 AR.DAILY EX. SUN.

WESTWARD

	●6929 LE.DAILY EX. SUN.	●7265 LE.DAILY EX. SUN.	●PA89 LE.DAILY EX. MON.	6865 LE.DAILY EX. SUN.	511 LE.DAILY	+7267 LE.DAILY EX. SUN.	27 LE.DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....			7.15		7.20		7.28
.....						7.10	
.....						\$ 7.12	
.....					\$ 7.26	\$ 7.17	
.....						\$ 7.20	
.....						\$ 7.23	
.....			7.23		7.31	7.26	7.37
.....						\$ 7.30	
.....						\$ 7.33	
.....		\$ 7.24	7.31		7.37	\$ 7.35	
.....		\$ 7.27				\$ 7.38	7.43
.....		\$ 7.30				\$ 7.41	
.....		\$ 7.33				\$ 7.44	
.....						\$ 7.48	
.....				7.30			
.....				\$ 7.32			
.....				7.33			
.....	\$ 7.20						
.....	7.22						
.....	7.25			7.35			
.....	7.30	7.34	7.36	7.40	7.42	7.49	
.....	\$ 7.33	\$ 7.36		\$ 7.42	\$ 7.44	\$ 7.52	\$ 7.49
.....	\$ 7.35	\$ 7.38		\$ 7.45		\$ 7.55	
.....		\$ 7.40		\$ 7.48		\$ 7.57	
.....	7.38	7.41	7.44	7.50	7.48	7.58	7.53
.....	7.41	7.45	8.30	7.55	7.52	8.02	7.57
.....	\$ 7.45	\$ 7.48		\$ 7.58	\$ 7.55	\$ 8.05	\$ 8.00
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	●6929 AR.DAILY EX. SUN.	●7265 AR.DAILY EX. SUN.	●PA89 AR.DAILY EX. MON.	6865 AR.DAILY EX. SUN.	511 AR.DAILY	+7267 AR.DAILY EX. SUN.	27 AR.DAILY

PITTSBURGH TO JO-RO AND SZ

STATIONS	9020 LE.SUN. ONLY.	16 LE.DAILY	●6748 LE.SUN. ONLY.	●7296 LE.DAILY	
	P. M.	P. M.	P. M.	P. M.	
PITTSBURGH.....	S 9.27	S 9.30	S 9.35	S 9.45	.....
BU-BLOCK STATION.....	9.30	9.33	9.38	9.48	.....
DV-BLOCK STATION.....	9.34	9.37	9.42	9.52	.....
SHADYSIDE.....				S 9.53	.....
ROUP.....				S 9.55	.....
EAST LIBERTY.....	S 9.39	C 9.42	S 9.47	S 9.58	.....
CM-BLOCK STATION.....	9.42		9.49	9.59	.....
VI-BLOCK STATION.....	9.47		9.54		.....
CZ-BLOCK STATION.....	9.49				.....
NADINE.....	F 9.51				.....
UY-BLOCK STATION.....			9.55		.....
ASPINWALL.....			S 9.57		.....
RO-BLOCK STATION.....			9.59		.....
HOMEWOOD.....				\$10.01	.....
WILKINSBURG.....				\$10.04	.....
EDGEWOOD.....				\$10.07	.....
SWISSVALE.....		9.48		\$10.10	.....
HAWKINS.....					.....
COPELAND.....				\$10.14	.....
BRADDOCK.....				\$10.17	.....
BESSEMER.....					.....
R-BLOCK STATION.....		9.54		10.20	.....
EAST PITTSBURGH.....				\$10.22	.....
TURTLE CREEK.....					.....
WILMERDING.....				\$10.26	.....
PITCAIRN.....				\$10.31	.....
UJ-BLOCK STATION.....					.....
SZ-BLOCK STATION.....		10.02		10.35	.....
	P. M.	P. M.	P. M.	P. M.	
	9020 AR.SUN. ONLY.	16 AR.DAILY	●6748 AR.SUN. ONLY.	●7296 AR.DAILY	

SZ - JO AND RO TO PITTSBURGH

STATIONS	7519 LE.SUN. ONLY.	685 LE.DAILY	●6955 LE.SUN. ONLY.	7269 LE.DAILY EX SAT. & SUN.	7271 LE.SAT. ONLY.
	P. M.	P. M.	P. M.	P. M.	P. M.
SZ-BLOCK STATION.....	7.41	7.50			8.16
UJ-BLOCK STATION.....	7.43	7.52		8.18	8.18
PITCAIRN.....	S 7.45	S 7.54		S 8.20	S 8.20
WILMERDING.....	S 7.49	S 7.58		S 8.24	S 8.24
TURTLE CREEK.....				S 8.27	S 8.27
EAST PITTSBURGH.....	S 7.53			S 8.30	S 8.30
R-BLOCK STATION.....	7.54	8.02		8.31	8.31
BESSEMER.....					
BRADDOCK.....	S 7.58	S 8.05		S 8.35	S 8.35
COPELAND.....	S 8.01			S 8.37	S 8.37
HAWKINS.....				S 8.40	S 8.40
SWISSVALE.....	S 8.05	S 8.10		S 8.43	S 8.43
EDGEWOOD.....	S 8.07			S 8.45	S 8.45
WILKINSBURG.....	S 8.09	S 8.14		S 8.48	S 8.48
HOMEWOOD.....	S 8.12			S 8.51	S 8.51
RO-BLOCK STATION.....					
ASPINWALL.....					
UY-BLOCK STATION.....					
NADINE.....			S 8.39		
CZ-BLOCK STATION.....			8.41		
VI-BLOCK STATION.....			8.44		
CM-BLOCK STATION.....	8.13	8.18	8.49	8.52	8.52
EAST LIBERTY.....	S 8.15	S 8.20	S 8.52	S 8.55	S 8.55
ROUP.....			S 8.55	S 8.58	S 8.58
SHADYSIDE.....			S 8.57	S 9.00	S 9.00
DV-BLOCK STATION.....	8.18	8.23	8.58	9.01	9.01
BU-BLOCK STATION.....	8.22	8.27	9.02	9.05	9.05
PITTSBURGH.....	S 8.25	S 8.30	S 9.05	S 9.08	S 9.08
	P. M.	P. M.	P. M.	P. M.	P. M.
	7519 AR.SUN. ONLY.	685 AR.DAILY	●6955 AR.SUN. ONLY.	7269 AR.DAILY EX SAT. & SUN.	7271 AR.SAT. ONLY.

	38	50	6912	42	910	22	40
	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	\$ 9.50	\$10.20	\$10.25	\$10.30	\$11.05	\$11.10	\$11.15
.....	9.53	10.23	10.28	10.33	11.08	11.13	11.18
.....	9.57	10.27	10.31	10.37	11.12	11.17	11.22
.....			\$10.32				
.....			\$10.35				
.....		C10.31	\$10.38	C10.42	\$11.17	C11.21	C11.26
.....	10.01		10.40		11.20		
.....			10.45		11.24		
.....			10.47		11.26		
.....			\$10.50		11.27		
.....							
.....							
.....							
.....	10.05	10.36		10.47		11.26	11.31
.....							
.....							
.....	10.11	10.41		10.52		11.31	11.36
.....							
.....							
.....	10.18	10.49		11.00		11.39	11.44
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	38	50	6912	42	910	22	40
	AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY

WESTWARD

	7521	6723	5	9005	6809	7273	925
	LE SUN. ONLY.	LE SUN. ONLY.	LE DAILY	LE SUN. ONLY.	LE DAILY EX. SUN.	LE DAILY EX. SUN.	LE DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....			9.13				
.....	8.27					9.14	
.....	S 8.29					S 9.16	
.....	S 8.33					S 9.20	
.....	S 8.36					S 9.23	
.....	S 8.38					S 9.25	
.....	8.39		9.20			9.26	
.....	F 8.41					F 9.28	
.....	S 8.44					S 9.30	
.....	S 8.46					S 9.32	
.....	S 8.48					S 9.34	
.....	S 8.51		9.26			S 9.37	
.....	S 8.54					S 9.39	
.....	S 8.57					S 9.42	
.....	S 9.00					S 9.45	
.....		9.15			9.33		
.....		S 9.17			S 9.35		
.....		9.19			9.36		
.....				S 9.26			9.50
.....				9.28			9.52
.....		9.21		9.32	9.38		9.55
.....	9.01	9.26		9.37	9.43	9.46	10.00
.....	S 9.03	S 9.29	S 9.34	S 9.40	S 9.45	S 9.48	\$10.03
.....	S 9.05					S 9.50	
.....	S 9.07					S 9.52	
.....	9.08	9.33	9.38	9.44	9.48	9.53	10.08
.....	9.12	9.37	9.42	9.48	9.52	9.57	10.12
.....	S 9.15	S 9.40	S 9.45	S 9.51	S 9.55	\$10.00	\$10.15
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	7521	6723	5	9005	6809	7273	925
	AR SUN. ONLY.	AR SUN. ONLY.	AR DAILY	AR SUN. ONLY.	AR DAILY EX. SUN.	AR DAILY EX. SUN.	AR DAILY EX. SUN.

STATIONS	6808	52	●7298	●6914	
	LE.DAILY EX. SUN.	LE.DAILY	LE.DAILY	LE.DAILY EX. SUN.	
	P. M.	P. M.	P. M.	P. M.	
PITTSBURGH	\$11.20	\$11.25	\$11.30	\$11.50	.....
BU-BLOCK STATION	11.23	11.28	11.33	11.53	.....
DV-BLOCK STATION	11.27	11.32	11.37	11.57	.....
SHADYSIDE	\$11.28	.....	V11.38	\$11.58	.....
ROUP	\$11.30	.....	V11.40	\$12.00	.....
EAST LIBERTY	\$11.34	C11.37	\$11.42	\$12.02	.....
CM-BLOCK STATION	11.37	.....	11.43	12.05	.....
VI-BLOCK STATION	11.42	.....	.....	12.09	.....
CZ-BLOCK STATION	.....	.....	.....	12.11	.....
NADINE	.....	.....	.....	F12.13	.....
UY-BLOCK STATION	11.43	.....	.....	.....	.....
ASPINWALL	\$11.46	.....	.....	.....	.....
RO-BLOCK STATION	11.47	.....	.....	.....	.....
HOMEWOOD	.....	.....	\$11.46	.....	.....
WILKINSBURG	.....	.....	\$11.49	.....	.....
EDGEWOOD	.....	.....	\$11.52	.....	.....
SWISSVALE	.....	11.42	\$11.55	.....	.....
HAWKINS	.....	.....	.....	.....	.....
COPELAND	.....	.....	\$12.00	.....	.....
BRADDOCK	.....	.....	\$12.03	.....	.....
BESSEMER	.....	.....	.....	.....	.....
R-BLOCK STATION	.....	11.47	12.06	.....	.....
EAST PITTSBURGH	.....	.....	\$12.08	.....	.....
TURTLE CREEK	.....	.....	.....	.....	.....
WILMERDING	.....	.....	\$12.12	.....	.....
PITCAIRN	.....	.....	\$12.16	.....	.....
UJ-BLOCK STATION	.....	.....	12.18	.....	.....
SZ-BLOCK STATION	.....	11.55	12.20	.....	.....
	P. M.	P. M.	A. M.	A. M.	
	6808 AR.DAILY EX. SUN.	52 AR.DAILY	●7298 AR.DAILY	●6914 AR.DAILY EX. MON.	

SZ - JO AND RO TO PITTSBURGH

STATIONS	●7605	1	7359	●6953	
	LE.SUN. ONLY.	LE.DAILY	LE.DAILY EX. SUN.	LE.DAILY EX. SUN.	
	P. M.	P. M.	P. M.	P. M.	
SZ-BLOCK STATION	9.41	10.04	10.28	.....	.....
UJ-BLOCK STATION	9.43	.....	10.30	.....	.....
PITCAIRN	S 9.45	.....	\$10.32	.....	.....
WILMERDING	S 9.50	\$10.09	\$10.36	.....	.....
TURTLE CREEK	S 9.53	.....	\$10.39	.....	.....
EAST PITTSBURGH	S 9.55	.....	\$10.41	.....	.....
R-BLOCK STATION	9.56	10.13	10.42	.....	.....
BESSEMER	.....	.....	.....	.....	.....
BRADDOCK	S 10.00	K10.17	\$10.46	.....	.....
COPELAND	S 10.03	.....	\$10.49	.....	.....
HAWKINS	S 10.06	.....	\$10.52	.....	.....
SWISSVALE	S 10.09	.....	\$10.55	.....	.....
EDGEWOOD	S 10.12	.....	\$10.57	.....	.....
WILKINSBURG	S 10.15	\$10.25	\$11.00	.....	.....
HOMEWOOD	S 10.18	.....	\$11.03	.....	.....
RO-BLOCK STATION	.....	.....	.....	.....	.....
ASPINWALL	.....	.....	.....	.....	.....
UY-BLOCK STATION	.....	.....	.....	.....	.....
NADINE	.....	.....	.....	F11.01	.....
CZ-BLOCK STATION	.....	.....	.....	11.03	.....
VI-BLOCK STATION	.....	.....	.....	11.07	.....
CM-BLOCK STATION	10.19	.....	11.04	11.13	.....
EAST LIBERTY	S 10.22	\$10.32	\$11.07	\$11.15	.....
ROUP	S 10.25	.....	\$11.10	.....	.....
SHADYSIDE	S 10.27	.....	\$11.12	.....	.....
DV-BLOCK STATION	10.28	10.36	11.13	11.18	.....
BU-BLOCK STATION	10.32	10.40	11.17	11.22	.....
PITTSBURGH	S 10.35	\$10.43	\$11.20	\$11.25	.....
	P. M.	P. M.	P. M.	P. M.	
	●7605 AR.SUN. ONLY.	1 AR.DAILY	7359 AR.DAILY EX. SUN.	●6953 AR.DAILY EX. SUN.	

PITTSBURGH TO DUQUESNE

STATIONS	7700	7842	7704	●MV2	
	LE.DAILY EX.SUN.	LE.DAILY EX.SUN.	LE.DAILY EX.SUN.	LE.DAILY EX.SUN.	
	A. M.	A. M.	A. M.	A. M.	
PITTSBURGH.....	\$ 4.35	\$ 5.20	\$ 6.25	E 6.35	.....
FOURTH AVE.....	\$ 4.38	\$ 5.23	\$ 6.28	E 6.40	.....
MB-BLOCK STATION.....	4.40	5.25	6.30	6.42	.....
YJ-BLOCK STATION.....	4.42	5.27	6.32	6.45	.....
TWELFTH ST.....	.....	\$ 5.28	\$ 6.33	.....	.....
THIRTIETH ST.....	\$ 4.46	\$ 5.32	\$ 6.37	.....	.....
BECKS RUN.....	4.48	5.34	F 6.39	6.50	.....
REDMAN.....	.....	.....	F 6.40	.....	.....
HAYS.....	.....	.....	F 6.43	E 6.58	.....
MESTA.....	.....	\$ 5.39	\$ 6.46	.....	.....
HOWARD.....	.....	.....	.....	.....	.....
HOMESTEAD.....	\$ 4.54	\$ 5.44	\$ 6.51	E 7.10	.....
MUNHALL.....	.....	\$ 5.48	\$ 6.55	E 7.16	.....
GREEN SPRINGS.....	.....	.....	F 6.57	.....	.....
AU-BLOCK STATION.....	4.59	5.51	6.58	7.20	.....
THOMSON.....	.....	.....	F 7.00	.....	.....
DUQUESNE.....	\$ 5.02	\$ 5.55	\$ 7.03	E 7.26	.....
	A. M.	A. M.	A. M.	A. M.	
	7700	7842	7704	●MV2	
	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	

DUQUESNE TO PITTSBURGH

STATIONS	7713	7703	●7717	7771	
	LE.DAILY EX.SUN.	LE.DAILY EX.SUN.	LE.DAILY EX.SUN.	LE.SUN. ONLY.	
	A. M.	A. M.	A. M.	A. M.	
DUQUESNE.....	\$ 6.06	\$ 6.58	\$ 7.46	\$ 8.05	.....
THOMSON.....	F 6.08	.....	.....	.....	.....
AU-BLOCK STATION.....	6.10	7.01	7.49	8.07	.....
GREEN SPRINGS.....	F 6.12	.....	.....	.....	.....
MUNHALL.....	\$ 6.15	\$ 7.05	\$ 7.53	\$ 8.11	.....
HOMESTEAD.....	\$ 6.19	\$ 7.09	\$ 7.57	\$ 8.15	.....
HOWARD.....	F 6.21	.....	.....	.....	.....
MESTA.....	\$ 6.23	\$ 7.13	\$ 8.01	\$ 8.19	.....
HAYS.....	F 6.25	.....	.....	F 8.22	.....
REDMAN.....	F 6.28	.....	.....	.....	.....
BECKS RUN.....	F 6.30	F 7.19	8.07	8.26	.....
THIRTIETH ST.....	\$ 6.34	\$ 7.22	\$ 8.10	\$ 8.29	.....
TWELFTH ST.....	\$ 6.38	.....	\$ 8.15	\$ 8.34	.....
YJ-BLOCK STATION.....	6.39	7.27	8.16	8.35	.....
MB-BLOCK STATION.....	6.41	7.29	8.18	8.37	.....
FOURTH AVE.....	\$ 6.44	\$ 7.32	\$ 8.20	\$ 8.40	.....
PITTSBURGH.....	\$ 6.47	\$ 7.35	\$ 8.23	\$ 8.43	.....
	A. M.	A. M.	A. M.	A. M.	
	7713	7703	●7717	7771	
	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.SUN. ONLY.	

PORT PERRY BRANCH

Westward			Eastward			
DISTANCE BE- TWEEN STATIONS	DISTANCE FROM PORT PERRY BR. JCT.	STATIONS	Interlocking Stations.	DISTANCE FROM THOMSON	DISTANCE BE- TWEEN STATIONS	Block Stations.
0.9	1.3	THOMSON.....	I	.....	.....	PG
0.4	0.4	BRINTON "U" JCT.....	.....	0.9	0.9	U
.....	.....	PORT PERRY BR. JCT.....	.....	1.3	0.4	.....

Middle siding car capacity:
27 cars, including one engine and cabin.

	7860 LE.SUN. ONLY.	7902 LE.DAILY EX.SUN.	7806 LE.DAILY	7760 LE.SUN. ONLY.	7732 LE.DAILY EX.SUN.	●7744 LE.SAT. ONLY.	7868 LE.SUN. ONLY.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
.....	<i>S</i> 6.55	<i>S</i> 7.46	<i>S</i> 8.25	<i>S</i> 9.50	<i>S</i> 10.45	<i>S</i> 11.15	<i>S</i> 1.05
.....	<i>S</i> 6.58	<i>S</i> 7.49	<i>S</i> 8.28	<i>S</i> 9.53	<i>S</i> 10.48	<i>S</i> 11.18	<i>S</i> 1.08
.....	7.00	7.51	8.30	9.55	10.50	11.20	1.10
.....	7.02	7.53	8.32	9.57	10.52	11.22	1.12
.....	<i>S</i> 7.03	<i>S</i> 7.54	.....	<i>S</i> 9.58	<i>S</i> 10.54	.....	<i>S</i> 1.13
.....	<i>S</i> 7.07	<i>S</i> 7.58	.....	<i>S</i> 10.02	<i>S</i> 10.58	.....	<i>S</i> 1.17
.....	<i>F</i> 7.10	8.00	8.36	10.04	11.00	11.26	1.19
.....	<i>F</i> 7.11	.....	.....	.....	<i>F</i> 11.01	.....	.....
.....	<i>F</i> 7.14	<i>F</i> 8.04	.....	<i>F</i> 10.08	<i>F</i> 11.04	.....	<i>F</i> 1.23
.....	<i>S</i> 7.17	<i>S</i> 8.06	.....	<i>S</i> 10.10	<i>F</i> 11.06	.....	<i>S</i> 1.25
.....	.....	.....	.....	.....	<i>F</i> 11.08	.....	.....
.....	<i>S</i> 7.22	<i>S</i> 8.09	<i>S</i> 8.42	<i>S</i> 10.13	<i>S</i> 11.10	<i>S</i> 11.32	<i>S</i> 1.29
.....	<i>S</i> 7.26	<i>S</i> 8.13	.....	10.17	<i>S</i> 11.14	.....	<i>S</i> 1.33
.....	<i>F</i> 7.28	.....	.....	.....	.....	.....	.....
.....	7.29	8.16	8.47	10.20	11.17	11.38	1.36
.....	<i>F</i> 7.32	.....	.....	.....	<i>F</i> 11.18	.....	.....
.....	<i>S</i> 7.35	<i>S</i> 8.19	<i>S</i> 8.49	<i>S</i> 10.23	<i>S</i> 11.21	<i>S</i> 11.41	<i>S</i> 1.40
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
	7860 AR.SUN. ONLY	7902 AR.DAILY EX.SUN.	7806 AR.DAILY	7760 AR.SUN. ONLY.	7732 AR.DAILY EX.SUN.	●7744 AR.SAT. ONLY.	7868 AR.SUN. ONLY.

WESTWARD

	7719 LE.DAILY EX.SUN.	7847 LE.DAILY EX.SUN.	7875 LE.SUN. ONLY.	7909 LE.DAILY EX.SUN.	7723 LE.DAILY EX.SUN.	7775 LE.SUN. ONLY.	●7739 LE.SAT. ONLY.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
.....	<i>S</i> 8.11	<i>S</i> 9.56	<i>S</i> 10.21	<i>S</i> 10.30	<i>S</i> 11.26	<i>S</i> 11.28	<i>S</i> 12.43
.....	8.13	9.58	10.24	10.33	11.29	11.31	12.46
.....	<i>S</i> 8.17	.....	.....	<i>S</i> 10.37	<i>S</i> 11.33	<i>S</i> 11.35	.....
.....	<i>S</i> 8.22	<i>S</i> 10.05	<i>S</i> 10.31	<i>S</i> 10.41	<i>S</i> 11.37	<i>S</i> 11.39	<i>S</i> 12.58
.....	.....	.....	.....	<i>S</i> 10.44	<i>S</i> 11.41	<i>S</i> 11.43	.....
.....	.....	.....	.....	<i>F</i> 10.47	<i>F</i> 11.44	<i>F</i> 11.46	.....
.....	8.29	10.12	10.37	10.50	11.47	11.50	1.00
.....	<i>S</i> 8.32	.....	<i>S</i> 10.40	<i>S</i> 10.53	<i>S</i> 11.51	<i>S</i> 11.53	.....
.....	.....	.....	.....	.....	<i>S</i> 11.56	.....	.....
.....	8.37	10.17	10.45	10.58	11.57	11.58	1.05
.....	8.39	10.19	10.47	11.00	11.59	12.00	1.07
.....	<i>S</i> 8.42	<i>S</i> 10.22	<i>S</i> 10.50	<i>S</i> 11.03	<i>S</i> 12.02	<i>S</i> 12.03	<i>S</i> 1.10
.....	<i>S</i> 8.45	<i>S</i> 10.25	<i>S</i> 10.53	<i>S</i> 11.06	<i>S</i> 12.05	<i>S</i> 12.06	<i>S</i> 1.18
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
	7719 AR.DAILY EX.SUN.	7847 AR.DAILY EX.SUN.	7875 AR.SUN. ONLY.	7909 AR.DAILY EX.SUN.	7723 AR.DAILY EX.SUN.	7775 AR.SUN. ONLY.	●7739 AR.SAT. ONLY.

STATIONS	7734	7904	7710	7764	
	LE.DAILY EX. SUN.	LE.DAILY EX. SUN.	LE.DAILY EX. SUN.	LE.SUN. ONLY.	
	P. M.	P. M.	P. M.	P. M.	
PITTSBURGH.....	\$ 1.05	\$ 2.25	\$ 3.25	\$ 4.17	.....
FOURTH AVE.....	\$ 1.08	\$ 2.27	\$ 3.28	\$ 4.20	.....
MB-BLOCK STATION....	1.10	2.29	3.30	4.22	.....
YJ-BLOCK STATION....	1.12	2.31	3.32	4.24	.....
TWELFTH ST.....	\$ 1.13		\$ 3.33		.....
THIRTIETH ST.....	\$ 1.17	\$ 2.35	\$ 3.37	\$ 4.29	.....
BECKS RUN.....	1.19	2.37	F 3.39	4.31	.....
REDMAN.....					.....
HAYS.....	F 1.23		F 3.43		.....
MESTA.....	\$ 1.25		\$ 3.46		.....
HOWARD.....					.....
HOMESTEAD.....	\$ 1.29	\$ 2.44	\$ 3.49	\$ 4.38	.....
MUNHALL.....	\$ 1.33		\$ 3.53		.....
GREEN SPRINGS.....					.....
AU-BLOCK STATION....	1.36	2.50	3.56	4.44	.....
THOMSON.....	F 1.37				.....
DUQUESNE.....	\$ 1.40	\$ 2.53	\$ 3.59	\$ 4.47	.....
	P. M.	P. M.	P. M.	P. M.	
	7734	7904	7710	7764	
	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.SUN. ONLY.	

DUQUESNE TO PITTSBURGH

STATIONS	7911	7823	●MV3	7879	
	LE.DAILY EX. SUN.	LE.DAILY EX. SUN.	LE.DAILY EX. SUN.	LE.SUN. ONLY.	
	P. M.	P. M.	P. M.	P. M.	
DUQUESNE.....	\$12.58	\$ 1.36	E 3.30	\$ 3.55	.....
THOMSON.....				F 3.57	.....
AU-BLOCK STATION....	1.01	1.39	3.34	3.59	.....
GREEN SPRINGS.....				F 4.01	.....
MUNHALL.....	\$ 1.05		E 3.39	\$ 4.04	.....
HOMESTEAD.....	\$ 1.09	\$ 1.46	E 3.45	\$ 4.08	.....
HOWARD.....					.....
MESTA.....	\$ 1.13			\$ 4.12	.....
HAYS.....			E 3.51	F 4.15	.....
REDMAN.....					.....
BECKS RUN.....	1.20	1.52	3.56	4.19	.....
THIRTIETH ST.....	\$ 1.23			\$ 4.22	.....
TWELFTH ST.....					.....
YJ-BLOCK STATION....	1.28	1.57	4.01	4.27	.....
MB-BLOCK STATION....	1.30	1.59	4.03	4.29	.....
FOURTH AVE.....	\$ 1.33	\$ 2.02	4.06	\$ 4.32	.....
PITTSBURGH.....	\$ 1.36	\$ 2.05	E 4.09	\$ 4.35	.....
	P. M.	P. M.	P. M.	P. M.	
	7911	7823	●MV3	7879	
	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.SUN. ONLY.	

	●7746 LE.SAT. ONLY. P. M.	7816 LE.DAILY EX. SUN. P. M.	●7714 LE.DAILY EX. SUN. P. M.	7766 LE.SUN. ONLY. P. M.	7716 LE.DAILY EX. SUN. P. M.	7718 LE.DAILY EX. SUN. P. M.	7964 LE.SUN. ONLY. P. M.
.....	\$ 4.30	\$ 4.57	\$ 5.25	\$ 6.15	\$ 6.30	\$ 8.28	\$ 9.35
.....	\$ 4.33	\$ 5.00	\$ 5.28	\$ 6.18	\$ 6.33	\$ 8.31	\$ 9.38
.....	4.35	5.02	5.30	6.20	6.35	8.33	9.40
.....	4.37	5.04	5.32	6.22	6.37	8.35	9.42
.....			\$ 5.33	\$ 6.23			
.....	\$ 4.41	\$ 5.09	\$ 5.37	\$ 6.27	\$ 6.41	\$ 8.38	\$ 9.46
.....	4.43	5.11	5.39	6.29	F 6.43	8.40	9.48
.....			F 5.43		F 6.46		
.....			\$ 5.46	\$ 6.35	\$ 6.49		
.....							
.....	\$ 4.50	\$ 5.18	\$ 5.50	\$ 6.38	\$ 6.53	\$ 8.47	\$ 9.55
.....	\$ 4.54		\$ 5.54	\$ 6.42	\$ 6.57	\$ 8.50	
.....	4.57	5.24	5.57	6.45	7.00	8.53	10.02
.....			F 5.59	F 6.47			
.....	\$ 5.00	\$ 5.28	\$ 6.01	\$ 6.50	\$ 7.03	\$ 8.55	\$ 10.06
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	●7746 AR.SAT. ONLY.	7816 AR.DAILY EX.SUN.	●7714 AR.DAILY EX.SUN.	7766 AR.SUN. ONLY.	7716 AR.DAILY EX.SUN.	7718 AR.DAILY EX.SUN.	7964 AR.SUN. ONLY.

WESTWARD

	7707 LE.DAILY EX. SUN. P. M.	7727 LE.DAILY EX. SUN. P. M.	7709 LE.DAILY EX. SUN. P. M.	●7741 LE.SAT. ONLY. P. M.	7779 LE.SUN. ONLY. P. M.	7913 LE.DAILY EX. SUN. P. M.	7833 LE.DAILY P. M.
.....	\$ 4.08	\$ 5.21	\$ 6.20	\$ 6.46	\$ 6.57	\$ 7.15	\$ 7.54
.....	F 4.11						
.....	4.13	5.23	6.23	6.48	7.00	7.18	7.56
.....							
.....	\$ 4.17	\$ 5.27	\$ 6.27	\$ 6.52	\$ 7.04	\$ 7.22	
.....	\$ 4.21	\$ 5.32	\$ 6.31	\$ 6.56	\$ 7.08	\$ 7.26	\$ 8.02
.....							
.....	\$ 4.25	\$ 5.36			\$ 7.12	\$ 7.29	
.....	F 4.28		F 6.36		F 7.15		
.....	4.33	5.43	6.39	7.04	7.19	7.35	8.08
.....	\$ 4.36	\$ 5.46	\$ 6.42	\$ 7.07	\$ 7.22	\$ 7.38	
.....	\$ 4.41	\$ 5.51			\$ 7.27		
.....	4.42	5.52	6.47	7.12	7.28	7.43	8.12
.....	4.44	5.54	6.49	7.14	7.30	7.45	8.14
.....	\$ 4.47	\$ 5.57	\$ 6.52	\$ 7.17	\$ 7.33	\$ 7.48	\$ 8.17
.....	\$ 4.50	\$ 6.00	\$ 6.55	\$ 7.20	\$ 7.36	\$ 7.51	\$ 8.20
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	7707 AR.DAILY EX.SUN.	7727 AR.DAILY EX.SUN.	7709 AR.DAILY EX.SUN.	●7741 AR.SAT. ONLY.	7779 AR.SUN. ONLY.	7913 AR.DAILY EX.SUN.	7833 AR.DAILY

PITTSBURGH TO DUQUESNE

STATIONS	7720	7770	7736		
	LE.DAILY EX. SUN.	LE.SUN. ONLY.	LE.DAILY EX. SUN.		
	P. M.	P. M.	P. M.		
PITTSBURGH.....	\$ 9.50	\$ 10.40	\$11.36		
FOURTH AVE.....	\$ 9.53	\$ 10.43	\$11.38		
MB-BLOCK STATION...	9.55	10.45	11.40		
YJ-BLOCK STATION...	9.57	10.47	11.42		
TWELFTH ST.....		\$ 10.48	\$11.43		
THIRTIETH ST.....	\$10.01	\$ 10.52	\$11.47		
BECKS RUN.....	10.03	10.54	11.49		
REDMAN.....					
HAYS.....			F11.53		
MESTA.....	\$10.08	\$ 10.58	F11.56		
HOWARD.....					
HOMESTEAD.....	\$10.11	\$ 11.01	\$11.59		
MUNHALL.....	\$10.15	\$ 11.05	\$12.03		
GREEN SPRINGS.....					
AU-BLOCK STATION...	10.18	11.08	12.06		
THOMSON.....	F10.20	F 11.10			
DUQUESNE.....	\$10.22	\$ 11.13	\$12.09		
	P. M.	P. M.	A. M.		
	7720	7770	7736		
	AR.DAILY EX. SUN.	AR.SUN. ONLY.	AR.DAILY EX. MON.		

DUQUESNE TO PITTSBURGH

STATIONS	7971	7781	7731		
	LE.SUN. ONLY.	LE.SUN. ONLY.	LE.DAILY EX. SUN.		
	P. M.	P. M.	P. M.		
DUQUESNE.....	\$ 8.27	\$ 10.36	\$10.36		
THOMSON.....			F10.39		
AU-BLOCK STATION...	8.29	10.39	10.41		
GREEN SPRINGS.....					
MUNHALL.....	\$ 8.33	\$ 10.43	\$10.45		
HOMESTEAD.....	\$ 8.37	\$ 10.47	\$10.49		
HOWARD.....					
MESTA.....		F 10.51	F10.52		
HAYS.....		F 10.54			
REDMAN.....					
BECKS RUN.....	8.44	10.58	10.58		
THIRTIETH ST.....	\$ 8.47	\$ 11.01	\$11.01		
TWELFTH ST.....		\$ 11.06	\$11.06		
YJ-BLOCK STATION...	8.52	11.07	11.07		
MB-BLOCK STATION...	8.54	11.09	11.09		
FOURTH AVE.....	\$ 8.57	\$ 11.12	\$11.12		
PITTSBURGH.....	\$ 9.00	\$ 11.15	\$11.15		
	P. M.	P. M.	P. M.		
	7971	7781	7731		
	AR.SUN. ONLY.	AR.SUN. ONLY.	AR.DAILY EX. SUN.		

STATIONS	6730	6750	●CG2	6814	
	LE DAILY EX. SUN.	LE DAILY EX. SUN.	LE DAILY EX. SUN.	LE SUN. ONLY.	
	A. M.	A. M.	A. M.	A. M.	
FEDERAL ST.....	\$ 6.00	\$ 6.33	E 7.10	\$ 7.00	.....
HEINZ.....	\$ 6.03	\$ 6.36	H 7.11	\$ 7.03	.....
STOCK YARDS.....	\$ 6.06	6.39	H 7.13	\$ 7.06	.....
MILLVALE.....	\$ 6.09	\$ 6.41	E 7.20	\$ 7.09	.....
PC-BLOCK STATION.....	6.11	6.43	7.22	7.11	.....
ETNA.....	\$ 6.13	6.45	H 7.24	7.13	.....
SHARPSBURG.....	\$ 6.15	\$ 6.47	E 7.31	\$ 7.15	.....
SUMNER.....	\$ 6.17	F 6.49	7.32	\$ 7.17	.....
RH-BLOCK STATION.....	6.19	6.50	7.33	7.18	.....
ASPINWALL.....	\$ 6.21	\$ 7.00	E 7.35	\$ 7.20	.....
RO-BLOCK STATION.....	6.22	7.02	7.37	7.22	.....
	A. M.	A. M.	A. M.	A. M.	
	6730	6750	●CG2	6814	
	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.SUN. ONLY.	

RO-BLOCK STATION TO FEDERAL STREET

STATIONS	●6751	●6753	6755	6815	
	LE DAILY EX. SUN.	LE DAILY EX. SUN.	LE DAILY EX. SUN.	LE SUN. ONLY.	
	A. M.	A. M.	A. M.	A. M.	
RO-BLOCK STATION.....	5.50	7.10	8.30	10.13	.....
ASPINWALL.....	\$ 5.52	\$ 7.14	\$ 8.32	\$ 10.15	.....
RH-BLOCK STATION.....	5.54	7.16	8.34	10.17	.....
SUMNER.....	\$ 5.56	\$ 7.18	\$ 8.36	\$ 10.19	.....
SHARPSBURG.....	\$ 5.59	\$ 7.22	\$ 8.39	\$ 10.21	.....
ETNA.....	\$ 6.01	\$ 7.24	F 8.41	10.23	.....
PC-BLOCK STATION.....	6.04	7.26	8.43	10.25	.....
MILLVALE.....	\$ 6.07	\$ 7.29	\$ 8.45	\$ 10.28	.....
STOCK YARDS.....	\$ 6.10	\$ 7.34	\$ 8.48	\$ 10.32	.....
HEINZ.....	\$ 6.13	\$ 7.36	\$ 8.51	\$ 10.35	.....
FEDERAL ST.....	\$ 6.16	\$ 7.40	\$ 8.55	\$ 10.39	.....
	A. M.	A. M.	A. M.	A. M.	
	●6751	●6753	6755	6815	
	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.SUN. ONLY.	

PITTSBURGH TO NADINE VIA 43rd STREET

Eastward	STATIONS	Westward
●6906 LE DAILY EX. SUN.		●6917 AR.DAILY EX.SUN.
P. M.		A. M.
\$ 5.15	PITTSBURGH	\$ 6.36
\$ 5.21	34th STREET.....	\$ 6.28
\$ 5.24	43rd STREET.....	\$ 6.25
\$ 5.27	54th STREET.....	\$ 6.21
\$ 5.30	BUTLER STREET.....	\$ 6.18
\$ 5.36	BRILLIANT.....	\$ 6.13
5.37	CZ-BLOCK STATION...	6.11
\$ 5.39	NADINE	\$ 6.09
P. M.		A. M.
●6906 AR.DAILY EX.SUN.		●6917 LE DAILY EX. SUN.

	6802 LE.DAILY EX.SUN.	6816 LE.SUN. ONLY.	6862 LE.DAILY EX.SUN.	●6754 LE.DAILY EX.SUN.	●6756 LE.DAILY EX.SUN.		
	A. M.	A. M.	P. M.	P. M.	P. M.		
.....	\$10.10	S 11.55	S 3.45	S 5.47	S 6.20	.....	.....
.....	\$10.13	S 11.58	S 3.48	S 5.50	S 6.23	.....	.....
.....	\$10.16	S 12.01	S 3.51	S 5.53	S 6.26	.....	.....
.....	\$10.20	S 12.04	S 3.54	S 5.57	S 6.29	.....	.....
.....	10.23	12.06	3.56	5.59	6.31	.....	.....
.....	10.24	12.08	3.58	S 6.01	S 6.33	.....	.....
.....	\$10.27	S 12.10	S 4.00	S 6.04	S 6.35	.....	.....
.....	10.29	S 12.12	S 4.02	S 6.06	S 6.37	.....	.....
.....	10.30	12.13	4.03	6.08	6.39	.....	.....
.....	\$10.32	S 12.16	S 4.05	S 6.11	S 6.42	.....	.....
.....	10.33	12.17	4.06	6.12	6.44	.....	.....
	A. M.	P. M.	P. M.	P. M.	P. M.		
	6802 AR.DAILY EX.SUN.	6816 AR.SUN. ONLY.	6862 AR.DAILY EX.SUN.	●6754 AR.DAILY EX.SUN.	●6756 AR.DAILY EX.SUN.		

WESTWARD

	6863 LE.DAILY EX.SUN.	●CG3 LE.DAILY EX.SUN.	6807 LE.DAILY EX.SUN.	6741 LE.DAILY EX.SUN.	6819 LE.SUN. ONLY.		
	P. M.	P. M.	P. M.	P. M.	P. M.		
.....	12.22	3.35	4.35	6.01	9.36	.....	.....
.....	\$12.24	E 3.39	S 4.37	S 6.04	S 9.38	.....	.....
.....	12.26	3.41	4.39	6.06	9.40	.....	.....
.....	F12.28	3.42	F 4.41	6.08	S 9.42	.....	.....
.....	\$12.30	E 3.47	S 4.43	S 6.10	S 9.44	.....	.....
.....	12.32	H 3.49	4.45	6.12	9.46	.....	.....
.....	12.34	3.51	4.47	6.14	9.48	.....	.....
.....	\$12.38	E 3.57	S 4.50	S 6.18	S 9.50	.....	.....
.....	\$12.41	H 4.01	S 4.53	S 6.21	S 9.53	.....	.....
.....	\$12.44	H 4.06	S 4.56	S 6.24	S 9.56	.....	.....
.....	\$12.48	E 4.10	S 5.00	S 6.29	S 10.00	.....	.....
	P. M.	P. M.	P. M.	P. M.	P. M.		
	6863 AR.DAILY EX.SUN.	●CG3 AR.DAILY EX.SUN.	6807 AR.DAILY EX.SUN.	6741 AR.DAILY EX.SUN.	6819 AR.SUN. ONLY.		

CG 2 Due to leave Federal Street at 7.10 A. M. will leave Pittsburgh at 7.00 A. M.

CG 3 Due to arrive at Federal Street at 4.10 P. M. will arrive at Pittsburgh at 4.15 P. M.

No. 6750 connects with No. 6800 due at Aspinwall 6.54 A. M.

STATIONS	203	29	●395	23	
	LE DAILY	LE DAILY	LE DAILY	LE DAILY	
	A. M.	A. M.	A. M.	A. M.	
PITTSBURGH.....	\$12.01	\$12.35	E 4.15	S 4.47	.....
FEDERAL ST.....	\$12.08	.....	.....	.....	.....
PENNA. AVE.....	.....	.....	.....	.....	.....
COLUMBUS AVE.....	.....	.....	.....	.....	.....
ISLAND AVE.....	12.13	12.45	4.26	4.58	.....
WOODS RUN.....	.....	.....	.....	.....	.....
JR-BLOCK STATION.....	12.16	12.48	4.30	5.01	.....
BELLEVUE.....	.....	.....	.....	.....	.....
WEST BELLEVUE.....	.....	.....	.....	.....	.....
AVALON.....	.....	.....	.....	.....	.....
BEN AVON.....	.....	.....	.....	.....	.....
EMSWORTH.....	.....	.....	.....	.....	.....
CLIFTON.....	.....	.....	.....	.....	.....
DIXMONT.....	.....	.....	.....	.....	.....
GLENFIELD.....	.....	.....	.....	.....	.....
RN-BLOCK STATION.....	12.23	12.54	4.38	5.07	.....
HAYSVILLE.....	.....	.....	.....	.....	.....
GLEN OSBORNE.....	.....	.....	.....	.....	.....
SEWICKLEY.....	\$12.28	.....	.....	.....	.....
QUAKER VALLEY.....	.....	.....	.....	.....	.....
EDGEWORTH.....	.....	.....	.....	.....	.....
SHIELDS.....	.....	.....	.....	.....	.....
LEETSDALE.....	12.32	1.00	4.46	5.13	.....
FAIR OAKS.....	.....	.....	.....	.....	.....
AMBRIDGE.....	\$12.38	.....	.....	.....	.....
ECONOMY.....	.....	.....	.....	.....	.....
LEGIONVILLE.....	.....	.....	.....	.....	.....
LOGANS.....	.....	.....	.....	.....	.....
BADEN.....	12.44	1.06	4.54	5.20	.....
CONWAY.....	.....	.....	.....	.....	.....
FREEDOM.....	.....	.....	.....	.....	.....
WC-BLOCK STATION.....	12.48	1.10	4.59	5.24	.....
ROCHESTER.....	\$12.54	.....	.....	.....	.....
RC-BLOCK STATION.....	12.55	1.13	5.02	5.27	.....
	A. M.	A. M.	A. M.	A. M.	
	203	29	●395	23	
	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	

PITTSBURGH TO CARNEGIE
**PITTSBURGH TO JUNCTION No. 1 AND
 CH-BLOCK STATION**

STATIONS	●891	21	53	31	33
	LE. MON. ONLY	LE DAILY	LE DAILY	LE DAILY	LE DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
PITTSBURGH.....	\$12.20	\$12.40	S 2.11	S 2.50	S 3.00
FOURTH AVE.....	\$12.23	12.42	2.13	2.52	3.02
MB-BLOCK STATION.....	12.24	12.43	2.14	2.53	3.03
SMITHFIELD ST.....	\$12.26	.....	.....	.....	.....
POINT BRIDGE.....	.....	.....	.....	.....	.....
DU-BLOCK STATION.....	12.30	12.46	2.17	2.56	3.07
CORLISS.....	\$12.33	12.48	2.19	2.58	3.09
INGRAM.....	\$12.36	12.50	2.21	3.00	3.11
CRAFTON.....	\$12.39	.....	.....	.....	.....
BH-BLOCK STATION.....	12.40	12.52	2.23	3.02	3.13
IDLEWOOD.....	\$12.42	.....	.....	.....	.....
ROSSLYN.....	\$12.45	12.55	2.25	3.04	3.15
CARNEGIE.....	\$12.48	12.58	2.28	3.07	3.18
JUNCTION No. 1.....	.....	.....	.....	.....	.....
CH-BLOCK STATION.....	.....	1.00	2.30	3.09	3.20
	A. M.	A. M.	A. M.	A. M.	A. M.
	●891	21	53	31	33
	AR. MON. ONLY.	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY

	1007	1639	39	●99	609	213	607
	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY
	A. M.	A. M.	A. M.	A. M.	EX. SUN.	A. M.	EX. SUN.
.....	\$ 4.52	\$ 5.10	\$ 5.20	\$ 5.25	\$ 5.30	\$ 6.20	\$ 6.35
.....	\$ 4.59	.....	.....	.....	\$ 5.35	\$ 6.25	\$ 6.40
.....
.....	5.03	5.20	5.29	5.36	5.39	6.28	6.43
.....	5.07	5.23	5.33	5.39	\$ 5.41	\$ 6.30	\$ 6.45
.....	.....	.....	.....	.....	5.43	6.32	6.48
.....	.....	.....	.....	.....	.....	.....	\$ 6.49
.....	.....	.....	.....	.....	.....	\$ 6.35	\$ 6.51
.....	.....	.....	.....	.....	\$ 5.47	.....	\$ 6.53
.....	.....	.....	.....	.....	\$ 5.49	\$ 6.40	\$ 6.55
.....	.....	.....	.....	.....	\$ 5.52	.....	\$ 6.57
.....	.....	.....	.....	.....	.....	.....	\$ 6.59
.....	.....	.....	.....	.....	.....	.....	\$ 7.01
.....	.....	.....	.....	.....	\$ 5.58	.....	\$ 7.03
.....	5.14	5.29	5.39	5.45	5.59	6.46	7.04
.....	.....	.....	.....	.....	\$ 6.02	.....	\$ 7.07
.....	.....	.....	.....	.....	.....	.....	\$ 7.09
.....	V 5.17	.....	.....	.....	\$ 6.07	\$ 6.51	\$ 7.11
.....	.....	.....	.....	.....	\$ 6.09	.....	\$ 7.13
.....	.....	.....	.....	.....	\$ 6.11	.....	\$ 7.15
.....	.....	.....	.....	.....	.....	.....	\$ 7.17
.....	5.22	5.35	5.46	5.51	\$ 6.16	\$ 6.56	\$ 7.20
.....	.....	.....	.....	.....	F 6.18	.....	F 7.22
.....	.....	.....	.....	.....	\$ 6.21	\$ 7.01	\$ 7.25
.....	.....	.....	.....	.....	\$ 6.26	.....	\$ 7.29
.....	.....	.....	.....	.....	F 6.29	.....	.....
.....	5.30	5.41	5.53	5.58	\$ 6.33	7.07	\$ 7.40
.....
.....	5.34	5.45	5.57	6.02	\$ 6.42	.....	.....
.....	.....	.....	.....	.....	6.43	7.15	.....
.....	.....	.....	.....	.....	\$ 6.48	\$ 7.20	.....
.....	5.37	5.48	6.00	6.05	6.49	7.21	.....
.....	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	1007	1639	39	●99	609	213	607
.....	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY
.....	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.

WESTWARD

	7	●603	301	503	381	903	1523
	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	LE.SUN	LE.DAILY	LE.DAILY
	A. M.	EX. SUN.	EX. SUN.	EX. SUN.	ONLY.	A. M.	A. M.
.....	\$ 4.45	\$ 6.05	\$ 6.30	\$ 6.59	\$ 7.00	\$ 7.20	\$ 7.50
.....	4.47	\$ 6.07	\$ 6.33	\$ 7.02	\$ 7.02	\$ 7.22	\$ 7.53
.....	4.48	6.09	6.35	7.04	7.03	7.24	7.54
.....	.....	\$ 6.11	\$ 6.36	\$ 7.06	\$ 7.05	\$ 7.26	\$ 7.56
.....	.....	.....	\$ 6.39	.....	\$ 7.08	.....	.....
.....	4.51	6.14	6.42	7.10	7.10	7.30	7.59
.....	4.53	\$ 6.17	\$ 6.45	7.13	\$ 7.13	\$ 7.33	8.01
.....	4.55	\$ 6.20	\$ 6.48	7.15	\$ 7.16	\$ 7.37	8.03
.....	.....	\$ 6.22	\$ 6.51	\$ 7.18	\$ 7.18	\$ 7.39	.....
.....	4.57	6.23	6.52	7.19	7.19	7.40	8.05
.....	.....	\$ 6.24	\$ 6.53	.....	\$ 7.20	\$ 7.42	.....
.....	4.59	\$ 6.27	\$ 6.56	7.22	\$ 7.23	\$ 7.45	8.07
.....	5.02	\$ 6.29	\$ 7.02	\$ 7.26	\$ 7.26	\$ 7.50	\$ 8.10
.....	.....	6.30	.....	7.27	.....	7.52	.....
.....	5.04	.....	7.04	.....	7.28	.....	8.12
.....	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	7	●603	301	503	381	903	1523
.....	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.SUN.	AR.DAILY	AR.DAILY
.....	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	ONLY.	EX.SUN.	EX.SUN.

STATIONS	405	7351	9	617	
	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	
	A. M.	A. M.	A. M.	EX. SUN.	
PITTSBURGH.....	\$ 7.15	\$ 7.23	\$ 8.00	\$ 8.10	
FEDERAL ST.....	\$ 7.20	\$ 7.28	\$ 8.05	\$ 8.15	
PENNA. AVE.....					
COLUMBUS AVE.....					
ISLAND AVE.....	7.23	7.31	8.09	8.18	
WOODS RUN.....		\$ 7.33		\$ 8.20	
JR-BLOCK STATION.....	7.26	7.37	8.12	8.23	
BELLEVUE.....		\$ 7.38		\$ 8.24	
WEST BELLEVUE.....		\$ 7.40			
AVALON.....		\$ 7.42		\$ 8.28	
BEN AVON.....	\$ 7.31	\$ 7.44		\$ 8.30	
EMSWORTH.....		\$ 7.46		\$ 8.32	
CLIFTON.....		\$ 7.48			
DIXMONT.....		\$ 7.50		\$ 8.36	
GLENFIELD.....		\$ 7.53		\$ 8.39	
RN-BLOCK STATION.....	7.37	7.54	8.18	8.40	
HAYSVILLE.....		\$ 7.57		\$ 8.43	
GLEN OSBORNE.....				\$ 8.45	
SEWICKLEY.....	\$ 7.41	\$ 8.01	\$ 8.23	\$ 8.47	
QUAKER VALLEY.....				\$ 8.49	
EDGEWORTH.....		\$ 8.04		\$ 8.51	
SHIELDS.....					
LEETSDALE.....	\$ 7.47	\$ 8.07	8.27	\$ 8.55	
FAIR OAKS.....				\$ 8.58	
AMBRIDGE.....	\$ 7.52	\$ 8.11		\$ 9.02	
ECONOMY.....		\$ 8.16			
LEGIONVILLE.....					
LOGANS.....					
BADEN.....	7.58	\$ 8.20	8.35		
CONWAY.....					
FREEDOM.....		\$ 8.28			
WC-BLOCK STATION.....	8.02	8.29	8.39		
ROCHESTER.....	\$ 8.07	\$ 8.34	\$ 8.44		
RC-BLOCK STATION.....	8.08	8.35	8.45		
	A. M.	A. M.	A. M.	A. M.	
	405	7351	9	617	
	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	EX.SUN.

PITTSBURGH TO JUNCTION No. 1 AND
CH-BLOCK STATION

STATIONS	●701	803	1219	201	
	LE.DAILY	LE.SUN	LE.DAILY	LE.DAILY	
	EX. SUN.	ONLY.		EX. SUN.	
	A. M.	A. M.	A. M.	A. M.	
PITTSBURGH.....	\$ 7.57	\$ 8.15	\$ 8.50	\$ 9.00	
FOURTH AVE.....	\$ 7.59	\$ 8.18	8.52	\$ 9.03	
MB-BLOCK STATION.....	8.01	8.19	8.54	9.04	
SMITHFIELD ST.....	\$ 8.03	\$ 8.21		\$ 9.06	
POINT BRIDGE.....					
DU-BLOCK STATION.....	8.08	8.26	8.59	9.10	
CORLISS.....	\$ 8.11	\$ 8.29	9.02	\$ 9.13	
INGRAM.....	\$ 8.14	\$ 8.32	9.04	\$ 9.16	
CRAFTON.....	\$ 8.16	\$ 8.35		\$ 9.18	
BH-BLOCK STATION.....	8.17	8.36	9.06	9.19	
IDLEWOOD.....	\$ 8.19	\$ 8.38		\$ 9.20	
ROSSLYN.....	\$ 8.22	\$ 8.41	9.08	\$ 9.23	
CARNEGIE.....	\$ 8.25	\$ 8.44	\$ 9.10	\$ 9.26	
JUNCTION No. 1.....		8.46			
CH-BLOCK STATION.....			9.12	9.29	
	A. M.	A. M.	A. M.	A. M.	
	●701	803	1219	201	
	AR.DAILY	AR.SUN.	AR.DAILY	AR.DAILY	EX.SUN.
	EX.SUN.	ONLY.		EX.SUN.	

WESTWARD

43

	305 LE.DAILY	423 LE.DAILY	●627 LE.DAILY EX. SUN.	1319 LE.DAILY	415 LE.DAILY	19 LE.DAILY	●93 LE.DAILY EX. MON.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	\$ 8.35	\$ 8.45	\$ 8.55	\$ 9.15	\$ 9.20	\$ 9.30	\$ 9.35
.....	\$ 8.40	\$ 8.50	\$ 9.00	\$ 9.20	\$ 9.25	.....	.....
.....
.....	8.43	8.53	9.04	9.24	9.28	9.39	9.44
.....	8.46	8.56	9.07	9.27	9.31	9.42	9.48
.....
.....	.....	.....	\$ 9.12	.....	.....	.....	.....
.....
.....	8.51	9.02	9.17	9.33	9.37	9.48	9.57
.....
.....	A 8.55	\$ 9.07	\$ 9.22	B 9.37	L 9.40	.....	.....
.....	.....	V 9.10	.....	.....	.....	.....	.....
.....	8.59	9.12	\$ 9.27	9.41	9.44	9.55	10.04
.....	.....	\$ 9.15	\$ 9.32	.....	.....	.....	.....
.....
.....	9.05	9.19	\$ 9.40	9.48	9.51	10.02	10.11
.....
.....	9.09	9.23	.....	9.52	9.55	10.06	10.15
.....	\$ 9.11	\$ 9.29	⊕	B 9.54	\$ 9.59	U 10.09	.....
.....	9.12	9.30	.....	9.55	10.00	10.10	10.17
.....	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	305 AR.DAILY	423 AR.DAILY	●627 AR.DAILY EX. SUN.	1319 AR.DAILY	415 AR.DAILY	19 AR.DAILY	●93 AR.DAILY EX. MON.

WESTWARD

	●621 LE.SUN. ONLY.	11 LE.DAILY	513 LE.DAILY EX. SUN.	521 LE.DAILY	●91 LE.DAILY	523 LE.DAILY	●97 LE.DAILY EX. MON.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
.....	\$ 9.00	E 9.40	\$ 9.45	\$10.10	E10.20	\$10.25	E12.01
.....	\$ 9.03	9.42	\$ 9.47	\$10.12	10.22	\$10.28	12.03
.....	9.04	9.43	9.48	10.13	10.23	10.30	12.04
.....	\$ 9.06	.....	\$ 9.50	\$10.15	.....	\$10.32	.....
.....	9.10	9.48	9.54	10.19	10.28	10.36	12.08
.....	\$ 9.13	9.50	9.56	10.21	10.30	\$10.39	12.10
.....	\$ 9.16	9.52	9.58	10.23	10.32	\$10.42	12.12
.....	\$ 9.18	.....	.....	.....	.....	\$10.44	.....
.....	9.19	9.54	10.00	10.25	10.35	10.46	12.14
.....	\$ 9.20	.....	.....	.....	.....	\$10.48	.....
.....	\$ 9.23	9.56	10.02	10.27	10.38	\$10.51	12.17
.....	\$ 9.26	9.58	\$10.05	\$10.31	10.40	\$10.55	12.21
.....	.....	.....	10.06	.....	.....	10.57	.....
.....	9.28	10.00	.....	10.33	10.42	.....	12.23
.....	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
.....	●621 AR.SUN. ONLY.	11 AR.DAILY	513 AR.DAILY EX. SUN.	521 AR.DAILY	●91 AR.DAILY	523 AR.DAILY	●97 AR.DAILY EX. MON.

STATIONS	809 LE.SUN. ONLY.	●637 LE.DAILY EX. SUN.	111 LE.DAILY	647 LE.DAILY EX. SUN.	
	A. M.	A. M.	A. M.	A. M.	
PITTSBURGH.....			\$10.20		
FEDERAL ST.....	\$ 9.43	\$ 9.45	\$10.25	\$10.50	
PENNA. AVE.....					
COLUMBUS AVE.....					
ISLAND AVE.....	9.46	9.49	10.29	10.54	
WOODS RUN.....	\$ 9.48			\$10.56	
JR-BLOCK STATION.....	9.51	9.52	10.33	10.59	
BELLEVUE.....	\$ 9.52				
WEST BELLEVUE.....	\$ 9.54				
AVALON.....	\$ 9.56	\$ 9.55		\$11.02	
BEN AVON.....	\$ 9.58	\$ 9.57		\$11.04	
EMSWORTH.....	\$ 10.00	\$ 9.59		\$11.06	
CLIFTON.....	\$ 10.02			\$11.08	
DIXMONT.....	\$ 10.04	\$10.02		\$11.10	
GLENFIELD.....	\$ 10.07	\$10.05		\$11.13	
RN-BLOCK STATION.....	10.08	10.06	10.39	11.14	
HAYSVILLE.....	\$ 10.11	\$10.09		\$11.17	
GLEN OSBORNE.....	\$ 10.13	\$10.11		\$11.19	
SEWICKLEY.....	\$ 10.15	\$10.13	\$10.45	\$11.21	
QUAKER VALLEY.....	\$ 10.17	\$10.15		\$11.23	
EDGEWORTH.....	\$ 10.19	\$10.17		\$11.25	
SHIELDS.....	\$ 10.21	\$10.19		\$11.27	
LEETSDALE.....	\$ 10.24	\$10.23	10.49	\$11.32	
FAIR OAKS.....	\$ 10.26			\$11.35	
AMBRIDGE.....	\$ 10.29	\$10.30		\$11.40	
ECONOMY.....	\$ 10.33				
LEGIONVILLE.....	F 10.36				
LOGANS.....	F 10.37				
BADEN.....	\$ 10.40		10.56		
CONWAY.....					
FREEDOM.....	\$ 10.49				
WC-BLOCK STATION.....	10.50		11.00		
ROCHESTER.....	\$ 10.54		\$11.04		
RC-BLOCK STATION.....	10.55		11.05		
	A. M.	A. M.	A. M.	A. M.	
	809 AR.SUN. ONLY.	●637 AR.DAILY EX.SUN.	111 AR.DAILY	647 AR.DAILY EX.SUN.	

PITTSBURGH TO JUNCTION No. 1 AND
CH-BLOCK STATION

STATIONS	613 LE.DAILY EX. SUN.	●861 LE.SUN. ONLY.	●691 LE.SAT. ONLY.	103 LE.DAILY	
	P. M.	P. M.	P. M.	P. M.	
PITTSBURGH.....	\$12.05	\$ 12.25	\$12.30	\$12.45	
FOURTH AVE.....	\$12.08	\$ 12.27	\$12.33	12.47	
MB-BLOCK STATION.....	12.09	12.28	12.34	12.48	
SMITHFIELD ST.....	\$12.10	\$ 12.30	\$12.35	\$12.50	
POINT BRIDGE.....	\$12.12				
DU-BLOCK STATION.....	12.14	12.34	12.38	12.54	
CORLISS.....	\$12.17	\$ 12.37	12.40	12.56	
INGRAM.....	\$12.20	\$ 12.40	12.43	12.58	
CRAFTON.....	\$12.22	\$ 12.42			
BH-BLOCK STATION.....	12.23	12.43	12.45	1.00	
IDLEWOOD.....	\$12.25	\$ 12.44			
ROSSLYN.....	\$12.27	\$ 12.46	12.47	1.02	
CARNEGIE.....	\$12.31	\$ 12.50	\$12.50	\$ 1.05	
JUNCTION No. 1.....	12.32				
CH-BLOCK STATION.....			12.52	1.07	
	P. M.	P. M.	P. M.	P. M.	
	613 AR.DAILY EX.SUN.	●861 AR.SUN. ONLY.	●691 AR.SAT. ONLY.	103 AR.DAILY	

	●887 LE.SAT. ONLY. A. M.	709 LE.DAILY EX. SUN. A. M.	117 LE.DAILY P. M.	●657 LE.DAILY EX. SUN. P. M.	817 LE.SUN. ONLY. P. M.	719 LE.DAILY EX. SUN. P. M.	●667 LE.DAILY EX. SUN. P. M.
.....			\$12.15	\$12.20	\$ 12.35	.....	\$ 1.25
.....	\$11.10	\$11.15	\$12.20	\$12.25	\$ 12.40	\$ 1.00	\$ 1.30
.....				K12.27			
.....	11.13	11.18	12.24	12.28	12.43	1.03	1.33
.....		\$11.20	.....	K12.30	\$ 12.45	\$ 1.05	\$ 1.35
.....	11.16	11.23	12.27	12.31	12.48	1.07	1.37
.....				K12.32	\$ 12.49	K 1.08	\$ 1.38
.....					\$ 12.51	.....	\$ 1.40
.....		\$11.27	.....	\$12.34	\$ 12.53	\$ 1.10	\$ 1.42
.....		\$11.29	.....	\$12.36	\$ 12.55	\$ 1.12	\$ 1.44
.....	\$11.21	\$11.32	.....	\$12.38	\$ 12.57	\$ 1.15	\$ 1.46
.....		\$11.34	.....	\$12.40	\$ 1.00	\$ 1.17	\$ 1.48
.....		\$11.36	.....	\$12.42	\$ 1.02	\$ 1.19	\$ 1.50
.....		\$11.39	.....	\$12.45	\$ 1.05	\$ 1.22	\$ 1.53
.....	11.26	11.40	12.33	12.46	1.06	1.23	1.54
.....		\$11.43	.....	\$12.49	\$ 1.09	\$ 1.26	\$ 1.57
.....		\$11.45	.....	\$12.51	\$ 1.11	\$ 1.28	\$ 1.59
.....	\$11.32	\$11.48	.....	\$12.53	\$ 1.13	\$ 1.31	\$ 2.01
.....	\$11.34	\$11.50	.....	\$12.55	\$ 1.16	\$ 1.33	\$ 2.03
.....	\$11.36	\$11.52	.....	\$12.57	\$ 1.18	\$ 1.35	\$ 2.05
.....	\$11.38	\$11.54	.....	\$12.59	\$ 1.20	\$ 1.37	\$ 2.07
.....	\$11.43	\$11.57	12.40	\$ 1.02	\$ 1.24	\$ 1.40	\$ 2.10
.....		\$12.00	.....	R 1.05	R 1.27	\$ 1.42	R 2.13
.....		\$12.03	.....	\$ 1.07	\$ 1.30	\$ 1.45	\$ 2.17
.....		\$12.07	.....			\$ 1.49	.....
.....		F12.10	.....			F 1.51	.....
.....		F12.11	.....				.....
.....		\$12.14	12.47			\$ 1.56	.....
.....		\$12.24	.....			\$ 2.05	.....
.....		12.25	12.51	.....		2.06	.....
.....		\$12.29	\$12.55	.....		\$ 2.11	.....
.....		12.30	12.56	.....		2.12	.....
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	●887 AR.SAT. ONLY.	709 AR.DAILY EX.SUN.	117 AR.DAILY	●657 AR.DAILY EX.SUN.	817 AR.SUN. ONLY.	719 AR.DAILY EX.SUN.	●667 AR.DAILY EX.SUN.

WESTWARD

	531 LE.DAILY P. M.	●851 LE.SAT. ONLY. P. M.	993 LE.SUN. ONLY. P. M.	533 LE.DAILY EX. SUN. P. M.	●13 LE.DAILY P. M.	721 LE.DAILY EX. SUN. P. M.	321 LE.DAILY EX. SUN. P. M.
.....	\$12.50	\$ 1.10	\$ 1.15	\$ 1.15	E 2.45	\$ 3.00	\$ 3.10
.....	\$12.52	\$ 1.13	\$ 1.18	\$ 1.18	2.47	\$ 3.02	\$ 3.13
.....	12.53	1.14	1.19	1.19	2.48	3.04	3.14
.....	\$12.55	\$ 1.16	\$ 1.21	\$ 1.21	.....	\$ 3.05	\$ 3.16
.....		F 1.18	.....	.....		F 3.07	.....
.....	12.59	1.21	1.24	1.25	2.51	3.09	3.20
.....	1.01	\$ 1.24	\$ 1.27	\$ 1.28	2.53	\$ 3.13	3.22
.....	1.03	\$ 1.27	\$ 1.30	\$ 1.31	2.55	\$ 3.16	3.25
.....		\$ 1.30	\$ 1.32	\$ 1.34	.....	\$ 3.18	.....
.....	1.05	1.31	1.33	1.35	2.57	3.19	3.27
.....		\$ 1.33	\$ 1.34	.....	.....	\$ 3.20	.....
.....	1.07	\$ 1.36	\$ 1.37	\$ 1.38	2.59	\$ 3.23	3.29
.....	\$ 1.10	\$ 1.39	\$ 1.40	\$ 1.43	3.01	\$ 3.27	\$ 3.32
.....			1.42	1.45	.....		.....
.....	1.12	.....			3.03	.....	3.34
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	531 AR.DAILY	●851 AR.SAT. ONLY.	993 AR.SUN. ONLY.	533 AR.DAILY EX.SUN.	●13 AR.DAILY	721 AR.DAILY EX.SUN.	321 AR.DAILY EX.SUN.

STATIONS	233	629	●827	333	
	LE.DAILY P. M.	LE.DAILY P. M.	LE.SUN ONLY. P. M.	LE.DAILY P. M.	
PITTSBURGH.....	\$ 1.45	\$ 2.00	.....	\$ 2.30	.....
FEDERAL ST.....	\$ 1.52	\$ 2.05	\$ 2.10	\$ 2.35	.....
PENNA. AVE.....	.....	.....	.....	.....	.....
COLUMBUS AVE.....	.....	.....	.....	.....	.....
ISLAND AVE.....	1.56	2.08	2.13	2.38	.....
WOODS RUN.....	.....	.....	\$ 2.15	.....	.....
JR-BLOCK STATION.....	1.59	2.12	2.17	2.41	.....
BELLEVUE.....	.....	.....	\$ 2.18	.....	.....
WEST BELLEVUE.....	.....	.....	.....	.....	.....
AVALON.....	.....	.....	\$ 2.21	.....	.....
BEN AVON.....	.....	.....	\$ 2.23	.....	.....
EMSWORTH.....	.....	.....	\$ 2.25	.....	.....
CLIFTON.....	.....	.....	\$ 2.27	.....	.....
DIXMONT.....	.....	.....	\$ 2.29	.....	.....
GLENFIELD.....	.....	.....	\$ 2.32	.....	.....
RN-BLOCK STATION.....	2.06	2.20	2.33	2.47	.....
HAYSVILLE.....	.....	.....	\$ 2.36	.....	.....
GLEN OSBORNE.....	.....	.....	\$ 2.38	.....	.....
SEWICKLEY.....	\$ 2.10	\$ 2.25	\$ 2.40	.....	.....
QUAKER VALLEY.....	.....	.....	\$ 2.42	.....	.....
EDGEWORTH.....	.....	.....	\$ 2.44	.....	.....
SHIELDS.....	.....	.....	\$ 2.46	.....	.....
LEETSDALE.....	2.15	2.29	2.50	2.53	.....
FAIR OAKS.....	.....	.....	\$ 2.53	.....	.....
AMBRIDGE.....	.....	\$ 2.34	\$ 2.55	.....	.....
ECONOMY.....	.....	.....	.....	.....	.....
LEGIONVILLE.....	.....	.....	.....	.....	.....
LOGANS.....	.....	.....	.....	.....	.....
BADEN.....	2.22	K 2.39	.....	3.00	.....
CONWAY.....	.....	.....	.....	.....	.....
FREEDOM.....	.....	.....	.....	.....	.....
WC-BLOCK STATION.....	2.26	2.43	.....	3.04	.....
ROCHESTER.....	\$ 2.34	\$ 2.48	.....	A 3.07	.....
RC-BLOCK STATION.....	2.35	2.49	.....	3.08	.....
	P. M.	P. M.	P. M.	P. M.	
	233	629	●827	333	
	AR.DAILY	AR.DAILY	AR.SUN. ONLY.	AR.DAILY	

PITTSBURGH TO JUNCTION No. 1 AND
CH-BLOCK STATION

STATIONS	631	543	551	●623	
	LE.SUN. ONLY. P. M.	LE.DAILY EX SUN P. M.	LE.DAILY P. M.	LE.DAILY EX SUN. P. M.	
PITTSBURGH.....	\$ 3.35	\$ 4.00	\$ 4.05	\$ 4.10	.....
FOURTH AVE.....	\$ 3.37	\$ 4.03	\$ 4.07	\$ 4.13	.....
MB-BLOCK STATION.....	3.38	4.04	4.08	4.14	.....
SMITHFIELD ST.....	\$ 3.40	\$ 4.05	G 4.09	\$ 4.16	.....
POINT BRIDGE.....	.....	.....	.....	.....	.....
DU-BLOCK STATION.....	3.44	4.09	4.13	4.19	.....
CORLISS.....	\$ 3.47	4.11	4.15	\$ 4.22	.....
INGRAM.....	\$ 3.50	4.13	4.17	\$ 4.25	.....
CRAFTON.....	\$ 3.52	.....	.....	\$ 4.27	.....
BH-BLOCK STATION.....	3.53	4.15	4.19	4.28	.....
IDLEWOOD.....	\$ 3.55	.....	.....	\$ 4.30	.....
ROSSLYN.....	\$ 3.58	4.18	4.21	\$ 4.33	.....
CARNEGIE.....	\$ 4.00	\$ 4.21	\$ 4.24	\$ 4.36	.....
JUNCTION No. 1.....	.....	4.22	.....	4.37	.....
CH-BLOCK STATION.....	4.02	.....	4.26	.....	.....
	P. M.	P. M.	P. M.	P. M.	
	631	543	551	●623	
	AR.SUN. ONLY.	AR.DAILY EX.SUN.	AR.DAILY	AR.DAILY EX.SUN.	

	729 LE.DAILY EX. SUN. P. M.	819 LE.SUN. ONLY. P. M.	7355 LE.DAILY EX. SUN. P. M.	455 LE.DAILY P. M.	263 LE.DAILY EX. SUN. P. M.	649 LE.DAILY EX. SUN. P. M.	677 LE.DAILY EX. SUN. P. M.
.....			\$ 3.13	\$ 3.50	\$ 4.05	\$ 4.10	.....
.....	\$ 2.45	\$ 3.10	\$ 3.18	\$ 3.55	\$ 4.10	\$ 4.15	\$ 4.20
.....							\$ 4.22
.....	2.48	3.14	3.21	3.58	4.13	4.19	4.25
.....			\$ 3.23				\$ 4.27
.....	2.51	3.17	3.25	4.01	4.16	4.22	4.30
.....	\$ 2.52	\$ 3.18	\$ 3.26				\$ 4.31
.....			\$ 3.28				\$ 4.33
.....	\$ 2.55	\$ 3.21	\$ 3.30				\$ 4.35
.....	\$ 2.57	\$ 3.23	\$ 3.32				\$ 4.37
.....	\$ 3.00	\$ 3.25	\$ 3.34				\$ 4.39
.....	\$ 3.02	\$ 3.27	\$ 3.36				\$ 4.41
.....	\$ 3.04	\$ 3.29	\$ 3.38				\$ 4.43
.....	\$ 3.07	\$ 3.32	\$ 3.41				\$ 4.46
.....	3.08	3.33	3.42	4.06	4.21	4.27	4.47
.....	\$ 3.11	\$ 3.36	\$ 3.45				\$ 4.50
.....	\$ 3.13	\$ 3.38	\$ 3.47				\$ 4.52
.....	\$ 3.16	\$ 3.40	\$ 3.49	\$ 4.10	\$ 4.25	\$ 4.31	\$ 4.54
.....	\$ 3.18	\$ 3.42	\$ 3.51			\$ 4.33	\$ 4.56
.....	\$ 3.20	\$ 3.44	\$ 3.53			\$ 4.35	\$ 4.58
.....	\$ 3.22	\$ 3.46	\$ 3.55			\$ 4.37	\$ 5.00
.....	\$ 3.25	\$ 3.50	\$ 3.58	4.15	4.29	\$ 4.40	\$ 5.03
.....	F 3.28	F 3.52	\$ 4.01			\$ 4.43	.....
.....	\$ 3.30	\$ 3.55	\$ 4.03			\$ 4.46	\$ 5.08
.....	\$ 3.34	\$ 3.59	\$ 4.07			\$ 4.50	.....
.....	F 3.36	F 4.01	R 4.08			\$ 4.54	.....
.....		F 4.03	R 4.10			\$ 4.56	.....
.....	\$ 3.41	\$ 4.06	\$ 4.17	4.22	4.36	\$ 5.00	.....
.....						F 5.03	.....
.....	\$ 3.50	\$ 4.14				\$ 5.07	.....
.....	3.51	4.15		4.26	4.40	5.08	.....
.....	\$ 3.56	\$ 4.19		\$ 4.29	\$ 4.49	\$ 5.14	.....
.....	3.57	4.20		4.30	4.50	5.15	.....
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	729 AR.DAILY EX.SUN.	819 AR.SUN. ONLY.	7355 AR.DAILY EX.SUN.	455 AR.DAILY	263 AR.DAILY EX.SUN.	649 AR.DAILY EX.SUN.	677 AR.DAILY EX.SUN.

WESTWARD

	923 LE.DAILY EX. SUN. P. M.	143 LE.DAILY P. M.	●741 LE.DAILY EX SAT. & SUN P. M.	553 LE.DAILY EX. SUN. P. M.	221 LE.DAILY P. M.	●751 LE.DAILY EX. SUN. P. M.	823 LE.SUN. ONLY. P. M.
.....	\$ 4.40	\$ 5.00	\$ 5.04	\$ 5.10	\$ 5.14	\$ 5.18	\$ 5.18
.....	\$ 4.43	5.03	\$ 5.07	\$ 5.13	\$ 5.17	\$ 5.21	\$ 5.21
.....	4.45	5.04	5.08	5.15	5.18	5.22	5.22
.....	\$ 4.46				\$ 5.20	\$ 5.24	\$ 5.24
.....	\$ 4.48						
.....	4.51	5.08	5.12	5.20	5.25	5.28	5.28
.....	\$ 4.54	5.10	\$ 5.16	5.22	Y 5.27	\$ 5.32	\$ 5.32
.....	\$ 4.57	5.12	\$ 5.19	5.25	Y 5.30	\$ 5.35	\$ 5.35
.....	\$ 4.59		\$ 5.21		Y 5.31	\$ 5.38	\$ 5.38
.....	5.00	5.14	5.23	5.27	5.32	5.39	5.39
.....	\$ 5.02		R 5.26			\$ 5.40	\$ 5.40
.....	\$ 5.05	5.16	5.29	5.29	Z 5.34	\$ 5.43	\$ 5.43
.....	\$ 5.10	5.17	5.31	\$ 5.32	\$ 5.36	\$ 5.47	\$ 5.46
.....	5.12			5.34			5.47
.....		5.19	‡		5.38		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	923 AR.DAILY EX.SUN.	143 AR.DAILY	●741 AR.DAILY EX SAT. & SUN.	553 AR.DAILY EX.SUN.	221 AR.DAILY	●751 AR.DAILY EX.SUN.	823 AR.SUN. ONLY.

PITTSBURGH TO RC-BLOCK STATION

STATIONS	433	●739	●687	829	
	LE.DAILY	LE.DAILY	LE.DAILY	LE.SUN.	
	P. M.	P. M.	P. M.	ONLY.	
PITTSBURGH.....	\$ 5.00	\$ 5.02	\$ 5.05	.....	.....
FEDERAL ST.....	\$ 5.05	\$ 5.07	\$ 5.10	\$ 5.10	.....
PENNA. AVE.....	.....	.....	.....	.....	.....
COLUMBUS AVE.....	.....	.....	.....	.....	.....
ISLAND AVE.....	5.08	5.11	5.14	5.13	.....
WOODS RUN.....	.....	.....	.....	\$ 5.15	.....
JR-BLOCK STATION.....	5.11	5.14	5.17	5.17	.....
BELLEVUE.....	.....	.....	.....	\$ 5.18	.....
WEST BELLEVUE.....	.....	.....	.....	\$ 5.20	.....
AVALON.....	.....	.....	.....	\$ 5.22	.....
BEN AVON.....	.....	.....	.....	\$ 5.24	.....
EMSWORTH.....	.....	.....	\$ 5.22	\$ 5.26	.....
CLIFTON.....	.....	.....	.....	\$ 5.28	.....
DIXMONT.....	.....	.....	.....	\$ 5.30	.....
GLENFIELD.....	.....	.....	.....	\$ 5.33	.....
RN-BLOCK STATION.....	5.17	5.20	5.27	5.34	.....
HAYSVILLE.....	.....	.....	.....	\$ 5.37	.....
GLEN OSBORNE.....	.....	.....	\$ 5.32	\$ 5.39	.....
SEWICKLEY.....	.....	.....	\$ 5.34	\$ 5.41	.....
QUAKER VALLEY.....	.....	.....	\$ 5.36	\$ 5.43	.....
EDGEWORTH.....	.....	.....	\$ 5.38	\$ 5.45	.....
SHIELDS.....	.....	.....	\$ 5.40	\$ 5.47	.....
LEETSDALE.....	5.23	\$ 5.26	\$ 5.44	\$ 5.50	.....
FAIR OAKS.....	.....	.....	\$ 5.47	\$ 5.53	.....
AMBRIDGE.....	.....	\$ 5.30	\$ 5.50	\$ 5.56	.....
ECONOMY.....	.....	\$ 5.35	.....	\$ 6.00	.....
LEGIONVILLE.....	.....	.....	.....	\$ 6.04	.....
LOGANS.....	.....	.....	.....	\$ 6.06	.....
BADEN.....	5.30	\$ 5.41	.....	\$ 6.08	.....
CONWAY.....	.....	.....	.....	.....	.....
FREEDOM.....	.....	\$ 5.47	.....	\$ 6.15	.....
WC-BLOCK STATION.....	5.34	5.48	.....	6.16	.....
ROCHESTER.....	\$ 5.39	\$ 5.52	.....	\$ 6.20	.....
RC-BLOCK STATION.....	5.40	5.53	.....	6.21	.....
	P. M.	P. M.	P. M.	P. M.	
	433	●739	●687	829	
	AR.DAILY	AR.DAILY	AR.DAILY	AR.SUN.	
	EX.SUN.	EX.SUN.	EX.SUN.	ONLY.	

PITTSBURGH TO JUNCTION No. 1 AND
CH-BLOCK STATION

STATIONS	●563	●761	●771	601	
	LE.DAILY	LE.DAILY	LE.DAILY EX	LE.DAILY	
	EX.SUN.	EX.SUN.	SAT.&SUN.	EX.SUN.	
	P. M.	P. M.	P. M.	P. M.	
PITTSBURGH.....	\$ 5.32	\$ 5.36	\$ 5.53	\$ 6.10	.....
FOURTH AVE.....	\$ 5.34	\$ 5.38	\$ 5.55	\$ 6.13	.....
MB-BLOCK STATION.....	5.36	5.40	5.57	6.15	.....
SMITHFIELD ST.....	\$ 5.37	\$ 5.41	\$ 5.59	\$ 6.16	.....
POINT BRIDGE.....	.....	\$ 5.43	.....	.....	.....
DU-BLOCK STATION.....	5.40	5.46	6.03	6.20	.....
CORLISS.....	5.42	\$ 5.49	\$ 6.06	\$ 6.23	.....
INGRAM.....	5.45	\$ 5.53	\$ 6.10	\$ 6.26	.....
CRAFTON.....	.....	\$ 5.56	\$ 6.13	\$ 6.28	.....
BH-BLOCK STATION.....	5.47	5.59	6.14	6.29	.....
IDLEWOOD.....	.....	\$ 6.01	\$ 6.15	\$ 6.30	.....
ROSSLYN.....	5.49	\$ 6.04	\$ 6.18	\$ 6.33	.....
CARNEGIE.....	\$ 5.52	\$ 6.07	\$ 6.21	\$ 6.36	.....
JUNCTION No. 1.....	5.53	.....	.....	.....	.....
CH-BLOCK STATION.....	.....	.....	‡	6.39	.....
	P. M.	P. M.	P. M.	P. M.	
	●563	●761	●771	601	
	AR.DAILY	AR.DAILY	AR.DAILY EX	AR.DAILY	
	EX.SUN.	EX.SUN.	SAT.&SUN.	EX.SUN.	

	●697 LE.DAILY EX. SUN. P.M.	●749 LE.DAILY EX. SUN. P.M.	707 LE.DAILY EX. SUN. P.M.	●717 LE.DAILY EX. SUN. P.M.	●727 LE.DAILY EX. SUN. P.M.	313 LE.DAILY EX. SUN. P.M.	475 LE.DAILY EX. SUN. P.M.
.....		\$ 5.30	\$ 5.35	\$ 5.38	.....	\$ 6.00	\$ 6.05
.....	\$ 5.15	\$ 5.35	\$ 5.40	\$ 5.43	\$ 5.45	\$ 6.05	\$ 6.10
.....							
.....	5.19	5.38	5.43	5.46	5.49	6.08	6.13
.....	\$ 5.21	.....	.....	.....	\$ 5.51	.....	.....
.....	5.23	5.41	5.46	5.49	5.53	6.11	6.17
.....	\$ 5.24	.....	.....	\$ 5.50	\$ 5.54	.....	.....
.....	\$ 5.26	.....	.....	.....	\$ 5.56	.....	.....
.....	\$ 5.28	.....	.....	\$ 5.54	\$ 5.58	.....	.....
.....	\$ 5.30	.....	.....	\$ 5.56	\$ 6.00	.....	.....
.....			\$ 5.51	.....	\$ 6.02	.....	.....
.....	\$ 5.34	.....	.....	.....	\$ 6.04	.....	.....
.....	\$ 5.36	.....	.....	.....	\$ 6.06	.....	.....
.....	\$ 5.39	.....	.....	\$ 6.02	\$ 6.08	.....	.....
.....	5.40	5.48	5.55	6.03	6.10	6.17	6.23
.....	\$ 5.43	.....	.....	\$ 6.06	.....	.....	.....
.....	.....	.....	\$ 5.59	\$ 6.08	.....	.....	.....
.....	\$ 5.48	\$ 5.53	\$ 6.01	\$ 6.10	\$ 6.15	.....	.....
.....	.....	.....	\$ 6.03	\$ 6.12	.....	.....	.....
.....	.....	.....	\$ 6.05	.....	.....	.....	.....
.....	R 5.51	.....	\$ 6.07	.....	.....	.....	.....
.....	\$ 5.55	\$ 5.58	\$ 6.12	\$ 6.17	\$ 6.20	6.23	6.29
.....	.....	\$ 6.01	.....	.....	.....	.....	.....
.....	.....	\$ 6.03	.....	.....	.....	.....	.....
.....	.....	\$ 6.07	.....	.....	.....	.....	.....
.....
.....	.....	\$ 6.11	.....	.....	.....	.....	.....
.....	.....	\$ 6.14	.....	.....	.....	6.30	6.36
.....
.....	.....	\$ 6.21	.....	.....	.....	.....	.....
.....	.....	6.22	.....	.....	.....	6.34	6.40
.....	.....	\$ 6.25	⚡	.....	⚡	.....	\$ 6.43
.....	.....	6.26	.....	.....	.....	6.36	6.44
.....	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....	●697 AR.DAILY EX. SUN.	●749 AR.DAILY EX. SUN.	707 AR.DAILY EX. SUN.	●717 AR.DAILY EX. SUN.	●727 AR.DAILY EX. SUN.	313 AR.DAILY EX. SUN.	475 AR.DAILY EX. SUN.

WESTWARD

	●781 LE.DAILY EX. SUN. P.M.	573 LE.DAILY EX. SUN. P.M.	27 LE.DAILY EX. SUN. P.M.	1227 LE.DAILY EX. SUN. P.M.	571 LE.DAILY EX. SUN. P.M.	●643 LE.DAILY EX. SUN. P.M.	●671 LE.SUN. ONLY. P.M.
.....	\$ 6.26	\$ 7.20	\$ 8.25	\$ 8.35	\$ 8.40	\$ 9.10	\$ 9.30
.....	\$ 6.29	\$ 7.23	8.27	8.37	\$ 8.42	\$ 9.13	\$ 9.33
.....	6.30	7.25	8.28	8.38	8.43	9.14	9.34
.....	\$ 6.31	\$ 7.26	.....	.....	\$ 8.45	\$ 9.16	\$ 9.36
.....
.....	6.36	7.30	8.33	8.43	8.49	9.21	9.40
.....	\$ 6.39	\$ 7.33	8.35	8.45	8.51	\$ 9.24	\$ 9.43
.....	\$ 6.42	\$ 7.36	8.37	8.47	8.53	\$ 9.27	\$ 9.46
.....	\$ 6.44	\$ 7.39	.....	.....	.....	\$ 9.29	\$ 9.48
.....	6.45	7.40	8.39	8.49	8.55	9.30	9.49
.....	\$ 6.47	\$ 7.41	.....	.....	.....	\$ 9.31	\$ 9.50
.....	\$ 6.50	\$ 7.44	8.41	8.51	8.57	\$ 9.34	\$ 9.53
.....	\$ 6.54	\$ 7.47	8.43	8.53	\$ 9.00	\$ 9.37	\$ 9.57
.....	.....	7.49	.....	.....	.....	9.38	.....
.....	.....	.....	8.45	8.55	9.02	.....	9.59
.....	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....	●781 AR.DAILY	573 AR.DAILY	27 AR.DAILY	1227 AR.DAILY	571 AR.DAILY	●643 AR.DAILY EX. SUN.	●671 AR.SUN. ONLY.

STATIONS	●737	747	●1013	7357	
	LE.DAILY EX. SUN.	LE.DAILY	LE.DAILY	LE.DAILY EX. SUN.	
	P. M.	P. M.	P. M.	P. M.	
PITTSBURGH.....	\$ 6.10	.....	E 6.55	\$ 7.00	.....
FEDERAL ST.....	\$ 6.15	\$ 6.20	E 7.01	\$ 7.05	.....
PENNA. AVE.....	.....	.....	.....	.....	.....
COLUMBUS AVE.....	.....	\$ 6.23	.....	.....	.....
ISLAND AVE.....	6.18	6.25	7.05	7.08	.....
WOODS RUN.....	.....	\$ 6.27	.....	\$ 7.10	.....
JR-BLOCK STATION.....	6.22	6.29	7.08	7.15	.....
BELLEVUE.....	.....	\$ 6.30	.....	.....	.....
WEST BELLEVUE.....	.....	\$ 6.32	.....	.....	.....
AVALON.....	.....	\$ 6.34	.....	\$ 7.19	.....
BEN AVON.....	.....	\$ 6.36	.....	\$ 7.21	.....
EMSWORTH.....	.....	\$ 6.38	.....	\$ 7.23	.....
CLIFTON.....	.....	\$ 6.40	.....	\$ 7.25	.....
DIXMONT.....	.....	\$ 6.42	.....	\$ 7.27	.....
GLENFIELD.....	.....	\$ 6.45	.....	\$ 7.30	.....
RN-BLOCK STATION.....	6.28	6.46	7.14	7.31	.....
HAYSVILLE.....	.....	\$ 6.49	.....	\$ 7.34	.....
GLEN OSBORNE.....	\$ 6.32	\$ 6.51	.....	\$ 7.36	.....
SEWICKLEY.....	\$ 6.34	\$ 6.53	.....	\$ 7.38	.....
QUAKER VALLEY.....	\$ 6.36	\$ 6.55	.....	\$ 7.40	.....
EDGEWORTH.....	\$ 6.38	\$ 6.57	.....	\$ 7.42	.....
SHIELDS.....	F 6.40	\$ 6.59	.....	.....	.....
LEETSDALE.....	\$ 6.45	\$ 7.02	7.20	\$ 7.47	.....
FAIR OAKS.....	R 6.47	\$ 7.05	.....	.....	.....
AMBRIDGE.....	\$ 6.50	\$ 7.07	.....	\$ 7.52	.....
ECONOMY.....	.....	\$ 7.11	.....	\$ 7.56	.....
LEGIONVILLE.....	.....	F 7.15	.....	.....	.....
LOGANS.....	.....	F 7.16	.....	.....	.....
BADEN.....	.....	\$ 7.20	7.27	\$ 8.00	.....
CONWAY.....	.....	.....	.....	.....	.....
FREEDOM.....	.....	.....	.....	\$ 8.05	.....
WC-BLOCK STATION.....	.....	.....	7.31	8.06	.....
ROCHESTER.....	.....	.....	.....	\$ 8.10	.....
RC-BLOCK STATION.....	.....	.....	7.35	8.11	.....
	P. M.	P. M.	P. M.	P. M.	
	●737	747	●1013	7357	
	AR.DAILY EX. SUN.	AR.DAILY	AR.DAILY	AR.DAILY EX. SUN.	

PITTSBURGH TO JUNCTION No. 1 AND CH-BLOCK STATION

STATIONS	●641	583	●241		
	LE.DAILY EX. SUN.	LE.DAILY	LE.DAILY EX. SUN.		
	P. M.	P. M.	P. M.		
PITTSBURGH.....	\$10.15	\$11.30	\$11.45	.....	.....
FOURTH AVE.....	\$10.18	\$11.33	\$11.47	.....	.....
MB-BLOCK STATION.....	10.19	11.34	11.48	.....	.....
SMITHFIELD ST.....	\$10.21	\$11.36	\$11.50	.....	.....
POINT BRIDGE.....	.....	.....	.....	.....	.....
DU-BLOCK STATION.....	10.24	11.40	11.54	.....	.....
CORLISS.....	\$10.27	\$11.43	\$11.57	.....	.....
INGRAM.....	\$10.29	\$11.46	\$12.00	.....	.....
CRAFTON.....	\$10.31	\$11.48	\$12.02	.....	.....
BH-BLOCK STATION.....	10.33	11.49	12.03	.....	.....
IDLEWOOD.....	\$10.35	\$11.51	\$12.04	.....	.....
ROSSLYN.....	\$10.38	\$11.54	\$12.07	.....	.....
CARNEGIE.....	\$10.41	\$11.57	\$12.10	.....	.....
JUNCTION No. 1.....	.....	11.58	.....	.....	.....
CH-BLOCK STATION.....	10.43	.....	12.12	.....	.....
	P. M.	P. M.	A. M.		
	●641	583	●241		
	AR.DAILY EX. SUN.	AR.DAILY	AR.DAILY EX. MON		

51

WESTWARD

[illegible]

PITTSBURGH TO RC-BLOCK STATION

STATIONS	●767	129	669	7359	
	LE DAILY	LE DAILY	LE DAILY	LE DAILY EX. SUN.	
	P. M.	P. M.	P. M.	P. M.	
PITTSBURGH.....	\$10.20	\$11.30	\$11.35	\$11.40	.....
FEDERAL ST.....	\$10.25	.....	\$11.40	\$11.45	.....
PENNA. AVE.....	.....	.....	.....	.....	.....
COLUMBUS AVE.....	.....	.....	.....	.....	.....
ISLAND AVE.....	10.28	11.39	11.43	11.48	.....
WOODS RUN.....	\$10.30	.....	.....	.....	.....
JR-BLOCK STATION.....	10.33	11.42	11.46	11.52	.....
BELLEVUE.....	\$10.34	.....	.....	.....	.....
WEST BELLEVUE.....	.....	.....	.....	.....	.....
AVALON.....	\$10.37	.....	.....	\$11.55	.....
BEN AVON.....	\$10.39	.....	.....	\$11.57	.....
EMSWORTH.....	\$10.41	.....	.....	\$12.00	.....
CLIFTON.....	\$10.43	.....	.....	\$12.02	.....
DIXMONT.....	\$10.45	.....	.....	\$12.04	.....
GLENFIELD.....	\$10.48	.....	.....	\$12.07	.....
RN-BLOCK STATION.....	10.49	11.48	11.53	12.08	.....
HAYSVILLE.....	\$10.52	.....	.....	\$12.11	.....
GLEN OSBORNE.....	\$10.54	.....	.....	\$12.13	.....
SEWICKLEY.....	\$10.56	.....	\$11.58	\$12.15	.....
QUAKER VALLEY.....	\$10.58	.....	.....	\$12.17	.....
EDGEWORTH.....	\$11.00	.....	.....	\$12.19	.....
SHIELDS.....	\$11.02	.....	.....	\$12.21	.....
LEETSDALE.....	\$11.07	11.54	12.02	\$12.25	.....
FAIR OAKS.....	\$11.08	.....	.....	\$12.27	.....
AMBRIDGE.....	\$11.10	.....	\$12.07	\$12.30	.....
ECONOMY.....	.....	.....	.....	\$12.34	.....
LEGIONVILLE.....	.....	.....	.....	.....	.....
LOGANS.....	.....	.....	.....	.....	.....
BADEN.....	.....	12.02	12.12	\$12.38	.....
CONWAY.....	.....	.....	.....	.....	.....
FREEDOM.....	.....	.....	\$12.19	\$12.43	.....
WC-BLOCK STATION.....	.....	12.06	12.20	12.45	.....
ROCHESTER.....	.....	.....	\$12.24	.....	.....
RC-BLOCK STATION.....	.....	12.09	12.25	.....	.....
	P. M.	A. M.	A. M.	A. M.	
	●767	129	669	7359	
	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY EX. MON.	

PITTSBURGH TO JUNCTION No. 1 AND
CH - BLOCK STATION

STATIONS					
PITTSBURGH.....					.....
FOURTH AVE.....					.....
MB-BLOCK STATION.....					.....
SMITHFIELD ST.....					.....
POINT BRIDGE.....					.....
DU-BLOCK STATION.....					.....
CORLISS.....					.....
INGRAM.....					.....
CRAFTON.....					.....
BH-BLOCK STATION.....					.....
IDLEWOOD.....					.....
ROSSLYN.....					.....
CARNEGIE.....					.....
JUNCTION No. 1.....					.....
CH-BLOCK STATION.....					.....

RC-BLOCK STATION TO PITTSBURGH

STATIONS		606	2	202	
		LE DAILY EX. SUN.	LE DAILY	LE DAILY	
		A. M.	A. M.	A. M.	
RC-BLOCK STATION.....			5.50	5.55	
ROCHESTER.....				\$ 5.58	
WC-BLOCK STATION.....			5.53	6.01	
FREEDOM.....					
CONWAY.....					
BADEN.....			5.58	6.06	
LOGANS.....					
LEGIONVILLE.....					
ECONOMY.....					
AMBRIDGE.....					
FAIR OAKS.....					
LEETSDALE.....		\$ 5.35	6.05	6.14	
SHIELDS.....					
EDGEWORTH.....		\$ 5.38			
QUAKER VALLEY.....		\$ 5.40			
SEWICKLEY.....		\$ 5.42		R 6.18	
GLEN OSBORNE.....		\$ 5.44			
HAYSVILLE.....		\$ 5.46			
RN-BLOCK STATION.....		5.48	6.13	6.24	
GLENFIELD.....		\$ 5.49			
DIXMONT.....		\$ 5.52			
CLIFTON.....		\$ 5.54			
EMSWORTH.....		\$ 5.56			
BEN AVON.....		\$ 5.58			
AVALON.....		\$ 6.00			
WEST BELLEVUE.....					
BELLEVUE.....		\$ 6.02			
JR-BLOCK STATION.....		6.03	6.20	6.34	
WOODS RUN.....		\$ 6.06			
ISLAND AVE.....		6.08	6.23	6.38	
COLUMBUS AVE.....					
PENNA. AVE.....		\$ 6.10			
FEDERAL ST.....		\$ 6.15		\$ 6.43	
PITTSBURGH.....		\$ 6.20	\$ 6.35	\$ 6.50	
		A. M.	A. M.	A. M.	
		606	2	202	
		AR DAILY EX. SUN.	AR DAILY	AR DAILY	

CH-BLOCK STATION AND JUNCTION No. 1
TO PITTSBURGH

STATIONS	20	34	30	●700	
	LE DAILY	LE DAILY	LE DAILY	LE DAILY EX. SUN.	
	A. M.	A. M.	A. M.	A. M.	
CH-BLOCK STATION.....	2.28	3.12	3.30		
JUNCTION No 1.....					
CARNEGIE.....	2.29	3.14	3.31	\$ 5.20	
ROSSLYN.....	2.31	3.16	3.33	\$ 5.22	
IDLEWOOD.....				\$ 5.25	
BH-BLOCK STATION.....	2.34	3.20	3.36	5.26	
CRAFTON.....				\$ 5.28	
INGRAM.....	2.36	3.22	3.38	\$ 5.30	
CORLISS.....	2.39	3.24	3.41	\$ 5.33	
DU-BLOCK STATION.....	2.41	3.26	3.43	5.35	
POINT BRIDGE.....					
SMITHFIELD ST.....				\$ 5.38	
MB-BLOCK STATION.....	2.46	3.30	3.46	5.39	
FOURTH AVE.....	2.47	3.32	3.47	\$ 5.41	
PITTSBURGH.....	\$ 2.50	\$ 3.35	\$ 3.50	\$ 5.45	
	A. M.	A. M.	A. M.	A. M.	
	20	34	30	●700	
	AR DAILY	AR DAILY	AR DAILY	AR DAILY EX. SUN.	

	●806 LE.SUN. ONLY.	708 LE.DAILY EX. SUN.	●616 LE.DAILY EX. SUN.	●718 LE.DAILY EX. SUN.	8 LE.DAILY	●626 LE.DAILY EX. SUN.	●636 LE.DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....		6.01	.....	6.41	7.00	.....
.....		S 6.03	.....	S 6.43	S 7.02	.....	✠
.....		6.05	.....	6.45	7.05	.....
.....		S 6.07	.....	S 6.47	.....	.....
.....							
.....		S 6.13	.....	S 6.54	7.10	.....
.....		F 6.15	.....	S 6.56	.....	.....
.....		F 6.17	.....	.....	.....	.....
.....		S 6.21	.....	S 7.00	.....	.....
.....		S 6.25	.....	S 7.04	V 7.14	.....
.....		S 6.27	.....	S 7.06	.....	.....
.....	S 6.30	S 6.30	S 6.45	S 7.10	7.18	S 7.25	S 7.30
.....	S 6.32	.....	S 6.47	.....	.....	.....	S 7.32
.....	S 6.34	.....	S 6.49	.....	.....	.....	S 7.34
.....	S 6.36	S 6.35	S 6.51	.....	.....	.....	S 7.36
.....	S 6.39	S 6.38	S 6.53	S 7.16	.....	S 7.30	S 7.38
.....	S 6.41	S 6.40	S 6.55	S 7.18	.....	.....	S 7.40
.....	S 6.43	S 6.42	S 6.57	.....	.....	.....	S 7.42
.....	6.46	6.45	7.00	7.22	7.25	7.35	7.45
.....	S 6.48	S 6.47	S 7.02	.....	.....	.....	S 7.47
.....	F 6.50	S 6.50	S 7.04	.....	.....	.....	S 7.49
.....	S 6.52	S 6.52	S 7.06	.....	.....	.....	S 7.51
.....	S 6.54	S 6.55	S 7.09	.....	.....	S 7.41	.....
.....	S 6.56	S 6.58	S 7.12	.....	.....	S 7.43	S 7.56
.....	S 6.58	S 7.00	S 7.14	.....	.....	S 7.45	S 7.58
.....	F 7.00	S 7.02	S 7.16	.....	.....	S 7.47	.....
.....	S 7.02	S 7.04	S 7.18	.....	.....	S 7.49	S 8.02
.....	7.03	7.05	7.19	7.28	7.32	7.50	8.03
.....	S 7.06	S 7.08	S 7.22	.....	.....	S 7.53	.....
.....	7.08	7.10	7.25	7.31	7.35	7.56	8.06
.....							
.....	S 7.11	.....	.....	.....	.....	.....	.....
.....	S 7.15	S 7.15	S 7.30	S 7.35	S 7.40	S 8.00	S 8.10
.....		S 7.20	S 7.35	S 7.40	S 7.45	S 8.05	.....
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	●806 AR.SUN. ONLY.	708 AR.DAILY EX.SUN.	●616 AR.DAILY EX.SUN.	●718 AR.DAILY EX.SUN.	8 AR.DAILY	●626 AR.DAILY EX.SUN.	●636 AR.DAILY EX.SUN.

EASTWARD

	●710 LE.DAILY	●720 LE.DAILY EX. SUN.	26 LE.DAILY	502 LE.DAILY EX. SUN.	600 LE.DAILY	1226 LE.DAILY	●602 LE.DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....			6.45	.....	7.08	7.21	.....
.....				6.55	.....	.....	7.13
.....	S 6.00	S 6.30	6.47	S 6.58	S 7.11	P 7.24	S 7.27
.....	S 6.02	S 6.32	6.49	S 7.01	S 7.14	7.26	S 7.29
.....	S 6.06	S 6.34	.....	S 7.04	S 7.17	.....	S 7.32
.....	6.08	6.36	6.52	7.05	7.19	7.29	7.34
.....	S 6.10	S 6.38	.....	S 7.07	S 7.21	.....	S 7.36
.....	S 6.13	S 6.40	6.55	S 7.09	S 7.23	7.31	S 7.39
.....	S 6.16	S 6.42	6.58	S 7.12	S 7.26	7.33	S 7.43
.....	6.18	6.44	7.00	7.14	7.29	7.35	7.45
.....	S 6.20	S 6.46	.....	S 7.16	S 7.31	.....	S 7.47
.....	S 6.23	S 6.49	X.....	S 7.19	S 7.34	X.....	S 7.50
.....	6.24	6.50	7.04	7.20	7.35	7.39	7.51
.....	S 6.27	S 6.52	7.06	S 7.22	S 7.37	7.41	S 7.54
.....	S 6.30	S 6.55	S 7.10	S 7.25	S 7.40	S 7.45	S 7.57
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	●710 AR.DAILY	●720 AR.DAILY EX. SUN.	26 AR.DAILY	502 AR.DAILY EX. SUN.	600 AR.DAILY	1226 AR.DAILY	●602 AR.DAILY EX. SUN.

STATIONS	126	●728	●646	402	
	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	
	A. M.	A. M.	A. M.	A. M.	
RC-BLOCK STATION.....	7.35	7.41		7.44	.....
ROCHESTER.....	T 7.36	S 7.42	‡	S 7.47	.....
WC-BLOCK STATION.....	7.37	7.45		7.50	.....
FREEDOM.....					.....
CONWAY.....					.....
BADEN.....	7.42	7.51		7.56	.....
LOGANS.....					.....
LEGIONVILLE.....					.....
ECONOMY.....					.....
AMBRIDGE.....		S 7.55		S 8.02	.....
FAIR OAKS.....					.....
LEETSDALE.....	7.50	7.59	S 8.02	8.07	.....
SHIELDS.....			S 8.04		.....
EDGEWORTH.....			S 8.06		.....
QUAKER VALLEY.....			S 8.08		.....
SEWICKLEY.....	T 7.54		S 8.10	S 8.13	.....
GLEN OSBORNE.....			S 8.12		.....
HAYSVILLE.....					.....
RN-BLOCK STATION.....	7.58	8.05	8.17	8.20	.....
GLENFIELD.....					.....
DIXMONT.....					.....
CLIFTON.....					.....
EMSWORTH.....		S 8.09			.....
BEN AVON.....					.....
AVALON.....					.....
WEST BELLEVUE.....					.....
BELLEVUE.....					.....
JR-BLOCK STATION.....	8.07	8.13	8.23	8.26	.....
WOODS RUN.....					.....
ISLAND AVE.....	8.10	8.16	8.26	8.29	.....
COLUMBUS AVE.....					.....
PENNA. AVE.....					.....
FEDERAL ST.....	S 8.15	S 8.20	S 8.30	S 8.35	.....
PITTSBURGH.....	S 8.20	S 8.25	S 8.35	S 8.40	.....
	A. M.	A. M.	A. M.	A. M.	
	126	●728	●646	402	
	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	
	EX.SUN.	EX.SUN.	EX.SUN.		

CARNEGIE TO PITTSBURGH
**CH-BLOCK STATION AND JUNCTION No. 1
 TO PITTSBURGH**

STATIONS	200	●730	●512	●740	
	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	
	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	
	A. M.	A. M.	A. M.	A. M.	
CH-BLOCK STATION.....	7.37				.....
JUNCTION No. 1.....			7.58		.....
CARNEGIE.....	S 7.40	7.45	S 8.00	S 8.10	.....
ROSSLYN.....	7.42	S 7.49	8.02	S 8.13	.....
IDLEWOOD.....		S 7.52		S 8.16	.....
BH-BLOCK STATION.....	7.47	7.54	8.05	8.18	.....
CRAFTON.....		S 7.56		S 8.20	.....
INGRAM.....	7.49	S 7.59	8.07	S 8.23	.....
CORLISS.....	7.51	S 8.02	8.09	S 8.26	.....
DU-BLOCK STATION.....	7.53	8.04	8.11	8.28	.....
POINT BRIDGE.....				S 8.30	.....
SMITHFIELD ST.....	S 7.57	S 8.07	S 8.14	S 8.33	.....
MB-BLOCK STATION.....	7.59	8.08	8.15	8.34	.....
FOURTH AVE.....	S 8.01	S 8.11	S 8.17	S 8.37	.....
PITTSBURGH.....	S 8.04	S 8.15	S 8.20	S 8.40	.....
	A. M.	A. M.	A. M.	A. M.	
	200	●730	●512	●740	
	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	
	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	

	●738 LE.DAILY EX. SUN.	656 LE.DAILY EX. SUN.	668 LE.DAILY	124 LE.DAILY	404 LE.DAILY	142 LE.DAILY	666 LE.DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	7.51	.....	7.55	8.34	8.45	9.10	.....
.....	\$ 7.52	.....	\$ 7.57	M 8.35	\$ 8.46	\$ 9.11	.....
.....	7.55	.....	7.59	8.37	8.48	9.13	.....
.....	\$ 7.57	.....	\$ 8.01	.....	.....	.....	.....
.....	8.02	\$ 8.05	\$ 8.08	8.42	8.53	9.18	.....
.....	.....	\$ 8.07	.....	.....	.....	.....	.....
.....	.....	.....	F 8.11	.....	.....	.....	.....
.....	\$ 8.05	\$ 8.10	\$ 8.16	.....	.....	.....	.....
.....	\$ 8.08	\$ 8.15	\$ 8.19	.....	.....	.....	\$ 9.30
.....	.....	.....	\$ 8.21	.....	.....	.....	F 9.31
.....	\$ 8.12	\$ 8.20	\$ 8.25	8.49	9.00	9.25	\$ 9.35
.....	.....	\$ 8.22	V 8.27	.....	.....	.....	\$ 9.37
.....	.....	\$ 8.24	\$ 8.29	.....	.....	.....	\$ 9.39
.....	.....	\$ 8.26	V 8.31	.....	.....	.....	\$ 9.41
.....	\$ 8.17	\$ 8.30	\$ 8.34	M 8.52	\$ 9.04	R 9.28	\$ 9.43
.....	.....	\$ 8.32	V 8.36	.....	.....	.....	\$ 9.45
.....	\$ 8.21	.....	\$ 8.38	.....	.....	.....	\$ 9.47
.....	8.23	8.36	8.40	8.56	9.08	9.32	9.50
.....	\$ 8.25	.....	\$ 8.42	.....	.....	.....	\$ 9.52
.....	.....	.....	\$ 8.44	.....	.....	.....	\$ 9.54
.....	\$ 8.29	.....	\$ 8.46	.....	.....	.....	\$ 9.56
.....	\$ 8.31	.....	\$ 8.48	.....	.....	.....	\$ 9.59
.....	\$ 8.33	.....	\$ 8.50	.....	.....	.....	\$10.01
.....	\$ 8.35	.....	\$ 8.52	.....	.....	.....	\$10.03
.....	.....	.....	\$ 8.54	.....	.....	.....	.....
.....	\$ 8.38	.....	\$ 8.56	.....	.....	.....	\$10.06
.....	8.39	8.42	8.57	9.03	9.14	9.38	10.07
.....	.....	.....	\$ 8.59	.....	.....	.....	.....
.....	8.41	8.45	9.01	9.06	9.17	9.41	10.10
.....
.....	\$ 8.45	\$ 8.50	\$ 9.05	.....	\$ 9.20	\$ 9.45	\$10.15
.....	\$ 8.50	\$ 8.55	\$ 9.10	\$ 9.15	\$ 9.25	\$ 9.50	.....
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	●738 AR.DAILY EX.SUN.	656 AR.DAILY EX.SUN.	668 AR.DAILY	124 AR.DAILY	404 AR.DAILY	142 AR.DAILY	666 AR.DAILY EX.SUN.

EASTWARD

	522 LE.DAILY EX. SUN.	●750 LE.DAILY EX. SUN.	802 LE.SUN. ONLY.	500 LE.DAILY	144 LE.DAILY	●48 LE.DAILY	902 LE.DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	.....	.....	.....	8.52	9.00	9.10	.....
.....	8.33	.....	8.42	.....	.....	.....	9.21
.....	\$ 8.35	\$ 8.43	\$ 8.44	\$ 8.54	9.01	9.12	\$ 9.24
.....	8.37	\$ 8.45	\$ 8.46	8.56	9.03	9.15	\$ 9.26
.....	.....	\$ 8.48	.....	.....	.....	.....	\$ 9.29
.....	8.40	8.49	8.50	8.59	9.07	9.20	9.30
.....	.....	\$ 8.51	\$ 8.51	.....	.....	.....	\$ 9.32
.....	8.42	\$ 8.54	\$ 8.53	9.01	9.09	9.23	\$ 9.35
.....	8.44	\$ 8.57	\$ 8.56	9.03	9.11	9.25	\$ 9.38
.....	8.46	8.59	8.58	9.05	9.13	9.27	9.40
.....	.....	\$ 9.02	\$ 9.02	\$ 9.09	.....	.....	\$ 9.43
.....	8.51	9.03	9.03	9.10	9.16	9.32	9.45
.....	\$ 8.53	\$ 9.05	\$ 9.05	\$ 9.12	9.17	9.35	\$ 9.47
.....	\$ 8.56	\$ 9.08	\$ 9.08	\$ 9.15	\$ 9.20	E 9.40	\$ 9.50
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	522 AR.DAILY EX. SUN.	●750 AR.DAILY EX. SUN.	802 AR.SUN. ONLY.	500 AR.DAILY	144 AR.DAILY	●48 AR.DAILY	902 AR.DAILY

RC-BLOCK STATION TO PITTSBURGH

STATIONS	262	●808	648	●676	
	LE.DAILY EX. SUN.	LE.SUN. ONLY.	LE.DAILY EX. SUN.	LE.DAILY EX. SUN.	
	A. M.	A. M.	A. M.	A. M.	
RC-BLOCK STATION.....	9.42	9.15	9.57		.....
ROCHESTER.....	\$ 9.43	\$ 9.17	\$10.00	‡	.....
WC-BLOCK STATION.....	9.46	9.19	10.02		.....
FREEDOM.....		\$ 9.21	\$10.05		.....
CONWAY.....					.....
BADEN.....	9.51	\$ 9.27	\$10.13	\$10.20	.....
LOGANS.....		F 9.28		F10.21	.....
LEGIONVILLE.....		F 9.30		F10.23	.....
ECONOMY.....		\$ 9.35	\$10.18	\$10.25	.....
AMBRIDGE.....		\$ 9.39	\$10.23	\$10.29	.....
FAIR OAKS.....		F 9.40		F10.30	.....
LEETSDALE.....	9.58	\$ 9.44	10.27	\$10.35	.....
SHIELDS.....		\$ 9.46		\$10.37	.....
EDGEWORTH.....		\$ 9.48		\$10.39	.....
QUAKER VALLEY.....		\$ 9.50		\$10.41	.....
SEWICKLEY.....	\$10.03	\$ 9.52	\$10.32	\$10.43	.....
GLEN OSBORNE.....		\$ 9.54		\$10.45	.....
HAYSVILLE.....		\$ 9.56		\$10.47	.....
RN-BLOCK STATION.....	10.07	9.58	10.37	10.50	.....
GLENFIELD.....		\$ 10.00		\$10.51	.....
DIXMONT.....		\$ 10.02		\$10.54	.....
CLIFTON.....		\$ 10.04		\$10.56	.....
EMSWORTH.....		\$ 10.06		\$10.58	.....
BEN AVON.....		\$ 10.08		\$11.00	.....
AVALON.....		\$ 10.10		\$11.02	.....
WEST BELLEVUE.....		\$ 10.12			.....
BELLEVUE.....		\$ 10.14		\$11.05	.....
JR-BLOCK STATION.....	10.14	10.15	10.43	11.06	.....
WOODS RUN.....		\$ 10.18		\$11.08	.....
ISLAND AVE.....	10.17	10.21	10.46	11.10	.....
COLUMBUS AVE.....					.....
PENNA. AVE.....					.....
FEDERAL ST.....	\$10.20	\$ 10.25	\$10.50	\$11.15	.....
PITTSBURGH.....	\$10.25	\$ 10.30			.....
	A. M.	A. M.	A. M.	A. M.	
	262	●808	648	●676	
	AR.DAILY EX.SUN.	AR.SUN. ONLY.	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	

CH-BLOCK STATION AND JUNCTION No. 1
TO PITTSBURGH

STATIONS	280	300	520	532	
	LE.SUN. ONLY.	LE.DAILY EX. SUN.	LE.DAILY	LE.DAILY EX. SUN.	
	A. M.	A. M.	A. M.	A. M.	
CH-BLOCK STATION.....	9.45	9.56	10.49		.....
JUNCTION No. 1.....				11.05	.....
CARNEGIE.....	\$ 9.47	\$10.01	\$10.52	\$11.08	.....
ROSSLYN.....	\$ 9.50	\$10.03	10.54	\$11.11	.....
IDLEWOOD.....	\$ 9.52			H	.....
BH-BLOCK STATION.....	9.54	10.06	10.59	11.16	.....
CRAFTON.....	\$ 9.56	\$10.08		\$11.18	.....
INGRAM.....	\$ 9.59	\$10.11	11.01	\$11.20	.....
CORLISS.....	\$ 10.02	\$10.14	11.04	\$11.23	.....
DU-BLOCK STATION.....	10.04	10.16	11.06	11.25	.....
POINT BRIDGE.....					.....
SMITHFIELD ST.....	\$ 10.08	\$10.21	\$11.09	\$11.29	.....
MB-BLOCK STATION.....	10.09	10.22	11.10	11.30	.....
FOURTH AVE.....	\$ 10.11	\$10.25	\$11.12	\$11.33	.....
PITTSBURGH.....	\$ 10.15	\$10.30	\$11.15	\$11.37	.....
	A. M.	A. M.	A. M.	A. M.	
	280	300	520	532	
	AR.SUN. ONLY.	AR.DAILY EX.SUN.	AR.DAILY	AR.DAILY EX.SUN.	

	312 LE.DAILY	●686 LE.DAILY EX. SUN.	424 LE.DAILY	●98 LE.DAILY EX. MON.	136 LE.DAILY	●886 LE.SAT. ONLY.	696 LE.DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	M.	P. M.	P. M.
.....	11.05	.....	11.39	11.45	12.00	.....	.....
.....	11.07	.....	\$11.40	11.47	12.02	.....	.....
.....	11.12	.....	11.47	11.52	12.07	.....	.....
.....	.....	\$11.25	.....	.....	.....	\$12.15	\$12.35
.....	11.19	\$11.30	11.54	11.59	12.14	\$12.20	\$12.43
.....	.....	\$11.32	.....	.....	.....	.....	\$12.45
.....	.....	\$11.34	.....	.....	.....	.....	\$12.47
.....	.....	\$11.36	.....	.....	.....	.....	\$12.49
.....	.....	\$11.39	\$11.58	.....	.....	\$12.25	\$12.52
.....	.....	\$11.41	.....	.....	.....	.....	\$12.54
.....	.....	\$11.43	.....	.....	.....	\$12.30	\$12.56
.....	11.25	11.45	12.02	12.06	12.20	12.33	12.59
.....	.....	\$11.47	.....	.....	.....	\$12.35	\$ 1.01
.....	.....	\$11.50	.....	.....	.....	\$12.37	\$ 1.03
.....	.....	\$11.52	.....	.....	.....	\$12.40	\$ 1.06
.....	.....	\$11.54	.....	.....	.....	.....	\$ 1.08
.....	.....	\$11.56	.....	.....	.....	\$12.45	\$ 1.10
.....	.....	\$11.58	.....	.....	.....	\$12.47	\$ 1.12
.....	.....	\$12.01	.....	.....	.....	\$12.51	\$ 1.15
.....	11.32	12.02	12.08	12.13	12.27	12.52	1.16
.....	.....	.....	.....	.....	.....	\$12.55	\$ 1.19
.....	11.35	12.05	12.11	12.16	12.30	12.58	1.21
.....
.....	\$11.40	\$12.10	\$12.15	.....	\$12.35	\$ 1.05	\$ 1.25
.....	\$11.45	.....	\$12.20	\$12.25	\$12.40	.....	.....
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	312 AR.DAILY	●686 AR.DAILY EX.SUN.	424 AR.DAILY	●98 AR.DAILY EX. MON.	136 AR.DAILY	●886 AR.SAT. ONLY	696 AR.DAILY EX.SUN.

EASTWARD

	812 LE.SUN. ONLY.	●620 LE.SUN. ONLY.	542 LE.DAILY EX. SUN.	612 LE.DAILY EX. SUN.	220 LE.DAILY EX. SUN.	530 LE.DAILY	552 LE.DAILY
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	.....	12.50	.....	.....	1.32	2.54	.....
.....	11.30	.....	12.55	1.11	.....	.....	2.57
.....	\$ 11.33	\$ 12.52	\$12.57	\$ 1.13	\$ 1.34	\$ 2.56	\$ 3.00
.....	\$ 11.35	\$ 12.54	12.59	\$ 1.15	\$ 1.36	2.58	\$ 3.02
.....	.....	\$ 12.56	.....	F 1.18	.....	.....	V 3.04
.....	11.40	12.57	1.02	1.20	1.40	3.01	3.05
.....	\$ 11.42	\$ 12.59	.....	\$ 1.22	\$ 1.42	.....	\$ 3.07
.....	\$ 11.44	\$ 1.02	1.04	\$ 1.24	\$ 1.45	3.03	\$ 3.09
.....	\$ 11.47	\$ 1.04	1.07	\$ 1.27	\$ 1.48	3.05	\$ 3.12
.....	11.49	1.06	1.09	1.29	1.50	3.07	3.14
.....	\$ 11.54	\$ 1.09	.....	\$ 1.33	\$ 1.53	\$ 3.11	\$ 3.18
.....	11.56	1.10	1.13	1.34	1.54	3.12	3.19
.....	\$ 11.58	\$ 1.13	\$ 1.15	\$ 1.36	\$ 1.56	\$ 3.14	\$ 3.22
.....	\$ 12.01	\$ 1.17	\$ 1.18	\$ 1.39	\$ 2.00	\$ 3.17	\$ 3.25
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	812 AR.SUN. ONLY.	●620 AR.SUN. ONLY.	542 AR.DAILY EX.SUN.	612 AR.DAILY EX.SUN.	220 AR.DAILY EX.SUN.	530 AR.DAILY	552 AR.DAILY

STATIONS	818 LE.SUN. ONLY.	●706 LE.DAILY EX.SUN.	628 LE.DAILY	212 LE.DAILY	
	P.M.	P.M.	P.M.	P.M.	
RC-BLOCK STATION...	12.21	.....	1.10	1.20	.....
ROCHESTER.....	\$ 12.23	.....	\$ 1.12	\$ 1.25	.....
WC-BLOCK STATION...	12.25	.....	1.15	1.30	.....
FREEDOM.....	\$ 12.27	.....	\$ 1.17	.....	.....
CONWAY.....	.....	.....	.....	.....	.....
BADEN.....	\$ 12.32	.....	\$ 1.24	1.36	.....
LOGANS.....	F 12.34	.....	.....	.....	.....
LEGIONVILLE.....	F 12.36	.....	.....	.....	.....
ECONOMY.....	\$ 12.40	.....	\$ 1.29	.....	.....
AMBRIDGE.....	\$ 12.43	\$ 1.17	\$ 1.34	.....	.....
FAIR OAKS.....	F 12.45	F 1.18	.....	.....	.....
LEETSDALE.....	\$ 12.48	\$ 1.22	\$ 1.39	1.44	.....
SHIELDS.....	\$ 12.50	\$ 1.24	.....	.....	.....
EDGEWORTH.....	\$ 12.52	\$ 1.26	.....	.....	.....
QUAKER VALLEY.....	\$ 12.54	\$ 1.28	.....	.....	.....
SEWICKLEY.....	\$ 12.56	\$ 1.31	\$ 1.44	\$ 1.49	.....
GLEN OSBORNE.....	\$ 12.58	\$ 1.33	.....	.....	.....
HAYSVILLE.....	\$ 1.00	\$ 1.35	.....	.....	.....
RN-BLOCK STATION...	1.03	1.38	1.49	1.54	.....
GLENFIELD.....	\$ 1.05	\$ 1.39	.....	.....	.....
DIXMONT.....	\$ 1.07	\$ 1.42	.....	.....	.....
CLIFTON.....	\$ 1.09	\$ 1.44	.....	.....	.....
EMSWORTH.....	\$ 1.11	\$ 1.46	.....	.....	.....
BEN AVON.....	\$ 1.13	\$ 1.48	.....	.....	.....
AVALON.....	\$ 1.15	\$ 1.50	.....	.....	.....
WEST BELLEVUE.....	\$ 1.17	.....	.....	.....	.....
BELLEVUE.....	\$ 1.19	.....	.....	.....	.....
JR-BLOCK STATION...	1.20	1.53	1.56	2.02	.....
WOODS RUN.....	\$ 1.23	.....	.....	.....	.....
ISLAND AVE.....	1.25	1.56	1.59	2.05	.....
COLUMBUS AVE.....	.....	.....	.....	.....	.....
PENNA. AVE.....	.....	.....	.....	.....	.....
FEDERAL ST.....	\$ 1.30	\$ 2.00	\$ 2.05	\$ 2.10	.....
PITTSBURGH.....	.....	.....	\$ 2.10	\$ 2.15	.....
	P.M.	P.M.	P.M.	P.M.	
	818 AR.SUN. ONLY.	●706 AR.DAILY EX.SUN.	628 AR.DAILY	212 AR.DAILY	

CH-BLOCK STATION AND JUNCTION No. 1 TO PITTSBURGH

STATIONS	110 LE.DAILY	●240 LE.DAILY EX.SUN.	114 LE.DAILY	●880 LE.SUN. ONLY.	
	P.M.	P.M.	P.M.	P.M.	
CH-BLOCK STATION...	3.33	3.46	4.05	.....	.....
JUNCTION No. 1.....	.....	.....	.....	.....	.....
CARNEGIE.....	\$ 3.34	\$ 3.50	R 4.07	\$ 4.53	.....
ROSSLYN.....	3.36	\$ 3.53	4.08	\$ 4.55	.....
IDLEWOOD.....	.....	\$ 3.55	.....	F 4.58	.....
BH-BLOCK STATION...	3.39	3.57	4.11	5.00	.....
CRAFTON.....	.....	\$ 3.59	.....	\$ 5.02	.....
INGRAM.....	3.41	\$ 4.02	4.13	\$ 5.05	.....
CORLISS.....	3.43	\$ 4.07	4.15	\$ 5.07	.....
DU-BLOCK STATION...	3.45	4.08	4.17	5.09	.....
POINT BRIDGE.....	.....	.....	.....	\$ 5.11	.....
SMITHFIELD ST.....	\$ 3.49	\$ 4.12	X.....	\$ 5.14	.....
MB-BLOCK STATION...	3.50	4.13	4.21	5.15	.....
FOURTH AVE.....	3.52	\$ 4.15	4.22	\$ 5.17	.....
PITTSBURGH.....	\$ 3.55	\$ 4.18	\$ 4.25	\$ 5.20	.....
	P.M.	P.M.	P.M.	P.M.	
	110 AR.DAILY	●240 AR.DAILY EX.SUN.	114 AR.DAILY	●880 AR.SUN. ONLY.	

	322 LE.DAILY	●826 LE.SUN. ONLY.	748 LE.DAILY EX.SUN.	●716 LE.DAILY EX.SUN.	●92 LE.DAILY	●118 LE.DAILY	●836 LE.SUN. ONLY.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	1.50	.....	1.56	.....	3.10	3.28	.....
.....	1.52	.....	\$ 1.57	.....	3.14	\$ 3.30	.....
.....	.....	.....	1.59	.....	.....	3.33	.....
.....	.....	.....	\$ 2.01	.....	.....	.....	.....
.....	1.57	.....	\$ 2.06	.....	3.20	3.38	.....
.....	.....	.....	F 2.07	.....	.....	.....	.....
.....	.....	.....	F 2.09	.....	.....	.....	.....
.....	.....	.....	\$ 2.13	.....	.....	.....	.....
.....	.....	\$ 2.05	\$ 2.17	\$ 3.05	.....	.....	\$ 3.45
.....	.....	F 2.06	F 2.18	\$ 3.06	.....	.....	F 3.46
.....	2.04	\$ 2.10	\$ 2.23	\$ 3.10	3.29	3.45	\$ 3.50
.....	.....	\$ 2.12	\$ 2.25	\$ 3.12	.....	.....	\$ 3.52
.....	.....	\$ 2.14	\$ 2.27	\$ 3.14	.....	.....	\$ 3.54
.....	.....	\$ 2.16	\$ 2.29	\$ 3.16	.....	.....	\$ 3.56
.....	.....	\$ 2.19	\$ 2.31	\$ 3.18	.....	.....	\$ 3.58
.....	.....	\$ 2.21	\$ 2.33	\$ 3.20	.....	.....	\$ 4.00
.....	.....	\$ 2.23	\$ 2.35	\$ 3.22	.....	.....	\$ 4.03
.....	2.11	2.25	2.37	3.24	3.37	3.52	4.05
.....	.....	\$ 2.27	\$ 2.39	\$ 3.26	.....	.....	\$ 4.07
.....	.....	\$ 2.29	\$ 2.42	\$ 3.29	.....	.....	\$ 4.09
.....	.....	\$ 2.31	\$ 2.44	\$ 3.31	.....	.....	\$ 4.11
.....	.....	\$ 2.34	\$ 2.46	\$ 3.33	.....	.....	\$ 4.13
.....	.....	\$ 2.36	\$ 2.48	\$ 3.35	.....	.....	\$ 4.16
.....	.....	\$ 2.38	\$ 2.50	\$ 3.37	.....	.....	\$ 4.18
.....	.....	\$ 2.40	.....	.....	.....	.....	\$ 4.20
.....	.....	\$ 2.42	\$ 2.53	.....	.....	.....	\$ 4.22
.....	2.17	2.43	2.54	3.40	3.45	3.58	4.23
.....	.....	\$ 2.46	\$ 2.57	\$ 3.43	.....	.....	\$ 4.26
.....	2.20	2.48	3.00	3.45	3.49	4.01	4.28
.....
.....	\$ 2.25	\$ 2.53	\$ 3.05	\$ 3.50	.....	\$ 4.05	\$ 4.33
.....	\$ 2.30	.....	.....	\$ 3.55	E 4.00	\$ 4.10	.....
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	322 AR.DAILY	●826 AR.SUN. ONLY.	748 AR.DAILY EX.SUN.	●716 AR.DAILY EX.SUN.	●92 AR.DAILY	●118 AR.DAILY	●836 AR.SUN. ONLY.

EASTWARD

	●88 LE.DAILY EX. MON.	●622 LE.DAILY EX. SUN.	550 LE.DAILY	562 LE.DAILY EX. SUN.	992 LE.SUN. ONLY.	1206 LE.DAILY	822 LE.SUN. ONLY.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	5.01	.....	5.20	.....	.....	6.17	.....
.....	.....	5.11	.....	5.23	5.28	.....	6.20
.....	5.03	\$ 5.13	\$ 5.22	\$ 5.26	\$ 5.30	R 6.18	\$ 6.22
.....	5.05	\$ 5.15	5.24	\$ 5.29	\$ 5.32	6.20	\$ 6.24
.....	.....	\$ 5.18	.....	F 5.32	\$ 5.35	.....	\$ 6.26
.....	5.09	5.20	5.28	5.33	5.36	6.24	6.27
.....	.....	\$ 5.22	.....	\$ 5.35	\$ 5.38	.....	\$ 6.29
.....	5.11	\$ 5.25	5.30	\$ 5.37	\$ 5.40	6.26	\$ 6.32
.....	5.13	\$ 5.27	5.32	\$ 5.40	\$ 5.43	6.28	\$ 6.34
.....	5.15	5.29	5.34	5.42	5.45	6.30	6.36
.....	.....	\$ 5.32	V 5.38	\$ 5.46	\$ 5.48	.....	\$ 6.40
.....	5.19	5.33	5.40	5.47	5.49	6.34	6.41
.....	5.21	\$ 5.35	\$ 5.42	\$ 5.50	\$ 5.52	6.37	\$ 6.43
.....	E 5.25	\$ 5.38	\$ 5.45	\$ 5.53	\$ 5.55	\$ 6.40	\$ 6.47
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	●88 AR.DAILY EX. MON.	●622 AR.DAILY EX. SUN.	550 AR.DAILY	562 AR.DAILY EX. SUN.	992 AR.SUN. ONLY.	1206 AR.DAILY	822 AR.SUN. ONLY.

RC-BLOCK STATION TO PITTSBURGH

STATIONS	758	422	828	7352	
	LE.DAILY EX.SUN.	LE.DAILY	LE.SUN. ONLY.	LE.DAILY EX.SUN.	
	P. M.	P. M.	P. M.	P. M.	
RC-BLOCK STATION.....	3.51	4.20	4.32		
ROCHESTER.....	\$ 3.52	\$ 4.22	\$ 4.34		
WC-BLOCK STATION.....	3.54	4.25	4.36		
FREEDOM.....	\$ 3.56		\$ 4.39		
CONWAY.....					
BADEN.....	\$ 4.02	4.30	\$ 4.45	\$ 4.55	
LOGANS.....	F 4.03		\$ 4.47		
LEGIONVILLE.....	F 4.05		F 4.49		
ECONOMY.....	\$ 4.09	\$ 4.34	\$ 4.52	\$ 5.01	
AMBRIDGE.....	\$ 4.13	\$ 4.38	\$ 4.55	\$ 5.05	
FAIR OAKS.....	\$ 4.15		\$ 4.57		
LEETSDALE.....	\$ 4.19	\$ 4.42	\$ 5.01	\$ 5.09	
SHIELDS.....	\$ 4.21		\$ 5.03	\$ 5.11	
EDGEWORTH.....	\$ 4.23		\$ 5.05	\$ 5.13	
QUAKER VALLEY.....	\$ 4.25		\$ 5.07	\$ 5.15	
SEWICKLEY.....	\$ 4.28	\$ 4.47	\$ 5.09	\$ 5.17	
GLEN OSBORNE.....	\$ 4.30		\$ 5.11	\$ 5.19	
HAYSVILLE.....	\$ 4.32		\$ 5.13	\$ 5.21	
RN-BLOCK STATION.....	4.35	4.52	5.16	5.24	
GLENFIELD.....	\$ 4.37		\$ 5.18		
DIXMONT.....	\$ 4.39		\$ 5.20		
CLIFTON.....	\$ 4.41		\$ 5.22	\$ 5.29	
EMSWORTH.....	\$ 4.43		\$ 5.24	\$ 5.31	
BEN AVON.....	\$ 4.46	R 4.56	\$ 5.26	\$ 5.33	
AVALON.....	\$ 4.48		\$ 5.28	\$ 5.35	
WEST BELLEVUE.....			\$ 5.30		
BELLEVUE.....	\$ 4.52		\$ 5.32	\$ 5.39	
JR-BLOCK STATION.....	4.53	5.00	5.33	5.40	
WOODS RUN.....	\$ 4.56		\$ 5.36	\$ 5.43	
ISLAND AVE.....	4.59	5.03	5.38	5.45	
COLUMBUS AVE.....					
PENNA. AVE.....					
FEDERAL ST.....	\$ 5.05	\$ 5.10	\$ 5.45	\$ 5.50	
PITTSBURGH.....	\$ 5.10	\$ 5.15		\$ 5.55	
	P. M.	P. M.	P. M.	P. M.	
	758	422	828	7352	
	AR.DAILY EX.SUN.	AR.DAILY	AR.SUN. ONLY.	AR.DAILY EX.SUN.	

CH-BLOCK STATION AND JUNCTION No. 1
TO PITTSBURGH

STATIONS	6	922	572	320	
	LE.DAILY	LE.DAILY EX.SUN.	LE.DAILY EX.SUN.	LE.DAILY	
	P. M.	P. M.	P. M.	P. M.	
CH-BLOCK STATION.....	6.28			7.33	
JUNCTION No. 1.....		6.32	7.30		
CARNEGIE.....	6.29	\$ 6.34	\$ 7.31	\$ 7.36	
ROSSLYN.....	6.31	\$ 6.36	\$ 7.33	\$ 7.38	
IDLEWOOD.....		\$ 6.39	F 7.35	F 7.41	
BH-BLOCK STATION.....	6.35	6.40	7.37	7.42	
CRAFTON.....		\$ 6.42	\$ 7.40	\$ 7.44	
INGRAM.....	6.37	\$ 6.44	\$ 7.42	\$ 7.46	
CORLISS.....	6.39	\$ 6.47	\$ 7.44	\$ 7.49	
DU-BLOCK STATION.....	6.41	6.49	7.47	7.51	
POINT BRIDGE.....					
SMITHFIELD ST.....		\$ 6.53	\$ 7.50	\$ 7.56	
MB-BLOCK STATION.....	6.45	6.55	7.51	7.57	
FOURTH AVE.....	6.47	\$ 6.57	\$ 7.54	\$ 8.00	
PITTSBURGH.....	\$ 6.50	\$ 7.00	\$ 7.57	\$ 8.04	
	P. M.	P. M.	P. M.	P. M.	
	6	922	572	320	
	AR.DAILY	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY	

	106 LE.DAILY P.M.	736 LE.DAILY EX. SUN. P.M.	332 LE.DAILY P.M.	7354 LE.DAILY EX. SUN. P.M.	●96 LE.DAILY P.M.	454 LE.DAILY P.M.	128 LE.DAILY P.M.
.....	5.02	.....	5.35	5.38	5.50	6.02	6.10
.....	\$ 5.04	.....	\$ 5.36	\$ 5.39	.....	\$ 6.03	6.11
.....	5.06	.....	5.38	5.41	5.53	6.05	6.12
.....	R 5.07	.....	.....	.....	.....	.....	.....
.....	5.14	.....	5.43	\$ 5.45	5.58	6.10	6.17
.....
.....	.....	.....	.....	\$ 5.50	.....	.....	.....
.....	\$ 5.20	\$ 5.25	.....	\$ 5.54	.....	.....	.....
.....	5.24	\$ 5.29	5.50	\$ 5.58	6.06	6.17	6.24
.....	.....	\$ 5.32	.....	.....	.....	.....	.....
.....	\$ 5.30	\$ 5.35	.....	\$ 6.03	.....	\$ 6.22	.....
.....	.....	\$ 5.39	.....	.....	.....	.....	.....
.....	5.35	5.42	5.56	6.08	6.15	6.26	6.31
.....	.....	\$ 5.44	.....	.....	.....	.....	.....
.....	.....	\$ 5.46	.....	.....	.....	.....	.....
.....
.....	.....	\$ 5.51	.....	\$ 6.14	.....	.....	.....
.....	.....	\$ 5.54	.....	R 6.19	.....	.....	.....
.....	5.44	5.56	6.02	6.22	6.25	6.33	6.37
.....	\$ 5.59	.....	.....	.....	.....	.....	.....
.....	5.48	6.01	6.05	6.25	6.28	6.36	6.40
.....
.....	\$ 5.53	\$ 6.05	\$ 6.10	\$ 6.30	.....	\$ 6.40	\$ 6.45
.....	\$ 6.00	.....	\$ 6.15	\$ 6.35	E 6.40	\$ 6.45	\$ 6.50
.....	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....	106 AR.DAILY	736 AR.DAILY EX. SUN.	332 AR.DAILY	7354 AR.DAILY EX. SUN.	●96 AR.DAILY	454 AR.DAILY	128 AR.DAILY

EASTWARD

	●780 LE.DAILY P.M.	1540 LE.DAILY P.M.	1040 LE.DAILY P.M.	582 LE.DAILY P.M.	1240 LE.DAILY P.M.	●642 LE.DAILY EX. SUN. P.M.	●670 LE.SUN. ONLY. P.M.
.....	.....	9.10	10.04	.....	10.25	.....	11.28
.....	.....	.....	.....	10.12	.....	10.30	.....
.....	\$ 8.15	\$ 9.12	V10.06	\$10.15	10.27	\$10.32	\$ 11.30
.....	\$ 8.18	9.14	10.07	\$10.17	10.28	\$10.34	\$ 11.32
.....	\$ 8.21	.....	.....	F10.20	.....	F10.36	F 11.34
.....	8.22	9.17	10.11	10.21	10.31	10.38	11.35
.....	\$ 8.24	.....	.....	\$10.23	.....	\$10.39	\$ 11.37
.....	\$ 8.27	9.19	10.13	\$10.25	10.34	\$10.41	\$ 11.40
.....	\$ 8.30	9.21	10.15	\$10.28	10.36	\$10.44	\$ 11.42
.....	8.32	9.23	10.17	10.30	10.38	10.46	11.44
.....	\$ 8.36	.....	.....	\$10.33	.....	\$10.50	\$ 11.47
.....	8.37	9.27	10.21	10.34	10.41	10.51	11.48
.....	\$ 8.40	\$ 9.29	10.22	\$10.37	10.42	\$10.54	\$ 11.51
.....	\$ 8.43	\$ 9.32	\$10.25	\$10.40	\$10.45	\$10.58	\$ 11.55
.....	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....	●780 AR.DAILY	1540 AR.DAILY	1040 AR.DAILY	582 AR.DAILY	1240 AR.DAILY	●642 AR.DAILY EX. SUN.	●670 AR. SUN. ONLY.

STATIONS	7356	272	●746	232	
	LE.DAILY EX. SUN.	LE.SUN. ONLY.	LE.DAILY EX. SUN.	LE.DAILY	
	P. M.	P. M.	P. M.	P. M.	
RC-BLOCK STATION.....		6.20		7.30	
ROCHESTER.....		S 6.22		S 7.33	
WC-BLOCK STATION.....		6.24		7.36	
FREEDOM.....		S 6.26			
CONWAY.....					
BADEN.....		S 6.31		7.41	
LOGANS.....					
LEGIONVILLE.....					
ECONOMY.....		S 6.35			
AMBRIDGE.....		S 6.40	S 7.15	S 7.46	
FAIR OAKS.....			S 7.16		
LEETSDALE.....	S 6.35	S 6.45	S 7.20	7.51	
SHIELDS.....	F 6.37	S 6.47	F 7.22		
EDGEWORTH.....	S 6.39	S 6.49	S 7.24		
QUAKER VALLEY.....	S 6.41	S 6.51	S 7.26		
SEWICKLEY.....	S 6.44	S 6.53	S 7.28	S 7.56	
GLEN OSBORNE.....	S 6.46	S 6.55	S 7.30		
HAYSVILLE.....	S 6.48	S 6.57	S 7.32		
RN-BLOCK STATION.....	6.50	7.00	7.34	8.02	
GLENFIELD.....	S 6.52	S 7.02	S 7.36		
DIXMONT.....	S 6.54	S 7.04	S 7.38		
CLIFTON.....		S 7.06	S 7.40		
EMSWORTH.....	S 6.58	S 7.09	S 7.43		
BEN AVON.....	S 7.00	S 7.11	S 7.45		
AVALON.....	S 7.02	S 7.13	S 7.47		
WEST BELLEVUE.....		S 7.15			
BELLEVUE.....	S 7.05	S 7.17			
JR-BLOCK STATION.....	7.06	7.18	7.50	8.10	
WOODS RUN.....	S 7.09	S 7.21	S 7.53		
ISLAND AVE.....	7.11	7.23	7.55	8.13	
COLUMBUS AVE.....					
PENNA. AVE.....					
FEDERAL ST.....	S 7.15	S 7.28	S 8.00	S 8.18	
PITTSBURGH.....	S 7.20	S 7.35	S 8.05	S 8.25	
	P. M.	P. M.	P. M.	P. M.	
	7356	272	●746	232	
	AR.DAILY EX.SUN.	AR.SUN. ONLY.	AR.DAILY EX.SUN.	AR.DAILY	

CH-BLOCK STATION AND JUNCTION No. 1
TO PITTSBURGH

STATIONS	●640				
	LE.DAILY EX. SUN.				
	P. M.				
CH-BLOCK STATION.....	11.55				
JUNCTION No. 1.....					
CARNEGIE.....	S11.57				
ROSSLYN.....	S11.59				
IDLEWOOD.....					
BH-BLOCK STATION.....	12.03				
CRAFTON.....	S12.05				
INGRAM.....	S12.07				
CORLISS.....	S12.10				
DU-BLOCK STATION.....	12.12				
POINT BRIDGE.....					
SMITHFIELD ST.....	S12.15				
MB-BLOCK STATION.....	12.16				
FOURTH AVE.....	S12.19				
PITTSBURGH.....	S12.22				
	A. M.				
	●640				
	AR.DAILY EX. MON.				

RC-BLOCK STATION TO PITTSBURGH

STATIONS	●394	40	1340	22	
	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	
	P. M.	P. M.	P. M.	P. M.	
RC-BLOCK STATION.....	9.40	9.53	10.01	10.10	.....
ROCHESTER.....		\$ 9.54	W10.02		.....
WC-BLOCK STATION.....	9.43	9.56	10.03	10.12	.....
FREEDOM.....					.....
CONWAY.....					.....
BADEN.....	9.48	10.01	10.07	10.17	.....
LOGANS.....					.....
LEGIONVILLE.....					.....
ECONOMY.....					.....
AMBRIDGE.....	H. ....				.....
FAIR OAKS.....					.....
LEETSDALE.....	9.58	10.08	10.14	10.24	.....
SHIELDS.....					.....
EDGEWORTH.....					.....
QUAKER VALLEY.....					.....
SEWICKLEY.....		I 10.12			.....
GLEN OSBORNE.....					.....
HAYSVILLE.....					.....
RN-BLOCK STATION.....	10.06	10.16	10.21	10.30	.....
GLENFIELD.....					.....
DIXMONT.....					.....
CLIFTON.....					.....
EMSWORTH.....	H. ....				.....
BEN AVON.....					.....
AVALON.....					.....
WEST BELLEVUE.....					.....
BELLEVUE.....					.....
JR-BLOCK STATION.....	10.17	10.22	10.28	10.36	.....
WOODS RUN.....					.....
ISLAND AVE.....	10.50	10.25	10.31	10.39	.....
COLUMBUS AVE.....					.....
PENNA. AVE.....					.....
FEDERAL ST.....		\$10.30	\$10.35		.....
PITTSBURGH.....	E11.00	\$10.35	\$10.40	\$10.50	.....
	P. M.	P. M.	P. M.	P. M.	
	●394	40	1340	22	
	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	

CH-BLOCK STATION AND JUNCTION No. 1
TO PITTSBURGH

STATIONS					
CH-BLOCK STATION.....					
JUNCTION No. 1.....					
CARNEGIE.....					
ROSSLYN.....					
IDLEWOOD.....					
BH-BLOCK STATION.....					
CRAFTON.....					
INGRAM.....					
CORLISS.....					
DU-BLOCK STATION.....					
POINT BRIDGE.....					
SMITHFIELD ST.....					
MB-BLOCK STATION.....					
FOURTH AVE.....					
PITTSBURGH.....					

EXTRA STOPS BY PASSENGER TRAINS

Train No.	Stop At	For
7102	R	Signalmen
7504	R	Signalmen
7359	DV	Signalmen
932	CZ	Employees
6800	VI	Signalmen
6900	VI	Employees and Signalmen
6804	VI	Signalmen
6904	CZ and JO	Signalmen
9018	CZ	Employees
6912	VI and CZ	Signalmen
6917	CZ	Employees
6919	CZ and VI	Employees and Signalmen
6925	CZ and VI	Employees and Signalmen
6817	VI	Signalmen
6927	VI	Employees
925	CZ	Employees
6953	JO, CZ and VI	Employees and Signalmen
7710-7713	YJ	Signalmen
7842	AU	Employees
7860	AU	Employees
7868	AU	Employees
7734	AU	Employees
7964	AU	Employees
7720	AU	Employees
7736	AU	Signalmen
7713	AU	Employees
7717	AU	Signalmen
7823	AU	Employees
7879	AU	Employees and Signalmen
7707	AU	Signalmen
7971	AU	Employees
7781	AU	Employees
7731	AU	Employees
7770	AU	Signalmen
7902	AU	Signalmen
6753	PC	Signalmen
6730	PC	Employees
6741	PC	Employees
6862	PC	Signalmen
600	DU	Signalmen
642	DU	Signalmen
721	DU	Signalmen
720	DU	Signalmen
708	Opposite Conway Engine House	Employees
668		
648		
628		
758		
7354		
7358		
609		
7351		
809		
709		
719		
649		
759		
609	Opposite Old Remington	Employees
668		
Sunday only 213	Opposite Conway Engine House	Employees

Special Instructions

NOTE—When a rule is referred to by number, unless otherwise specified, it is a rule in the Book of Rules.

Employees whose duties are affected by this Time Table must have with them while on duty a copy with all effective supplements properly inserted.

TRAIN RULES

STANDARD TIME.

1 Standard clocks are located as follows: Train Dispatcher's Office, attended Block Stations, and all points where Conductors or Enginemen report for duty.

TIME TABLE

Symbols

2 The following symbols will be used as indicated by Rule 5
 Ⓐ Ⓑ Ⓒ Ⓓ, etc.

Letters and Characters

3 The following letters and characters indicate: Rule 6 is amplified accordingly.

A—Stop on signal to receive passengers for Youngstown and beyond.

B—Stop on signal to receive passengers for Akron or Cleveland.

C—Regular stop to receive passengers.

D—Regular stop to discharge passengers.

E—Regular stop for express, mail or newspapers.

F—Stop on signal to receive or discharge passengers.

G—Stop on signal to receive or discharge passengers to or from points on Wheeling or N. C. Branches.

H—Stop on signal to receive or discharge express or milk.

I—Stop on signal to discharge passengers from Alliance and points west thereof and to receive passengers for Harrisburg and beyond.

J—Regular stop daily except Saturday.

K—Regular Saturday stop.

L—Stop on signal to receive passengers for New Castle and beyond.

M—Stop on signal to discharge passengers from points west of Crestline.

N—Stop on signal to discharge passengers from New York or Philadelphia.

O—Stop on signal to discharge passengers from Toledo Division and to receive passengers for Harrisburg and beyond.

P—Stop on signal to discharge passengers on Mondays.

Q—Stop on signal to discharge passengers from west of New Castle.

R—Stop on signal to discharge passengers.

S—Regular stop.

T—Stop on signal to receive or discharge passengers to and from Toledo Division.

U—Stop on signal to receive passengers for Fort Wayne and beyond.

V—Sunday stop only.

W—Stop on signal to discharge passengers from Lawrence Junction and beyond.

X—Reduce speed or stop as may be necessary for safe delivery of mail or newspapers.

Y—Stop on signal Sunday only to receive passengers for points west of Carnegie.

Z—Regular stop daily except Sunday.

●—No baggage service.

⊕—No baggage service Sunday.

†—Local mail and baggage service.

✦—Local mail service only.

✦—Trains annulled on New Year's, Decoration, Independence, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

SIGNAL RULES

VISIBLE SIGNALS

Color Signals

- 5 Rule 10. Paragraph (b) Green changed to Yellow. { As specified in the following paragraphs
Paragraph (c) White changed to Green. }

When not so specified in the following paragraphs the colors White and Green will continue in use as prescribed by the rules.

Block Signals and Interlocking Signals and Hand Signals in Connection Therewith:

White changed to Green.

Green changed to Yellow.

Color used in position light signals will not be changed.

Switch Lamps:

Green Lights, Green Banners and Green Discs changed to Yellow.

White Lights changed to Green.

Distant Switch Signals:

White Lights changed to Green.

Green Lights changed to Yellow.

Slow Boards:

Green boards changed to Yellow.

Green Lights changed to Yellow.

Crossing Gates:

Where a light is displayed to an approaching train—

Green Lights changed to Yellow.

Rules affected by these changes are modified in accordance therewith.

6 Switch Tenders in charge of main track switches, who are required to give signals to trains moving on main tracks, will use a green flag by day and a green light by night to give proceed signals.

7 A metallic banner, painted blue, may be used by day to indicate the signal prescribed by Rule 26.

Rules 8 and 26 are amplified accordingly.

8 Purple light indicates a night stop signal of a semaphore dwarf or a derail.

9 At the ends of double track where switches are not interlocked, when the switch is set for movement with the current of traffic the switch lamp will show white target and green light. When the switch is set for movement against the current of traffic the switch lamp will show red.

Hand, Flag and Lamp Signals

10 When a train has one engine, signals to the engineman must be given according to the way the engine is headed. When a train has more than one engine, with the engines headed in opposite directions, the conductor must have a proper understanding with his crew.

AUDIBLE SIGNALS

Engine Whistle Signals

15 Rule 14m will not apply to trains making S stops at stations.

16 Code to be used on O tracks and sidings:

O. C. Ry. tracks between Verner and JR Block Station.

No. 5 track between Leetsdale and Ambridge.

Between SQ Block Station, Island Avenue and Verner O. C. Ry.

SQ Block Station and DU Block Station, tracks 105 and 106.

Lewis Run Junction and JC Block Station, tracks 105 and 106.

No. 5 track between PG and AU.

— — — — oo Flagman return from west.

— — — — oo Flagman return from east.

Rule 14 is amplified accordingly.

17 — o to be used by trains running against the current of traffic, when approaching curves, station platforms and other dangerous points, and when passing trains which are standing.

Rule 14 is amplified accordingly.

19 If, for any reason, a train is delayed after the Flagman has been called and signal to proceed has been given, the Engineman will, after starting train, call for signal from the rear of train. If Flagman is on the train, signal will be given according to Rule 12-b. Trainmen must be in a position to give and transmit signals.

Communicating Signals

20 One sound, when train is running, is a signal from the conductor to the engineman that the brakes are sticking. The engineman will answer as prescribed by Rule 14g, after which the conductor will repeat the signal. The engineman will then attempt to release the brakes by making a fifteen-pound brake pipe reduction and a proper release. If brakes do not release, the conductor will signal the engineman to stop.

21 When a train has one engine, signals to the engineman must be given according to the way the engine is headed. When a train has more than one engine, with the engines headed in opposite directions, the conductor must have a proper understanding with his crew.

22 Three sounds when train is running indicate to stop at next Passenger Station. Rule 16d is modified accordingly.

Emergency Whistle and Horn Signals at Interlocking

23 One long sound: All trains moving within the limits of that interlocking must stop at once.

Two short sounds: Trains may proceed after receiving proper interlocking signal or permission from the signalman.

Three short sounds: Whistle and horn test.

Four short sounds: Call for signal repairmen.

TRAIN SIGNALS

25 Marker lamps, unlighted will be displayed by day to indicate the rear of trains, except that on all trains with the locomotive on the rear, freight trains with a car other than a cabin on the rear, and on locomotives running light, yellow flags will be displayed.

Passenger trains, milk trains and express trains, operating with a cabin car on the rear end, will not display top light.

Rules 19, 19a and 19b are modified accordingly.

26 On passenger equipment cars with open platforms or observation ends, the markers must be displayed from the sockets located on the eave facing of the hood. On passenger equipment cars, other than cars with open platforms or observation ends, the markers must be displayed from the sockets located on the corner posts of the car. If the corner post is equipped with two sockets, the top socket must be used, and if equipped with a combination casting with two sockets, the inside socket must be used. Rules 19, 19a and 19b are amplified accordingly.

27 No signs or lights will be displayed on the rear of trains, except such markers and signal lights as are prescribed by the Book of Rules, or as otherwise authorized.

28. When rules require the headlight to be displayed, electric headlights on engines will be dimmed:

- (a) In yards.
- (b) At meeting points or when on sidings.
- (c) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.
- (d) When stopped.
- (e) On double or more track portions of the road when approaching trains running in opposite direction.
- (f) When approaching a block station where a train order signal is displayed.

These instructions do not supersede the last sentence of Rule 9, which reads: "When weather or other conditions obscure day signals, night signals must be used in addition," except that it will not be necessary to display the headlight when passing through tunnels between sunrise and sunset.

29 Rule 21a will apply on all portions of the Division INCLUDING SINGLE TRACK.

The last section of a schedule will be identified by the character of the equipment in the train.

30 When a passenger train is displaying signals, as required by Rule 20 or 21, and has one or more helping engines over a portion of the Division only, the signals will be displayed by the leading helping engine and the leading through engine. Rule 22 is modified accordingly.

31 Markers will not be displayed by trains engaged in yard work on Nos. 3 and 4 tracks between NA and Crossing Switch at Denny Curve and on No. 1 track between Signal Bridge No. 3388 and SZ. Rule 19b is modified accordingly.

USE OF SIGNALS

40 During snow storms, enginemen, when approaching interlockings or switches where trackmen are usually employed, will sound the whistle as prescribed by Rule 14-l.

41 Fusees will not be used between BU, NA and Pennsylvania Station, Pittsburgh.

42 The engine whistle will not be used for calling flagmen of passenger trains at East Liberty Station unless push button is out of order. Conductors will call the flagmen with push buttons, located on station platforms, operating call bells. Standard Code will be used.

Eastward Trains:—The push buttons for operating the bells, west end of station platform and Penn Avenue overhead bridge, are located on the south side of the third and seventh posts of shelter shed.

Westward Trains:—The push buttons for operating bells, at the east end of platform and east end of shelter shed, are located on the north side of the east and west ends of the platform waiting room.

SUPERIORITY OF TRAINS

45 All trains scheduled in this Time Table are first class.

46 On single track Eastward trains are superior to Westward trains of the same class, unless otherwise directed.

47 On No. 5 freight track between Leetsdale and Ambridge trains will have right as follows:

- No. 617 over No. 666.
- No. 637 over No. 686.
- No. 647 over No. 696.
- No. 657 over No. 706.
- No. 667 over No. 716.
- No. 677 over No. 736.
- No. 737 over No. 746.
- No. 757 over No. 766.
- No. 817 over No. 826.
- No. 827 over No. 836.

BULLETIN BOARDS

50 Bulletin Boards are located as follows:

PITTSBURGH { Crew Dispatcher's Office, Room 107, Pennsylvania Station.
Yard Master's Office, 15th St.
Ass't Yard Master's Office, BU Tower.
Ass't Yard Master's Office, 32d Street.
Ass't Yard Master's Office, Yard D.
Engine House, 28th Street.

FEDERAL STREET { Ticket Receiver's Office and Gateman's Office.

PENNA. AVE.: Engine House.

ISLAND AVE.: Yard Office.

LEETSDALE: MY Block Station.

CONWAY { Remington.
Engine House.
Main Yard Office.
No. 5 Yard Office.

CORLISS: Yard Office.

SCULLY { Engine House.
Yard Master's Office.

CARNEGIE: Yard Office.

THIRTIETH STREET { Yard Master's Office.
Engine House.

HOWARD: Yard Master's Office.

AU BLOCK STATION: Assistant Yard Master's Office.

THOMSON { Yard Master's Office.
Engine House Foreman's Office.

20th STREET YARD: Yard Master's Office.

43rd STREET YARD: Yard Master's Office.

48th STREET: Engine House.

COLEMAN YARD: Yard Master's Office.

STOCK YARDS { Yard Master's Office.
Engine House.

WEST END SHARPSBURG NEW YARD: Yard Office.

WILKINSBURG YARD: Yard Master's Office.

EAST PITTSBURGH: Yard Master's Office.

PITCAIRN { Yard Master's Office.
Engine House.
Ass't Yard Master's Office, W. C. Yard.
Ass't Yard Master's Office, E. C. Yard.
Passenger Yard, Hostler's Building.
E. Storage Yard, Eng. Disp'r's Bldg.
Office West End Pitcairn-Altoona pool cabin siding.

GENERAL ORDERS

51 General Orders will be handled as follows:

Conductors and Enginemen when reporting for duty must exhibit to the Bulletin Board attendant the Time Table of the Divisions over which they are qualified to run. General Orders, in sticker form, pertaining to territory of a Division over which they are qualified to run, will be placed in the Time Table of that Division.

Information indicating the territory over which Conductors and Enginemen are qualified to run will be placed in the Time Tables of the various Divisions.

Conductors and Enginemen ordered to run over any portion of a division on which they are not familiar, will ask for a pilot.

A supply of receipt cards for the Pittsburgh Terminal Division, have been placed at all Bulletin Boards and Conductors and Enginemen must make application on this card for all General Orders issued pertaining to territory over which they are qualified to run; present same to Bulletin Board attendant, who will insert sticker form of General Order in the proper Time Table.

Conductors and Enginemen making application at any Bulletin Board for a Home or Foreign Division General Order will use the card addressed to the Superintendent of their Home Division.

Conductors and Enginemen of trains beginning their run at Non-Bulletin Board points must, before starting, procure instructions from Train Dispatcher as to the point where they will examine Bulletin Board on that trip, and information in regard to the last General Order issued.

Except when they have been relieved from duty for a period of one hour or more, Conductors and Enginemen of turn-around runs will exhibit Time Tables only at their initial starting point.

If a Conductor or Engineman loses his Time Table, he will obtain another copy from the Bulletin Board attendant, receipting separately for the Time Table and the last General Order pasted therein. He must compare with posted General Orders to see that copies of all that are posted are pasted in the Time Table.

MOVEMENT OF TRAINS

53 Track, Signal and Carpenter Foremen must not obstruct a main track in any way that will interfere with the safe passage of trains at full speed without permission from the Superintendent in writing, and Foremen will be held responsible for securing such permission.

When permission is given to break or so obstruct the track the Foreman must provide proper flag protection in both directions for the track affected, as trains may run in either direction on any track. Flagmen must be fully equipped with stop signals, including torpedos and fusees.

Before track is obstructed the Foreman must know that his Flagmen are properly placed, with instructions to flag all trains until they are called in. He must arrange to hold automatic signals, where in use, in stop position. When track has been closed or obstruction removed the Foreman will report clear to the Signaller and the Signaller will notify the Superintendent accordingly. In the case of rail renewals, signals having been placed in stop position will be kept in that position until the Foreman has assured himself that trains will shunt the track circuit properly after the new rail is in.

When track is obstructed within the limits of an interlocking the Foreman, after securing the necessary permission from the Superintendent will, in addition to providing flag protection, arrange with the Signaller not to permit any trains to use the track that is obstructed.

Before permission is given to break or obstruct the track the Train Dispatcher will issue written orders to the Signaller at block stations not to allow any trains to use the track affected without written orders.

When telephone is used to secure permission to break track and to report clear, the Foreman, after assuring himself that he is in communication with the right party, will use the following forms:

To secure permission:

Foreman.....desires permission to obstruct No.....track at.....for..... hours.....minutes.....to.....

After securing from the Signaller the message giving such permission, Foreman having written it down, will repeat it and Signaller will give his O. K.

To report clear:

No.....track at.....clear for schedule speed at.....M.....Foreman Signaller will repeat and Foreman give his O. K.

54 Rule 99, Book of Rules, is superseded as follows:

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fusees.

When signal 14 (d), 14 (da), 14 (e), or 14 (ea), has been given to the flagman and safety to the train will permit, he may return. When the conditions require he will leave the torpedoes and a lighted fusee.

The front of the train must be protected in the same way when necessary by the fireman.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day, when the view is obscured, lighted fusees must be thrown off at proper intervals.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used.

Conductors and enginemen are responsible for the protection of their trains.

Flagman's signals:

Day Signals—A red flag.
Torpedoes and Fusees.

Night Signals—A red light.
A white light.
Torpedoes and Fusees.

55 When a sudden or severe application of the brakes takes place, or an equipment failure occurs that may obstruct adjoining tracks, all tracks must be protected immediately. Conductors and Enginemen must promptly arrange to ascertain if adjoining tracks are obstructed and signal trains that have been flagged accordingly.

Fusees must be promptly displayed at night, and during the day when conditions require, on all tracks on which trains may be approaching under clear signals.

56 Flagmen signalling trains having two or more engines in front will notify each engineman why he has been flagged.

57 On double, three or more tracks a train not representing a schedule will run extra, when proper signal is displayed or permission is given by the signalman.

58 When running against the current of traffic a sharp lookout must be kept to avoid injury to persons on or about the tracks.

59 When a train clears a track under conditions requiring the Conductor or Engineman to report clear to the Signalman, such report must not be made until the switch is set and secured in its normal position.

60 On three or more tracks a section of a schedule may pass other sections of the same schedule. Signals must be properly arranged. Rule 85 is amplified accordingly.

61 A derrick, rail unloader, ditcher, or similar equipment, must not be permitted to obstruct a track other than the track it occupies, without permission from the signalman and, in addition, protection must be provided in both directions. Wreck masters and foremen, before obstructing track, must know that such permission has been obtained and flag protection provided. The signalman will not give the permission until authorized by the train dispatcher, who will notify all trains using the track of the obstruction. When it is necessary to obstruct yard tracks, permission must be obtained from the yard master. Conductors must arrange for this permission, provide protection as prescribed by Special Instruction No. 54 (modification Rule 99) and report promptly to signalman or yard master when clear of the track obstructed.

When permission has been received to obstruct an adjoining track with a derrick, rail unloader, ditcher or similar equipment, the conductor, or if there is no conductor, the foreman in charge must personally arrange that the flagman is notified and must know that he clearly understands what tracks he is to protect. When it is no longer necessary to protect an adjoining track, the conductor or foreman must arrange to notify the flagman by word of mouth what tracks he will discontinue protecting. The practice of using the engine whistle for this purpose is prohibited.

62 When a train is parted and the front portion can not be backed, the conductor may arrange for recoupling, using the greatest caution. Rule 101 is modified accordingly.

63 When a passenger train, or train of passenger equipment, is backed over any part of its run, it must be equipped with back-up hose signal whistle, or other device, for applying the air brake at the rear of train, and, before backing train, a test must be made from the rear to insure that the air brakes can be applied on the train by that means. Conductor must personally be in charge of the braking device.

64 A train overtaking another train, which is stalled, or requires assistance, will in the absence of other instructions, render such assistance as may be necessary, after having a proper understanding with the train involved and with the Signalman, if the movement is to be made past a Block Station. When a train is coupled to, or assisting a train ahead, it will be considered part of train to which coupled so far as observing Block Signals is concerned.

Conductors and enginemen of freight trains which stall, will make prompt report to the Superintendent by wire, giving the following information:

Engine Number, Number of Cars, Flat Tons, Adjusted Tons, Place of Stalling, Minutes Delay, Name of Engineman, Destination, Cause of Stalling.

65 When cars are being pushed and signals from the trainmen cannot be seen from the engine, it must be stopped immediately, unless the trainman on the front of the leading car has a standard combined back-up whistle and brake valve hose in use. When cars are equipped with communicating signal appliance it must be used in addition. The trainmen must notify the engineman when these appliances are in use.

Second paragraph of Rule 102 is modified accordingly.

66 When an engine is equipped with a wooden underframe tender, it must not be pushed against by another engine. This does not apply to engines in yard service.

67 Train Dispatchers, and Train Directors in charge of train movements are located as follows:

PITTSBURGH—Train Dispatchers in charge of all districts, except Duquesne Way Branch.

US BLOCK STATION—Train Director in charge of Duquesne Way Branch.

68 Between 7:00 A. M. and 7:00 P. M. daily, except Sunday, trains must not use the tracks of the Westinghouse Interworks Railway without orders from their Train Director located at Trafford, except trains crossing over to Turtle Creek Warehouse Siding at Turtle Creek Junction, will have the right to cross over at that point at any time, but must keep a careful lookout for trains approaching on the Interworks Railway tracks and be prepared to stop within range of vision.

On Sundays and between 7:00 P. M. and 7:00 A. M. week days the tracks of the Westinghouse Interworks Railway between their Junction with the East Pittsburgh Branch 1480 feet west of WG and their Junction with P. R. R. tracks 2240 feet west of SZ will be operated as a siding. Trains may use these tracks without train orders by permission of Signalmen at SZ, but must move prepared to stop unless track is seen or known to be clear.

When a train using the Westinghouse Interworks Railway tracks on Sundays and between the hours of 7:00 P. M. and 7:00 A. M. week days, is still on these tracks at 7:00 A. M., the conductor must call up from the nearest telephone booth and procure orders from their Train Director at Trafford.

69 Helping engines placed on the rear end of westward freight trains at Port Perry Branch Junction will cut off before passing signal at the east end of Port Perry Tunnel and return to Brinton "U" Junction under flag protection of the signalman located at that place. Engineman must arrange with the signalman to protect the return movement on westward track.

When a helper is coupled to the rear end of a train to assist from Port Perry Branch Junction to Port Perry Tunnel, it will not be necessary to couple the air through to the helper.

70 Helping engines on freight trains will assist to points as ordered, but, if necessary to remain with the train beyond the point ordered, to assist in doing work, the enginemen will be governed by orders of the conductor.

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 end of the train is passing the block station, which will be information to the signalman that a helping engine has been cut off. Pushing engines cutting off under these conditions will follow the rear end of the train carefully to the home signal, and if signal is in stop position, will immediately report by telephone to the Signalman. If delayed before reaching the home signal, protection must be provided against movement in the reverse direction until the Signalman has been notified.

When helping engines are directed to cut off at other points than at block stations, they will be governed by the special instructions in each case.

Westward trains from VI, which become Eastward trains from CM:

Helpers pulling ahead will cut off at WK except when having work at Wilkinsburg Yard, they will cut off where they have the work and report to the Signalman.

Helpers pushing will cut off at the home signal on east Leg of "Y" at CM interlocking.

Westward trains from Pitcairn or Port Perry Branch:

Helpers pulling ahead will cut off at CM.

Helpers pushing will cut off at WK.

When the flagman is ready to cut off the pushing engine, he will give a steady signal for the information of the engineman to keep his engine against the cabin until he receives a stop signal.

Helping engines on passenger trains will, unless otherwise ordered, assist the train to its destination.

Westward passenger trains from VI with helper ordered to assist to CM will stop and cut off helper at Home Signal on west leg of Y.

Westward passenger trains with helping engines stopping at East Liberty will cut helper off at that point and helper will run extra to Pittsburgh, except when the engine next the train is a Class E type when both engines will remain coupled to Pittsburgh.

When helping engines, except those assisting from a point west of CQ Block Station to FW Block Station are to be coupled on to the rear of freight trains, such trains must come to a stop, for the purpose of having helping engine couple on, and the air-brake on helping engine made operative from the leading engine. After air-brake hose between helping engine and train has been coupled, a road test must be made to ascertain that air-brakes are in proper working order.

Eastward freight trains which require helping engine RH to CM or CZ will, unless otherwise instructed, stop at RH to have helping engine attached.

71 Engines turning on Y at Coleman must enter at west leg.

72 Signalman at RO will notify eastward inferior trains if eastward superior trains due via the route not being used by the former, have not left.

Signalman at UY will notify inferior trains moving to that point from West Leg of the Y if westward superior trains due, have not left.

Signalman at RH will notify westward inferior trains from UY if westward superior trains due, have not left.

Signalman at CZ will notify eastward inferior trains if eastward superior trains due via the route not being used by the former, have not left.

Conductors and Enginemen will be governed accordingly.

73 At Street Crossing West end Aspinwall station, all trains making a movement against the current of Traffic, will reduce speed so as to provide for the front of the train moving over the crossing at a speed not exceeding 15 miles per hour, and before reaching the crossing a second whistle signal must be made at such a point as will insure additional warning to persons or vehicles passing, or about to pass over the tracks at crossings.

74 Trains or yard engines must first obtain permission from yard master at Stock Yards before placing cars on stock running track between Pindham Street and CQ, Allegheny Yard.

75 Between 43rd Street and CZ, Pittsburgh Yard, road freight trains upon overtaking and being stopped by shifting crews or street runs ahead, must immediately send a member of the crew forward to notify the conductors of such crews of the fact that their train is being detained on account of track being occupied. This will not relieve conductors of shifting crews or street runs from a strict accountability for unnecessary detention of road trains through their failure to clear the main tracks.

76 The side storm windows on all engines so equipped, must be kept closed against the cab between the following points:

FW Block Station and Stock Yards.

11th Street, Pittsburgh Yard and Brilliant.

77 The large volume of street traffic using grade crossings between FW Block Station and RO Block Station makes it of the utmost importance that these crossings be obstructed as little as possible, and in order that freight trainmen may be in a position to promptly open crossings at any point in their train, no excuse will be accepted for their not riding out and being properly distributed on trains.

Engines and crews of other trains must, upon request from crews whose trains obstruct crossings, promptly assist in opening them, if in position to do so with safety.

Any unnecessary obstruction of grade crossings may result in the arrest of trainmen at fault and their being held personally responsible by Municipal Authorities.

78 A telephone connected with CZ and 43rd Street, has been placed in box at 57th Street crossover. All conductors having work to do between 54th Street and Butler Street which will make it necessary for them to occupy main track at 57th Street crossover or Holmes Siding more than ten (10) minutes, will use this telephone to secure information from signalman, CZ, relative to approaching trains, and allow them to pass without delay.

79 Between YJ and MB the movement of trains, in either direction, on Nos. 1 and 2 tracks will be governed by the interlocking signals of MB and YJ interlocking stations.

80 Trains must approach the switch leading to the Monongahela Connecting R. R., west of 30th Street scale office and crossover switches just west thereof, prepared to stop unless the track is seen to be clear and the switches in normal position.

All switches for movement between Monongahela Connecting R. R. connection west of 30th Street scale office and the yard track must be set for continuous movement before movement is started. When the switch leading to the Monongahela Connecting R. R. track and the crossover switches, west of 30th Street scale office are open, movements on running track must not be made in either direction, nor switches fouled, until the switches are restored to normal position by the crew using them.

81 Trains of sufficient length to block grade crossings through Homestead receiving caution signal on No. 4 track at signal bridge 70.71 west of Munhall station, will stop and communicate by telephone from Heisel Street with yard master at Howard for instructions before proceeding.

82 The normal position of switch at 30th Street, leading from the running track to the Monongahela Connecting Railroad, will be for the East leg of "Y."

83 Trains approaching CQ Block Station will not foul any switches located at or just east or west of that point, without first receiving a proper hand signal from the switch tender in addition to the proper proceed fixed signals.

84 All trains enroute to Herr's Island must stop at CQ Block Station and report by telephone to the Yard Master's office at Pittsburgh Union Stock Yards and be governed by his instructions in making movements between CQ Block Station and Pittsburgh Union Stock Yards.

85 Trains of the Baltimore & Ohio R. R. receiving a proceed signal at BN or PC Interlockings for a movement on a track WITH THE CURRENT OF TRAFFIC may proceed ahead of superior trains.

86 Trains between RH and UY receiving the proper Proceed Signals at RH or UY Interlockings will proceed over that portion of the single track between these points without train orders.

87 Trains of the Baltimore & Ohio R. R. using the tracks of the Pittsburgh Terminal Division between BN and PC Block Stations will represent the schedules assigned to them by the time table of that Company, but will otherwise be governed by the Time Table Special Instructions of the Pittsburgh Terminal Division.

88 Extra trains having work between PC Block Station and BN Block Station must clear Baltimore & Ohio R. R. first class trains. Before entering the block they must stop and notify the signalman what they have to do and be governed by the information received. Baltimore & Ohio R. R. freight trains should be allowed to pass with as little delay as possible.

89 In addition to the protection required by Rule 102A, trains must not exceed a speed of 4 miles per hour over any street crossing west of 29th Street, Pittsburgh Yard, except at Smallman Street, Penn Avenue, Liberty Avenue and 16th Street, where watchmen are located, and before making any movement over any other street crossing west of 29th Street a member of the crew must be placed on the ground in position to protect street traffic.

90 When trains moving to or from Pittsburgh, via 29th Street, stop and block crossings at Smallman Street, Penn Avenue or Liberty Avenue, conductors must open them immediately, using great care on account of grade at these points. After crossing has been cut and it has been ascertained that cars are properly secured, conductor will notify gateman at Smallman Street, Penn Avenue and Liberty Avenue, so that they can arrange to let street traffic through. In cutting crossing, cars must not be closer than within 60 feet of crossing.

91 The semaphore signal located just west of Liberty Avenue and the semaphore signal located at 29th Street, Pittsburgh, are semi-automatic and used also in connection with the protection of street traffic over Liberty Avenue, Penn Avenue and Smallman Street. In the event of a movement being made against the current of traffic, or if trains are notified that signal

is out of order, Conductors and Enginemen, in addition to obtaining proper authority to proceed, are required to know that all gates are down or streets protected.

92 Nos. 7260 and 7266 (and 7270 Saturdays) at Swissvale will exchange trains for return trip.

Nos. 7254, 7256 and 7270, daily except Saturday, at Swissvale will back deadhead train and run Passenger Extra to Pittsburgh.

No. 7206, having express cars on rear for WG will set them off at that point.

Empty train to be used for No. 7141, will leave UJ 6.35 A. M., backing train and run Passenger Extra to SZ.

Trains of Nos. 7220 and 7268 will back deadhead train SZ to UJ and run passenger extra.

Train of No. 7283 at WK will clear and be used for emergency train.

No. 7502 will clear at UJ to set off cars.

No. 7352 will clear at UJ to set off cars and exchange engines.

On Monday, empty train to be used for No. 7351 will leave UJ at 3.30 A. M. and run passenger extra to SZ.

Train of No. 7201 to be used for No. 7222 will back empty train Pittsburgh to "CM" and run passenger extra.

The following trains will stop east of Carnegie to discharge passengers from points west, when connection is not made with local trains at Carnegie.

No. 500 with No. 902, No. 550 with No. 562 and No. 992 for Crafton and Corliss.

On arrival of No. 7359 at "WC" Block Station engine will run around train and return to Federal Street with train, running as a passenger extra, stopping at Conway to receive employes and will stop at stations between Conway and Federal Street where there are employes to discharge.

93 On account of close overhead clearance, conductors and enginemen of trains hauling derricks must see that derricks clear at the following point:

Brinton arch on the East Pittsburgh Branch.

94 At Pittsburgh, Station Master is authorized to verbally instruct Conductor to display signals for a following section, except trains destined beyond CH or RC Block Stations. Conductor will instruct Enginemen.

95 Trains on Nos. 3 and 4 tracks must stop before fouling crossing switches at Modoc Building, 33rd Street and Denny Curve, Pittsburgh Yard, unless signal to proceed is received from Switch Tender.

96 Trains approaching VI from UY or CZ must stop before fouling any switch at VI, unless signal to proceed is received from Switch Tender, in addition to the proper Block Signal, after which they will be governed by Rule 302a.

Trains approaching VI from CM must stop before fouling any switch at VI unless signal to proceed is received from Switch Tender, in addition to the proper Block Signal, after which they will be governed same as on signal received at an Interlocking for movement through the switches.

Class I engines from CZ on westward track to No. 2 track at VI must be routed via No. 4 track.

97 Trains must stop before fouling any switch at Junction of Port Perry Branch, unless signal to proceed is received from Switch Tender, after which they will be governed same as on signal received at an Interlocking, but must run expecting to find a train ahead before reaching the next automatic signal.

98 Westward trains on No. 2 track having work in East Pittsburgh Yard will stop at east end of Commodity Yard and ask for instructions.

99 Switch Tender is in charge of the switch at Wilmerding at the west end of the pull-out track from Pitcairn Yard. Trains on No. 2 track and pull-out track must stop before fouling this switch unless signal to proceed is received from the Switch Tender.

100 Trains on No. 1 track and pull-in track must stop before fouling crossing switch at Spring Hill Overhead Bridge, unless signal to proceed is received from Switch Tender.

101 Trains on No. 2 track, and trains from Pitcairn Yard to No. 2 track, must stop before fouling switches at switch box west of Signal Bridge No. 3366, unless signal to proceed is received from Switch Tender and must stop before fouling any other switches between SZ and WG, unless the track is seen to be clear and the switches right.

When the Home Signal at WG is in stop position, trains on No. 2 track must clear baggage crossing at the west end of Wilmerding platform.

102 Passenger trains diverted to yard tracks will run carefully, prepared to stop within range of vision.

103 Trains, except passenger, receiving a proper signal and written instructions from Signalman may run against the current of traffic between the following stations:

JB Tower and JC Tower, on tracks 3 and 4.

JC Tower and Lewis Run Jct., on tracks 105 and 106.

Duff Jct. and DU Tower, on tracks 105 and 106.

Track No. 5, Corliss Yard, and track No. 27, between Corliss Yard and SQ Tower, will be used as running tracks. Trains receiving a proper signal and written instructions from the Signalman at FS Tower or SQ Tower may use these tracks in either direction, running carefully.

Trains must stop clear of the crossover at west end of Scully Yard, unless signaled to proceed by the Switch Tender, with green flag or green lamp.

104 Trains receiving a caution block indication at the following block stations will not be required to comply with the last paragraph of Rule 362:

Westward Trains.

Eastward Trains.

PH Tower.

JB Tower, on No. 4 track.

FS Tower.

BI Tower.

JC Tower, on No. 1 track.

105 Trains (or Engines) will run, when necessary, against the current of traffic between US Block Station and PA Block Station, entirely by signal. When making a movement against the current of traffic a reverse movement must not be made without permission from Signalman.

106 A Semi-Automatic, three position Home Block Signal, governing Eastward trains on No. 2 track (Westward Passenger), between BN and PC, is located on Signal Bridge just east of BN.

A proceed indication displayed by this Signal will supersede Time Table superiority and authorize eastward movements against the Current of Traffic, BN to PC. A train authorized by this Signal to make a movement on No. 2 track, BN to PC, must not run in the opposite direction on this track until after such eastward movement has been completed to a point east of PC Westward Advance Block Signal.

When it is necessary for an engine to return from BN or PC to its train on No. 2 track between those points, it must receive a Clearance Card, Form "C," from Signalman. Trains must not pass the Eastward Home Block Signal at BN for No. 2 track, in the Stop-Position, for any other purpose, without a Train Order authorizing them to do so.

107 In Pittsburgh Yard, reverse movements may be made on No. 3 and No. 4 tracks between "NA" and crossing switches at Denny's Curve, on receiving the proper interlocking signal at "NA" or hand signal from switchtender in charge of crossing switches at Modoc Building, 33rd Street, or Denny's Curve. Assistant Yard Master at Yard "D" will be responsible for authorizing these reverse movements and arranging for proper protection. No movement will be made from the Engine Storage Yard or Engine Running Track to No. 4 track without permission from the leverman at "NA" or switchtender at 33rd Street.

M. W. MOTOR AND HAND CARS

110 M. W. Motor and Hand cars will be numbered for identification and designated as M. W. Motor Extra—or Hand Car Extra.

They will be in charge of a qualified employe and, except as hereby provided, all rules and special instructions governing the movement of trains will apply to the movement of Motor and Hand Car Extras.

They must not be used in automatic signal territory unless special provision is made for Manual Block protection. Attention is called to the fact that M. W. Motor and Hand cars will not operate automatic or semi-automatic signals.

They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a "train other than a passenger train."

All movements will be made without displaying the signals prescribed by Rule 21.

They may be equipped with a portable telephone, in connection with the use of which they may be removed from and replaced on the main track at any point within a block by complying with Block System Rules.

Maximum speed is 20 miles per hour and they must run carefully through yards and approaching road crossings.

HAND TRUCKS AND PONY TRUCKS

111 Hand trucks must not be used on main tracks except when attached to Motor or Hand car.

When used on any track, the foreman must provide protection as prescribed by Rule 728 and Special Instruction No. 54 (modification of Rule 99).

Pony trucks must be loaded so as to permit of prompt removal upon the approach of a train. They must be run on the rail next to the ditch whenever possible and, when the movement is made over bridges, or in tunnels, or where the approach of a train cannot be clearly seen in ample time to clear the track, protection must be provided as prescribed by Rule 728 and Special Instruction No. 54 (modification of Rule 99).

MOVEMENT BY TRAIN ORDERS

112 Enginemen of helpers must be provided with a copy of orders affecting the movement of their trains, except enginemen of pushing engines on portions of the Division where Rule 302a is in effect as follows:

Between Pittsburgh, JO-RO and SZ

Between Pittsburgh and Duquesne

Between Pittsburgh and JO via 43rd St.

Between Federal St. and RO

113 When it is desired to hand orders to trains at block stations, signalman will display fixed signal in stop position and also display train order signal. An engineman receiving such signal will acknowledge it as prescribed by Rule 14g. After the latter signal has been given, signalman will display proper proceed signal, and go on the ground to deliver the orders to the conductor and engineman, who will place themselves in position to receive their copies, and must not proceed without them. The train order signal must not be removed until the signalman has delivered the orders to all persons addressed, and the train will slowly pass the order signal for this purpose.

Between Pittsburgh, RC, KY and CH

114 When a train order is to be delivered to a train, the fixed signal (Rule 221), the home block signal, or the home interlocking signal, must be displayed at stop for the track and in the direction of the approaching train, and before the "X" response is given, or the order repeated, a flag or light must be displayed in the place provided for the purpose, a red flag or light indicating "31" orders, a yellow flag or light indicating "19" orders. This combination of signals must be acknowledged by the engineman by four short sounds of the engine whistle.

In delivering "31" orders, the block or other fixed signal must remain at stop until the engineman and conductor have signed the orders.

In delivering "19" orders, the operator must, after the signal has been acknowledged, place the home signal or other fixed signal at its proper position, go on the ground and hand the orders to the engineman and conductor.

When the "19" train order signal is displayed, the speed of the train must be reduced sufficiently to enable the operator to deliver the orders, and the train must not leave the station until signaled by the conductor to do so.

If the engineman fails to catch the order, or to receive a proceed signal from the conductor, or if the order is illegible or not addressed to the train receiving it, the train must be stopped and not proceed until a proper train order or clearance card (Form A) has been delivered to it.

When a train is stopped by a train order signal, it must not proceed until the conductor and engineman receive train orders, or clearance card (Form A).

115 Train orders issued to engines of foreign railroads or private concerns must specify initials as well as numbers of engines. This information must be transmitted by signalmen and entered on block record.

116 At Pittsburgh, enginemen of passenger trains are relieved from signing train orders; Conductors must personally deliver copy to enginemen. Rule 210 is modified accordingly.

117 Conductors of passenger trains will inquire for train orders before leaving Room 107, Pennsylvania Station, Pittsburgh.

YARDS AND YARD INSTRUCTIONS

120 PITTSBURGH YARD (formerly Pittsburgh Division)—DV to US and PH.

WILKINSBURG YARD—DV to WK.

EAST PITTSBURGH YARD—WG to R and U Junction and East Pittsburgh Branch.

PITCAIRN YARD—WG to Signal Bridge No. 3354.

PITTSBURGH YARD (formerly old A. V. Division)—Between limit board 3558 feet east of JO Block Station and NA Block Station and between VI and CZ and 29th Street to 11th Street.

ALLEGHENY YARD—Between FW and Mile Post No. 2 east of Stock Yards (Pittsburgh North Side Limits), including Pittsburgh Union Stock Yards.

MILLVALE YARD—Between Mile Post No. 2 east of Stock Yards (Pittsburgh North Side Limits) and east of Pine Creek Bridge.

SHARPSBURG YARD—Between east end of Pine Creek Bridge and RH Block Station.

ROSS YARD—Between RH Block Station and 5,499 feet east of RO Block Station.

PITTSBURGH SOUTH SIDE YARD—YJ Block Station to Redman, including White Hall Branch.

HOWARD YARD—Redman to Green Springs, including Axle Works and Streets Run Branches.

THOMSON YARD—Green Springs to one mile east of South Duquesne and PG Block Station to U Junction (and McKeesport Branch).

ISLAND AVENUE YARD—FW to JR, including O. C. Ry. to SQ. and FW to 11th Street.

CONWAY YARD—BA to WC.

SCULLY YARD—RG to 1,000 feet east of DJ.

CORLISS YARD—Corliss Station to DU.

CARNEGIE YARD—JB to CH and Chartiers Branch to Junction No. 1.

121 Trains moving on yard tracks, industrial sidings, and tracks designated as branches but not operated under block signal rules or by train orders must move at such speed that they can stop within range of vision, unless tracks are seen or known to be clear and switches properly set.

124 Yard Masters after making necessary arrangements with signalman, are authorized to cross trains over main tracks, within yard limits, ahead of delayed superior trains, provided such movements are properly protected.

125 The movement of trains between CZ, 29th Street and NA is in charge of the Yard Master at 43rd Street, Pittsburgh. The Yard Master after making necessary arrangements with signalmen, will authorize crossover movements ahead of delayed superior trains, provided they are properly protected, and by the use of train orders authorize movements against the current of traffic and ahead of delayed superior trains.

126 The movement of trains between FW and 11th Street is in charge of the Yard Master at Penn Street, and the movement of trains between 11th Street and 29th Street is in charge of the Yard Master at 20th Street, Produce Yard.

127 In connection with conforming to Rule 93, engines may, as extra trains make shifting and other yard movements on the main track within yard limits, without orders from the Superintendent. Rule 97 is modified accordingly.

128 On Double, Three or More tracks, extra trains will approach and run carefully within yard limits.

STARTING TRAINS

PENNSYLVANIA STATION, PITTSBURGH

130 Passenger trains will be started by communicating signal. When starting signal has been cleared, eastward trains will be started by rear Brakeman, giving communicating signal from rear of last car on train, except when rear car has an observation end, signal will be given from the front end of car. Westward trains will be started by proper signal from Conductor.

The system of starting signals governing tracks Nos. 4 to 17, inclusive, operates as follows:

Two minutes before train is ready to leave, Conductor will notify the Train Director at "UF" and the Ticket Examiner at gate, by operating foot-push located on riser of platform adjoining track train is ready to leave from. Receipt of signal will be indicated by flash-light adjoining foot-push. If flash-light is not received, Conductor will notify Ticket Examiner that train is ready to leave. Ticket Examiner will, at the proper time, close gate and clear starting signal.

In case starting signal is not displayed at proper time, Conductor will ascertain if Ticket Examiner is withholding signal, if not, train may proceed.

After train has departed, Ticket Examiner will restore starting signal to normal position.

Car Inspectors will notify Conductor when they have completed their inspection of train.

The Baggage Department will notify the Conductor when all U. S. mail and baggage has been loaded. The Conductor will not start the train without this information.

No trains, except exclusive express trains, will be held for loading of Express Company freight.

Conductors will report at office of Assistant Station Master for instructions before going to their trains and will be held responsible for carrying out the instructions in regard to connections. This, however, will not relieve them of reporting to Room 107 (Crew Dispatcher's Office).

ON THE ROAD

131 Passenger trains will be started by communicating signal. When train is ready to start, signal will be passed from the rear end forward by hand or lamp, and the trainman nearest to the engine will give the communicating signal to start, except when the rear brakeman has been called and is returning, the signal may be given from the rear of train.

132 When starting passenger trains with two or more engines, the engine from which the air brake is operated will use steam first, and the other engines will not use steam until necessary to supplement the engine from which the air brake is operated.

When a passenger train is being hauled by two or more engines, and it is necessary to take the slack in order to start, the slack will be taken only by the engine from which the air brake is operated.

133 When starting a freight train having a helper on the rear, the front engineman will signal for the return of the flagman. When the flagman returns, engineman of rear helper will signal to release brakes. Steam should then be applied gradually to avoid rough handling of the train.

When necessary to take the slack to start the train, the front engineman will do so, after having first given the whistle signal as prescribed by Rule 14a. If not successful in starting the train after having taken the slack with the front engine, the rear engineman will take the slack, after having given the whistle signal as prescribed by Rule 14a. When there are two engines on the front end of a train, the leading engineman only will take the slack; and when there are two helpers on the rear, the rear engineman only will take the slack. In starting the train under either of the above conditions, the engineman next to the train

will not use steam until necessary to supplement the other engine. Enginemen must use care and good judgment to avoid damage to the train.

Enginemen of helping engines on the rear of train must know that the air brakes are released before attempting to start.

Trainmen must be in position to give signals and to assist in holding the train when necessary to get the slack.

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

When it is desired to make a movement with road power to make up trains at Pennsylvania Station, Pittsburgh, trainmen must in addition to giving proper communicating signal give hand signal. This hand signal must not be given until trainmen ascertain if any workmen are about the cars, and if so, notify them. In case hand signal cannot be seen by Engineman, trainman will notify Engineman personally of movements to be made.

HANDLING OF DEAD ENGINES IN TRAINS

140 Handling of "dead" locomotives and tenders in freight trains. Also locomotives under steam with engine trucks removed.

1. All locomotives and tenders hauled "dead" in trains must have the airbrakes cut in and operative.

2. When a locomotive is handled "dead" it must be accompanied by an attendant. In case locomotives are handled in groups, one attendant will answer the purpose for each group, not exceeding three locomotives. (See regulations in Official Classification relative to attendants accompanying locomotives.)

3. An engine must be moved headed forward, except as provided in Paragraph 4, unless otherwise instructed by the Superintendent.

4. A dead freight engine with engine truck removed must not be hauled in regular freight trains, but may be hauled in a work train, at a speed not to exceed fifteen miles per hour, to the nearest terminal where repairs can be made. Whenever possible, on engines which are equipped with an engine truck equalizer, the equalizing beam should be blocked, thereby giving better distribution of weight on the spring rigging without making the boxes and front frames any more rigid than necessary. When the equalizing beam goes through the saddle casting, this should be done by blocking between the beam and the casting; when it does not, the front end of the beam should be chained up to a railroad tie or other support thrown across the front frames.

5. A passenger engine, except of the D-16 type, with the engine truck removed may be moved under steam or in a work train, at a speed not to exceed fifteen miles per hour, to the nearest terminal where repairs can be made. A D-16 type engine cannot be moved, either dead or under steam, with the engine truck removed.

6. A freight engine under steam, with engine truck removed, may proceed at a speed not to exceed fifteen miles per hour, to the nearest terminal where repairs can be made.

Agents, yardmasters, and other interested railroad employees will be governed accordingly. Previous instructions conflicting herewith, annulled.

COAL AND WATER

145 After taking coal or water, enginemen and firemen are required to know that the apparatus used is clear of all tracks and secured in the place provided.

146 Coal must not be dumped from a Coal tippie to an engine while a passenger train is passing on an adjoining track.

Tenders must not be overloaded, and the necessary trimming of the coal on the tender must be done to prevent its falling off in transit. If bad coal is received, enginemen will notify the tippelman at once, and report the matter to the Assistant Road Foreman of Engines at the end of their trip, giving the engine number, direction in which the engine was moving, the date, and the amount and character of bad coal received.

151 Engines hauling freight trains between Alliance or Conway and points on the Pittsburgh Terminal Division, via CM, will not take water at Etna.

152 Westward freight trains that cannot stop at Etna for water without their train obstructing Main Street crossing, Sharpsburg, must not take water at that point.

153 Engines on freight trains with more than ten cars must, in all cases, be cut off before taking coal or water. The air-brakes must be applied and the engine cut off not less than four car lengths from the point where coal or water is to be taken. The conductor or front brakeman must be on hand promptly to turn the angle-cocks and uncouple the air-hose and after taking water the engine must be coupled up and the cocks turned. This will release the air and will be a sufficient test of the air-brakes for the train to proceed. On grades, trainmen must not depend upon the air to hold the train, but must also set a sufficient number of hand-brakes to assist in holding the train. Where water spouts are located at, or within, interlocking limits, the engine must be, in all cases, detached from the train before reaching the Home Interlocking Signal, regardless of the number of cars in the train.

REGULAR WATER STATIONS

154 WATER PLUGS:

Thomson.

155 Water must not be taken from water plugs on the east leg of "Y" or from Nos. 3 or 4 tracks at Thomson by other than shifting engines if possible to avoid.

IRREGULAR WATER STATIONS

156 All water stations not specified as regular, are irregular water stations and the taking of water will be considered as work under the provisions of Rules 86 and 302a.

TRACK ASSIGNMENTS

160 On Three or more tracks the current of traffic is as follows:

PITTSBURGH TO SZ

NUMBER FROM SOUTH TO NORTH

Eastward Passenger	Westward Passenger
No. 1 Track, BU to R.	No. 4 Track, SZ to DV.
No. 3 Track, R to SZ.	No. 2 Track, DV to BU.
Eastward Freight	Westward Freight
No. 3 Track, NA to DV.	No. 2 Track, SZ to R.
No. 2 Track, DV to R.	No. 3 Track, R to DV.
No. 1 Track, R to SZ.	No. 4 Track, DV to NA.
No. 0 Track, Jct. Port Perry Branch to WG.	

CM Block Station to VI Block Station

NUMBER FROM SOUTH TO NORTH

Eastward Passenger	Westward Passenger
No. 13 Track, CM to VI.	No. 14 Track, VI to CM.
Eastward Freight	Westward Freight
No. 11 Track, CM to VI.	No. 12 Track, VI to CM.

FW Block Station to RO Block Station

NUMBER FROM SOUTH TO NORTH

Eastward Passenger	Westward Passenger
No. 1 Track, MA to PC.	No. 2 Track, PC to MA.
Westward Freight	
	No. 3 Track, PC to MA.

PITTSBURGH TO DUQUESNE

NUMBER FROM SOUTH TO NORTH

Eastward Passenger	Westward Passenger
No. 3 Track, Y Jct. to OB.	No. 2 Track, CR to OB.
No. 1 Track, OB to CR.	No. 4 Track, OB to Y Jct.
Eastward Freight	Westward Freight
No. 1 Track, Y Jct. to OB.	No. 4 Track, CR to OB.
No. 3 Track, OB to CR.	No. 2 Track, OB to Y Jct.

PITTSBURGH TO RC BLOCK STATION

NUMBER FROM NORTH TO SOUTH

Eastward Passenger	Westward Passenger
No. 4 Track, RC to FW.	No. 1 Track, FW to RC.
Eastward Freight	Westward Freight
No. 3 Track, RC to FW.	No. 2 Track, FW to RC.

PITTSBURGH & YJ TO CH & KY BLOCK STATIONS

Between	Number from North to South
YJ and DU	{ No. 1 Westward passenger track. { No. 2 Eastward passenger track. { No. 3 Westward Freight track. { No. 4 Eastward freight track.
DU and FS	{ No. 3 Westward freight track. { No. 1 Westward passenger track. { No. 2 Eastward passenger track. { No. 4 Eastward freight track.
BH and CH	{ No. 3 Westward freight track. { No. 4 Eastward freight track. { No. 1 Westward passenger track. { No. 2 Eastward passenger track.

DOUBLE TRACK

Double track from RO to PC; from MA to FW; from RO to VI; from UY to a point 877 feet west thereof; from Nadine to NA; from CZ to VI from PG to Port Perry Jct; from PH to MB and from FS to BH.

PITTSBURGH TO CH AND KY BLOCK STATIONS

On double track the current of traffic will be as follows:

DU and JC via Scully	{ No. 105 Westward trains. { No. 106 Eastward trains.
Lewis Run Jct. and Jct. 1, via P. C. & Y.	{ No. 1 Westward trains. { No. 2 Eastward trains.
SQ and JR	{ No. 101 Westward trains. { No. 102 Eastward trains.
Island Avenue and O. C. Bridge	{ No. 104 Eastward trains. { No. 103 Westward trains.

SINGLE TRACK

Leetsdale and Ambridge	{ No. 5 Freight track (south side), used as single track.
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165 Passenger Trains as specified will use Tracks as follows, unless Interlocking Signals otherwise indicate:

- No. 32 use No. 2 track DV to WK to pass Nos. 7358 and 7502.
 Nos. 30 and 34 use No. 2 track DV to WK to pass No. 7206.
 No. 7102 use No. 2 track DV to WK for Nos. 7208 and 7210 to pass.
 No. 7214 use No. 2 track DV to CM to pass No. 932.
 No. 26 use No. 2 track DV to R to pass Nos. 7224 and 7226.
 No. 510 use No. 2 track DV to WK to pass No. 604.
 No. 7284 use No. 2 track WK to R for No. 624 to pass.
 No. M-20 use No. 2 track DV to WK for No. 24 to pass.
 No. 98 use No. 2 track DV to R to pass No. 7286.
 No. 7290 use No. 2 track WK to R for No. 610 to pass.
 No. 7108 use No. 2 track DV to WK to pass No. 7252.
 Nos. 7254 and 7266 use No. 2 track DV to CM.
 No. 38 use No. 2 track DV to WK to pass No. 7296.
 Nos. 9 and 45 use No. 3 track R to DV to pass Nos. 7203 and 7285.
 No. 17 use No. 3 track R to DV to pass Nos. 7285.
 No. 19 use No. 3 track R to DV to pass Nos. 7211 and 7213.
 No. 7301 use No. 3 track WK to DV to pass No. 7215.
 No. 35 use No. 3 track R to DV to pass No. 7217.
 No. 93 use No. 3 track R to DV to pass Nos. 7303.
 No. 7501 use No. 5 track at UJ for No. 11 to pass.
 No. 11 use No. 3 track R to DV to pass No. 7221.
 No. 37 use No. 3 track WK to DV Sunday only.
 No. 7355 use No. 5 track at UJ for No. 601. to pass.
 No. 27 use No. 3 track WK to DV to pass No. 7267.
 No. 21 use No. 3 track R to DV to pass No. 7275.
 Nos. 3, 927, 6805, 13, 9007, 901, PA89, 511, 685, 5, 6809, 1, 6953 and 6789 use No. 3 track CM to DV.
 Nos. 93, 91, 95, PA83, and PA89 use No. 4 track from DV.
 Trains Nos. 7261 and 7265 will load and leave from 0 track Swissvale.
 No. 741 use No. 3 track BH to Carnegie Yard.
 No. 394 use No. 3 track JR to Island Avenue.

166 Slow Freight Trains will use Tracks as follows, unless otherwise ordered or Interlocking Signals otherwise indicate:

EASTWARD.

Siding between Nos. 2 and 3 tracks at CM when destined to or having work at Wilkinsburg Yard. Westward trains may use this siding from switchman's box at the west end of Wilkinsburg Yard tracks to CM after getting permission from the signalman at CM.

Pull-in track at WG when destined to Pitcairn Yard.

No. 1 at YJ when having work at 18th Street yard south side.

No. 3 at OB when having work at Howard or Kenney yards.

No. 3 at AU when having work at Thomson or South Duquesne yards.

WESTWARD.

No. 4 at CR when destined via Port Perry Branch or when having work at South Duquesne, Thomson or Kenney yards.

No. 4 at AU when having work at Howard yards or intervening sidings.

No. 4 at OB when having work at 18th Street yard north side.

Other Assigned Tracks and Sidings

167 Track between Nos. 2 and 3 tracks from switchtender's box, east end of Wilkinsburg Yard tracks to WK will be used as an **eastward siding**. Westward trains may use this siding on receiving proper interlocking signal at WK. Signalman at WK must arrange with switch tender at the east end of Wilkinsburg Yard tracks for proper protection of these movements.

168 The track north of No. 4 track between UJ and its connection with No. 4 main track west of Pitcairn Station is known as No. 5 track and is used as a **westward siding**.

169 No. 1 eastward freight track from SZ to the east end of Pitcairn yard at Signal Bridge No. 3354 will be used as an **eastward siding**. Westward movements may be made on this track under permission from the signalman at SZ.

170 Carnegie Steel Company trains have the right to use No. O Track between telephone box, 600 feet east of their connection with No. O track, and the sidings at Bessemer Station, but must not use the track east of the telephone box without permission from Signalman at R and must report when clear. All trains using No. O track west of this telephone box must protect themselves against Carnegie Steel Company trains.

171 No. 5 track between its connection with No. 4 track west of PG and just east of AU will be used as a siding for trains in both directions and movements will be controlled by signalman at PG. Trains in both directions must run prepared to stop within range of vision. Westward trains may use this track by receiving proper signal at PG interlocking, and eastward trains on obtaining permission from signalman at PG or AU. Trains clearing this track at the shop yard will report clear to and get permission to enter from signalman at PG.

172 No. 0 track between its connection within No. 4 main track east of PG and west end No. 1 yard track, South Duquesne, will be used as a running track for trains in both directions under control of signalman at PG.

Trains may use No. 0 track upon receiving proper interlocking signal or by permission of signalman at PG and must report when clear.

Trains in both directions must run prepared to stop within range of vision.

Shifting movements on No. 0 track beyond interlocking limits at PG and at West end South Duquesne yard may be made by permission of signalman and under flag protection.

173 Middle track between BH and BI will be used as an eastward siding.

174 Middle track between Port Perry Tunnel and U Junction on Port Perry Branch will be used as an eastward siding.

175 No. 5 freight track between Leetsdale and Ambridge will be governed by single track rules. No train will use this track without orders from the Superintendent, except Nos. 617, 637, 647, 657, 667, 677, 687, 737, 757, 767, 886, 817, 827, 826, 836, 666, 686, 696, 706, 716, 736, 746, 766 will run on No. 5 freight track between Leetsdale and Ambridge.

CALLING OF FIXED SIGNALS

184 When calling fixed signals affecting the movement of trains, Enginemen and Firemen will call the indication as follows:

HIGH CLEAR—LOW CLEAR—HIGH CAUTION—LOW CAUTION—as the indication may be. If signal is in stop position they will call **RED**. This applies to semaphore and position light signals.

In case of dwarf signals, the indications will be called **CLEAR—CAUTION or RED**. In the event of a Pilot, Conductor or Brakemen calling signals, they will be governed accordingly.

BLOCK SIGNAL RULES

185 That part of Rules Nos. 301 and 401, under "Home (and Advance, if used) Block Signals" describing "Signal Occasion for Use, Indication and Name," is amplified to provide for the use of a distinctive permissive signal by adding the following:

COLOR	OCCASION FOR USE	INDICATION	NAME
(X) Two Yellow Lights Horizontal.	Block is not Clear.	Proceed with Caution.	Permissive Signal.

By day the permissive signal will be distinguished by the display in the diagonal position, midway between (a) Stop and (c) Proceed, of a yellow semaphore arm with a round end and black circle on the face of the arm, and is the equivalent of (x) Proceed with Caution.

Lines "b" of Rules Nos. 301, 401 and 601 are modified as follows:

COLOR	OCCASION FOR USE	INDICATION	NAME
(b) Yellow.	Next Signal is at Stop	Proceed Prepared to Stop at next Signal.	Caution Signal.

The paragraph of Rules Nos. 301, 401 and 601, reading "Diagonal, midway between (a) Stop and (c) Proceed, as the equivalent of (b) Proceed with caution" is modified to read "Diagonal, midway between (a) Stop and (c) Proceed as the equivalent of (b) Proceed prepared to stop at next signal."

The word "Caution-signal" in third paragraphs of Rules 317a, 417a and 318a is changed to read "Permissive signal."

Rules Nos. 329 and 429 are modified to read: "If necessary to stop a train for which a signal, which will permit it to proceed, has been displayed and accepted, the Signalman must give hand signals in addition to displaying the stop signal."

The second paragraph of Rules Nos. 362 and 462 is modified to read: "If from any cause, a passenger train receives a permissive signal, the engineman must stop, and before proceeding must report the fact to the Superintendent by wire."

186 Trains admitted to a block under stop-signal by train order will run with caution expecting to find block occupied.

MANUAL BLOCK SYSTEM

187 Rules 301 to 375, inclusive, are in effect as follows, except that Rules 302a, 317, 317a, 318, 318a will apply only on portions of Division as specified in Paragraphs Nos. 189, 190, 191, 192, 193.

189 Rule 302a will apply at all interlocking stations as follows between

BU and SZ.
CM and VI.
US and RC.
PH and CH.
YJ and mile post 11 just east of Duquesne.

190 Rule 317 will apply between

RH and UY.
PH and K for movements against the current of traffic.
FS and BI for movements against the current of traffic.

191 Rule 317a will apply on all single track portions of the Division where block signal rules are in effect, and for all movements against the current of traffic, except where Rule 317 applies.

192 Rule 318 will apply between
PH and K.
FS and BI.

193 Rule 318a will apply between
FW and RO.
VI and RO.
CM and JO.

194 A train must not, without permission, proceed on a signal known to have been displayed for a preceding movement.

195 No. 5 freight track between Leetsdale and Ambridge is not operated as a block. Rule 91 will apply on this track between these points, but train must run very carefully, expecting to find trains ahead, and be prepared to stop within range of vision.

196 A train stopped at Home or Advance Block Signal at which a telephone is located, may fill out a clearance card, Form C, or a caution card, Form D, as authorized by the Signalman, and then proceed as prescribed by the card.

197 When a train clears a block between block stations, the flagman may, when authorized by the conductor or engineman, report clear to the signalman.

198 No. 3 track between NA and crossing switch Denny Curve, and No. 4 track between DV and NA are not operated as blocks. Rule 91 will not apply on these tracks between these points, but trains must run very carefully, expecting to find train ahead, and be prepared to stop within range of vision.

199 No. 1 track, between Signal Bridge No. 3388 and SZ, is not operated as a block. Rule 91 will not apply on this track between these points, but trains must run very carefully, expecting to find train ahead and be prepared to stop within range of vision.

AUTOMATIC BLOCK SYSTEM

205 Rules 501 to 508, inclusive, are in effect as follows:

Nos. 1 and 2 tracks between BU and DV.

No. 3 track from Bracket Pole 3510 at Denny Curve to DV.

Nos. 1, 2, 3 and 4 tracks between DV and SZ, except on No. 1 track between Signal Bridge 3388 and SZ.

Between 33rd Street, Pittsburgh (via 43rd Street), and CZ, except that Rule 503a will not apply, and, unless otherwise directed by proper authority, the reports to Signalman, instructions from Signalman and orders from the Superintendent as prescribed by these rules will not be required for the normal train movements as provided for by them.

Nos. 1 and 2 tracks from YJ and on Nos. 3 and 4 tracks from Signal Bridge at 3rd Street to Mile Post 11 east of Duquesne.

PG to Port Perry Junction.

U Junction to R.

On all main tracks between US and RC, except No. 5 freight track between Leetsdale and Ambridge, Automatic Block Signal Rules 501 to 508, inclusive, as modified by pamphlet dated September 1st, 1917, are in effect.

On all main tracks between US and RC, except No. 5 freight track between Leetsdale and Ambridge, modification of Block Signal and Interlocking Rules of May 29th, 1910, for the Government of Transportation Department, as shown in pamphlet dated September 1st, 1917, is in effect.

Rules 501 to 508, inclusive, are in effect between the following stations:

DU and Corliss.

Modified Automatic Block System and Interlocking Rules, as shown in pamphlet dated September 1st, 1917, for the Government of the Transportation Department, together with Automatic Block System Rules 502 to 508, inclusive (except Rule 504), are in effect between the following stations:

Fourth Avenue and DU on Nos. 1 and 2 tracks:

YJ and DU on Nos. 3 and 4 tracks.

DU and Junction No. 1, via Scully.

RG and JC.

SQ, Z and JR.

206 Trains will not be required to comply with Rule 503c Between MB and DU on No. 1 track.
DU and JC, via Scully.

207 If the Home Interlocking Signal at Island Avenue Junction, O. C. Bridge, is in stop position, the conductor or engineman must report to the Signalman at SQ promptly, by telephone, for instruction.

208 Trains, except passenger, receiving a proper signal and written instructions from Signalman may run against the current of traffic between the following stations:

JB and JC on Nos. 3 and 4 tracks.
JC and RG on Nos. 105 and 106 tracks.
DJ and DU on Nos. 105 and 106 tracks.
PG and U on Port Perry Branch.

209 No. 5 Track, Corliss Yard, and No. 27 track, between Corliss Yard and SQ will be used as running tracks. Trains receiving a proper signal and written instructions from the Signalman at FS or SQ may use these tracks in either direction, running carefully.

210 Trains must stop clear of the crossover at West end of Scully Yard, unless signaled to proceed by the Switch Tender, with Green flag or Green lamp.

211 The following signals in Automatic Block System limits must not be passed while in stop position, without Clearance Card, Form C, or by Train Order.

The HOME BLOCK signals of all Block Stations except when the indication "Stop and Proceed" is displayed at a position light Home Interlocking signal as provided in modified Rule 661.

The Eastward Home Block signal on Signal No. 106 at West end of Port Perry tunnel.

The Westward Home Block signal on Signal No. 109 at East end of Port Perry tunnel.

At these points if a train is stopped by the signal, the Conductor and Engineman must immediately ascertain the cause.

220 Note to Rule 504 and Rule 661 are modified to read as follows:

NOTE TO RULE 504

Permission to pass an automatic block signal at stop does not apply to other home block signals or interlocking signals, except when the indication "Stop and Proceed" is displayed at a position-light home interlocking signal, as provided in modified Rule 661.

RULE 661

Trains or engines must be run to but not beyond a signal indicating stop, except as provided in Rule 663 and except that when the "stop and proceed" indication is displayed at a position-light home interlocking signal the train, after having stopped, may proceed running with caution, expecting to find a train ahead, broken rail or obstruction.

221 Rule No. 503-C of the Book of Rules has been modified by the addition of the following two paragraphs:

"The signalmen will not permit a train to enter a block at a hand-operated switch between block signals without permission from the Superintendent if there is a train between the switch where the train is to enter the block and the next station in the rear where the signalman is located, or if such movement has been authorized.

When a train has been given permission to enter a block at a hand-operated switch between block signals, the signalman in the rear must know that it has entered the block before admitting any other train to the block, either at his station or any intermediate point."

The signalman may arrange with the conductor or engineman of a train desiring to enter an automatic block to give him information regarding passing trains on the main track, and may also arrange with them, after having received permission for their train to enter a block, to advise him when such movement has been made.

223 Westward trains on the Port Perry Branch and trains from the Brinton "U" must not foul any switches at Brinton "U" Junction without a proceed signal from the switchtender, after which they will be governed same as on signal received at an interlocking, but must run expecting to find a train ahead before reaching the next automatic signal.

224 Eastward trains desiring to cross the westward main track at Brinton "U" Junction will, after receiving proceed signal from Switch Tender, be governed same as on signal received at an interlocking.

225 When an engine or train is assisting a train ahead such engine or train may pass automatic signals in stop position without stopping.

226 Enginemen are forbidden to sand the rails unnecessarily within automatic block system limits. When sand is necessary, it must be used in the smallest quantities and over the shortest possible section of track.

227 When crossover switches operated by hand within automatic block system limits are equipped with facing point locks operated by hand lever located between the rails of the crossover midway between the two switch points, the hand lever operating the facing point locks when switches are in normal position, will be secured with a switch lock which must be kept locked. To operate a crossover so equipped, the hand lever operating the facing point locks must first be thrown after which the hand switches may be operated in the usual manner. After the use of the crossover is completed, the hand switches must be closed and locked, after which the lever operating the facing point locks must be restored and locked in normal position.

If it is impossible to operate the locking device after the switches of the crossover have been restored to the normal position, the switches must be carefully examined to see that there is no obstruction in the points before again attempting to operate the locking lever. If the switch points are found to be facing up properly and the locking arrangement cannot then be operated the apparatus should not be tampered with but the condition should be reported to the Superintendent from the nearest point available.

228 When a train clears the main track within automatic block system limits, it must also clear the insulated rail joints on the siding to avoid holding automatic home signal in stop position.

229 In Automatic Block System limits, when necessary, while shifting, to make a movement to a track against the current of traffic beyond the Home Signal of an Interlocking Station, such movement may be made upon permission from the signalman and under flag protection, provided there is no train between the point where the train is to enter the block and the next station in the rear where a signalman is located, or if no such movement has been authorized.

When permission has been given for such a movement, the signalman in the rear must know that the train has entered the block before admitting any other train to the block, either at his station or any intermediate point. Rule 503b is modified accordingly.

230 Within Automatic Block Signal limits trains may enter a block between Block Stations to do shifting or run with the current of traffic on permission from the Signalman controlling the block, whose permission will supersede time-table superiority. The Signalman must secure this permission from the Train Dispatcher. Rules 86 and 365b are modified accordingly.

231 Automatic signals for No. 1 and Pull-in track on Signal Bridge No. 3394 indicate the condition of the block on those tracks to Signal Bridge No. 3388 only.

232 Trains on No. 1 track and Pull-in track may, under flag protection, back west of Automatic Signal Bridge No. 3388 far enough to use the crossing switch between No. 1 track and the pull-in track without orders from the Superintendent. Rule 503b is modified accordingly.

233 Between SZ and WG movements may be made from the yard to No. 2 track or from No. 2 track to the yard without permission from or reporting to the Signalman. Rule 503c is modified accordingly.

234 In connection with a train entering a Main Track through any switch or crossover in Automatic Block System territory, between CZ, Coleman, and 33rd Street, Pittsburgh, the following instructions must be observed.

If it is not known that all approaching trains on the track to be used are being governed by the Automatic Distant Block Signal in the Caution Position and Home Block Signal in the Stop Position, the train desiring to enter the Block, must, after opening switches as prescribed by Rule 503-F, wait not less than one minute before proceeding, or as much longer as may be necessary to give additional full flag protection to an approaching train which may be moving under a Clear Distant or Home Signal.

INTERLOCKING RULES

235 A reverse movement within the limits of an Interlocking, or a forward movement after making a reverse movement, must not be made without the proper Interlocking Signal, or permission from the Signalman.

236 A train must not, without permission, proceed on a signal known to have been displayed for a preceding movement.

237 Trainmen must know that cars set off at Interlocking clear the main track and do not stand between the point of the main track switch and the throw-off switch, or derail.

238 During freezing weather, engines must not be permitted to stand over movable parts of Interlockings if possible to avoid it.

239 Enginemen are forbidden to sand the rails unnecessarily within the limits of Interlockings. When sand is necessary it must be used in the smallest quantities and over the shortest possible section of track.

240 Before making shifting movements at Interlocking plants, conductors must inform signalman as to shifting necessary, in order to avoid delay to other trains.

241 When a train approaching a block or interlocking station receives a clear distant signal and stops under conditions that may result in delay either before or after passing the distant signal but before reaching the home signal, the engineman will notify the signalman, or will arrange to have him notified, that he will approach the home signal expecting to find it in stop position. A conflicting route must not be set up unless the signalman knows that the train is stopped at the home signal, or has information from the engineman hauling the train that the train will approach the home signal prepared to stop.

242 Signal aspects as shown on page 96, apply only on portions of the Division east of Pittsburgh, FW and YJ.

STOP	STOP THEN PROCEED prepared to find block obstructed (See Special Instructions '220)	PROCEED AT LOW SPEED prepared to stop '245 (See Special Instructions '245)	PROCEED AT LOW SPEED prepared to stop short of train or obstruction - Permissive Signal	PROCEED WITH CAUTION prepared to stop short of train or obstruction - Permissive Signal	PROCEED AT MEDIUM SPEED	PROCEED prepared to stop at next signal	PROCEED prepared to pass next signal at medium speed	PROCEED	PROCEED AT LOW SPEED (See Special Instructions '245)	APPROACH HOME SIGNAL WITH CAUTION prepared to stop short of train or obstruction See Note

SPEED REGULATIONS

245 When two arms or their equivalent are displayed on Interlocking Home Signals, the speed indicated below must not be exceeded through Interlockings when the Home Signal is displayed at clear:

Top arm or light	Authorized speed
Bottom arm or light	30 miles per hour
Dwarf signals	15 miles per hour

When the top arm or light is displayed at Caution or Permissive, the speed must be further reduced, if necessary, to conform to Interlocking and Block Signal Rules. When bottom arm or light is displayed at Caution or Permissive, or Dwarf Signal is displayed at Caution, train must "Proceed at low speed prepared to stop" within the Interlocking limits.

The bottom arm at Caution, in addition to indicating a diverting movement, may also be used for movements normally governed by the top arm in case it is desired to close in on trains in the block or to advance trains in event of failure of the high speed signals.

When three arms or their equivalent are displayed on Interlocking Home Signals, the speed indicated below must not be exceeded through Interlockings when the Home signal is displayed at clear:

Top arm or light	Authorized speed
Middle arm or light	30 miles per hour
Bottom arm or light	15 miles per hour
Dwarf signals	15 miles per hour

When the home signal is displayed at caution or permissive, the speed must be further reduced, if necessary, to conform to Interlocking and Block Signal Rules.

No signal from a branch or siding to the main line; from the main line to a branch or siding or from a branch or siding to another branch or siding is to be taken as authorizing a speed exceeding 15 miles per hour.

A speed of 15 miles per hour must not be exceeded over any turnout or crossover not interlocked.

246 The maximum speed of passenger trains is 60 miles per hour, preference freight 35 miles per hour, slow freight 30 miles per hour.

247 A train with steam derrick will not exceed 30 miles per hour with boom trailing; 20 miles per hour with boom forward and will further reduce speed where regulations require it. Derrick cars to be placed as near the rear end of train as practicable.

248 Snow plows must be brought to a stop before meeting or being passed by a passenger train. The speed must also be reduced to 4 miles per hour while passing passenger stations.

249 Persons operating snow flangers must exercise care to avoid damage to signal equipment in the vicinity of signal bridges and ground signal posts, also within the limits of Interlockings, at hand switches in automatic signal limits, and at all other points where there is any interference by switches, frogs, guard rails, road crossings, station platforms or other obstructions.

250 A section of track on which there is a speed restriction not included in Time Table, Special Instructions, will be indicated by yellow flag or yellow light located 500 feet ahead and a green flag or green light at the end of a restricted section.

251 When class X-25, R-7 or other types of freight cars are used in Express or milk service the following instructions must be observed in handling the same on passenger trains.

At least two passenger equipment cars will be required for each such loaded freight car. Empty freight cars of the same type will be considered the same as passenger equipment cars.

When the make-up of passenger trains is such that the number of allowable loaded freight cars exceeds the limit above prescribed, they must be operated under the regulations and speed restrictions applying to preference freight trains, and the retaining valves must be used on grades as required by the Air Brake and Train Air Signal Instructions No. 99A-1, paragraph 8.

252 Circus trains must not exceed a speed of 20 miles per hour.

Troop trains with freight cars must not exceed a speed of 30 miles per hour.

ADDITIONAL SPEED REGULATIONS ON THOSE PORTIONS OF CONNECTING DIVISIONS EMBRACED WITHIN THE LIMITS OF THIS DIVISION.

Trains must not exceed speed indicated below: FORMER PITTSBURGH DIVISION—P. R. R.

	CURVES	MILES	
		PER HOUR	
253	Denny.....	40	
	Junction R. R.....	40	
	East of DV.....	45	
	East Liberty.....	40	
	East of Swissvale.....	50	
	East of Copeland.....	40	
	Braddock.....	40	
	East of Braddock.....	50	
	East of Bessemer.....	40	
	Point of Rocks.....	40	
	Brinton.....	40	
	Turtle Creek.....	40	
	West of Wilmerding.....	40	

Between CM and VI

From Jump-over Bridge to Kelly Street.....	15
Lincoln Avenue.....	40
Larimer Avenue.....	40

254 Trains and engines must not exceed 15 miles per hour through the crossing switches and slip crossings at PH, UF, BU and NA Interlockings; class K engines 5 miles per hour between US Interlocking and Penna. Station; other engines and trains 10 miles per hour at US Interlocking. Between these points they will run expecting to find a train ahead on the same route or track they are using and be prepared to stop within range of vision.

255 Eastward freight trains will not exceed a speed of 25 miles per hour between WK and R.

FORMER MONONGAHELA DIVISION—P. R. R.

	MILES	
	PER HOUR	
256	Between Third Street signal bridge and MB Block Station (Jct. P. C. C. & St. L. R. R.).....	15
	YJ to signal bridge 10-11, 400 feet east of Twelfth Street station, tracks 1, 2, 3, 4.....	40
	Between Thirtieth Street station and signal bridge 22, tracks 1, 3.....	50
	Through Becks Run interlocking.....	30
	East and west leg of Thomson "Y".....	15
	Brinton "U".....	5
	Between signal bridge No. 111, west of South Duquesne to signal pole 103, track 2.....	50
	Between signal bridge No. 111, west of South Duquesne to PG, track 4.....	50

CURVES

Thirtieth Street.....	40
First curve west of Thomson.....	50
On No. 3 track at switch west end Thomson Yard	30
On Nos. 3 and 4 tracks at PG Water Plug.....	30
On No. 3 track at switch east end Thomson Yard poling track.....	30

Trains on Nos. 3 and 4 tracks between east end of OB Interlocking and OB Tower must not exceed a speed of ten (10) miles per hour on account of roadbed sinking.

257 Trains must not exceed the following speed on Port Perry Branch:

	MILES PER HOUR
Passenger trains.....	30
Other trains.....	20

FORMER PAN HANDLE DIVISION—P. C. C. & St. L. R. R.

	MILES PER HOUR
259 On freight main tracks.....	25
On tracks 3 and 4, within yard limits.....	15

TURNOUTS.

Pittsburgh, between train shed and tunnel No. 1...	15
Tunnel No. 1.....	20
Between Smithfield St. and Y Junction, on track B	10
Between Y Junction and Point Bridge, tracks 3 and 4	15
On Island Avenue connection.....	10
Between SQ Tower and east end of Verner Yard...	10
Tunnel No. 2.....	25
DU Tower to Junction No. 1, via Scully.....	30
JB Interlocking, tracks 1 and 2.....	25
Carnegie, Borough Limits, P. C. & Y. R. R.....	5

CURVES

Bridge No. 1, west end.....	20
Between DU Tower and CH Tower.....	40

FORMER EASTERN DIVISION—P. F. W. & C. R. R.

260 Through main track turnouts at JR Tower and Baden interlocking, when a clear (green) indi- cation is given by the low arm.....	30
Federal Street (entering Federal Street Yard).....	5
WC Tower (through interlocking limits).....	40
RC Tower (through interlocking limits).....	40

CURVES

US Tower.....	10
West Penn Junction.....	10
Marion Avenue.....	20
Island Avenue, No. 1 and No. 2 tracks.....	40
Verner, reverse curve in No. 3 and No. 4 tracks....	40
RC Tower (just west of tower).....	30

Trains must not exceed a speed of twenty-five (25) miles per hour on No. 2 track between BA and WC Block Stations.

**FORMER CONEMAUGH DIVISION (Old West Penn)
—P. R. R.**

261 Movements over Interlocked switches at UY Block Station, must not exceed a speed of 10 miles per hour.

The maximum speed of Passenger trains between RO Block Station and FW Block Station is 40 miles per hour.

CURVES

	MILES PER HOUR
Between UY and Aspinwall, also curve between UY and end of double track.....	10
Just west of Etna Station.....	30
Just east and West of Pine Creek Bridge.....	20
Eastward and Westward main track at PC Block Station.....	20

Between RO and FW, the speed of trains at other points is restricted as follows:

LOCATION	MILES PER HOUR
Main Street crossing, Sharpsburg.....	15
Slip cross-over switches at PC Block Station.....	20

**FORMER CONEMAUGH DIVISION (Old A. V. Ry.)—
P. R. R.**

CURVES

266	Nadine Curve.....	50
	VI Curve.....	10
	VI Curve (class E-3-A engine).....	6
	Between 29th Street and NA(Liberty Avenue)...	10
	All street crossings west of 29th Street, except Smallman and 16th Streets, Penn and Liberty Avenues.....	4

267 The maximum speed of all trains between CZ Block Station and 29th Street is 20 miles per hour.

**MAXIMUM SPEEDS FOR VARIOUS TYPES OF
LOCOMOTIVES**

268 The following classes of engines will not exceed speed indicated below:

CLASS	FORWARD		BACK- WARD
	With Train	Light	
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
CC-1.....	25	25	25
D.....	60	50	25
E.....	60	50	25
F.....	50	40	25
G.....	60	50	25
H-3.....	30	30	25
H-5, 6, 8, 9 and 10.....	40	40	25
HH-1.....	25	25	25
HC-1.....	20	20	10
I.....	40	40	25
J.....	60	50	25
K.....	60	50	25
L.....	40	40	25
N-1 and N-2.....	25	25	25

269 Engines without trucks or without side rods.... 15

270

SPEED TABLE

TIME PER MILE		Miles Per Hour	TIME PER MILE		Miles Per Hour	TIME PER MILE		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
0.39		92.31	1.16		47.37	1.53		31.86
0.40		90.00	1.17		46.74	1.54		31.58
0.41		87.80	1.18		46.15	1.55		31.30
0.42		85.71	1.19		45.57	1.56		31.04
0.43		83.72	1.20		45.00	1.57		30.77
0.44		81.82	1.21		44.44	1.58		30.51
0.45		80.00	1.22		43.90	1.59		30.25
0.46		78.26	1.23		43.37	2.00		30.00
0.47		76.59	1.24		42.86	2.01		29.75
0.48		75.00	1.25		42.35	2.02		29.50
0.49		73.47	1.26		41.86	2.03		29.27
0.50		72.00	1.27		41.38	2.04		29.03
0.51		70.59	1.28		40.91	2.05		28.80
0.52		69.23	1.29		40.45	2.06		28.57
0.53		67.92	1.30		40.00	2.07		28.34
0.54		66.66	1.31		39.56	2.08		28.12
0.55		65.45	1.32		39.13	2.09		27.91
0.56		64.29	1.33		38.71	2.10		27.69
0.57		63.16	1.34		38.29	2.11		27.48
0.58		62.07	1.35		37.89	2.12		27.27
0.59		61.02	1.36		37.50	2.13		27.09
1.00		60.00	1.37		37.11	2.14		26.87
1.01		59.02	1.38		36.73	2.15		26.67
1.02		58.06	1.39		36.36	2.16		26.47
1.03		57.14	1.40		36.00	2.17		26.28
1.04		56.25	1.41		35.64	2.18		26.09
1.05		55.38	1.42		35.29	2.19		25.90
1.06		54.55	1.43		34.95	2.20		25.71
1.07		53.73	1.44		34.61	2.21		25.53
1.08		52.94	1.45		34.28	2.22		25.35
1.09		52.17	1.46		33.96	2.23		25.17
1.10		51.43	1.47		33.64	2.24		25.00
1.11		50.70	1.48		33.33	2.25		24.83
1.12		50.00	1.49		33.03	2.26		24.66
1.13		49.31	1.50		32.73	2.27		24.49
1.14		48.65	1.51		32.43	2.28		24.32
1.15		48.00	1.52		32.14	2.29		24.16

TRAIN REGULATIONS AT PASSENGER STATIONS

275 At the following stations trains on all tracks are relieved from observing Rule 153:

Shadyside	Edgewood	Braddock
Roup	Swissvale	Bessemer
East Liberty	Hawkins	East Pittsburgh
Homewood	Copeland	Wilmerding
Wilkinsburg		

All stations between Federal Street and Rochester.

276 At the following stations trains on tracks as specified are relieved from observing Rule 153:

Turtle Creek on No. 0, 1, 2 and 3 tracks.

Pitcairn on No. 3, 4 and 5 tracks.

277 At East Liberty and Wilkinsburg, numbers have been placed on each platform and designate the point at which engines will make the station stop.

Eastward and westward trains of seven cars or less, will stop with the engine opposite figure 7.

Trains without passengers that have work at these stations will stop with the working car opposite the baggage elevator.

278 At Aspinwall, station markers are placed for eastward passenger trains using elevated main track and stop will be made with engine opposite marker number corresponding to the number of cars in train, except trains of less than 3 cars will stop opposite marker 3.

Westward trains making station stop on elevated main track, will stop with front end of first working car just east of steps leading to the street level.

279 Station signal is installed at a point 2,100 feet east of Turtle Creek Station located to the right of No. 4 track on the leg of the eastward Home Signal Bridge for WG Interlocking. A yellow disc by day and a yellow light by night indicates a train on No. 3 track at Turtle Creek Station.

280 Westward passenger trains on No. 4 track stopping at Turtle Creek will make the stop so that track fence between Nos. 3 and 4 tracks will protect their passengers against trains on No. 3 track.

281 In connection with Rule 153, handling matter to or from baggage, express or mail cars will be regarded same as receiving or discharging passengers.

282 Freight trains stopping at stations must not block crossings used by Agents for baggage and express.

283 At stations where track fences are installed, Agents will see that gates are kept closed and locked when not being used for the purpose intended.

284 When a passenger train extends beyond the limits of a track fence, the rear brakeman and fireman must protect passengers against trains on other tracks.

285 Passenger, mail and express trains must not leave a Passenger Station until baggage, mail and express trucks are clear of all main tracks.

Any failure of station attendants to remove trucks promptly must be reported on C. T. 15.

286 When a station platform does not fully accommodate train, trainmen will direct passengers to pass through train to an exit at station platform.

287 A passenger train stopping at a station where the track fence ends at a road crossing, must stop to clear the crossing.

288 Trains approaching Thirtieth Street and Twelfth Street stations must expect to find regular passenger trains receiving or discharging passengers on other than assigned track.

289 Trains on No. 3 track must not pass Smithfield Street Station when a passenger train is at the station on No. 2 track, or when passengers are on the eastward platform.

290 Passenger trains on other than the regularly assigned tracks stopping at stations where there is a track fence between the track which it is using and the station will be governed as follows: Westward trains will stop at west end of the fence and eastward trains at east end of fence, except at Homewood, westward trains will stop at east end of fence; at Edgewood, eastward trains will stop at west end of fence. At Wilmerding in both directions opposite the station.

At East Pittsburgh, passenger trains on tracks Nos. 1 and 2 will stop at the west end of the shelter shed.

MOVEMENTS THROUGH TUNNELS

295 Coal must not be put into fire box approaching tunnel and fire box door must be kept against or on the latch while passing through tunnel.

296 All occupied passenger cars must be fully lighted by day and by night while passing through Tunnel. This will not apply to Sleeping Cars at night during the time that lights are usually extinguished after passengers have retired.

297 Steel, coal and coke cars of the hopper class are not permitted to pass through No. 1 tunnel between "PH" and "K" on account of close clearance.

AIR BRAKE

300 In handling freight trains, the following is supplementary to Air Brake and Train Air Signal Instructions, No. 99-A-1, and supersedes any instructions conflicting herewith.

301 A standard brake club is part of a freight trainman's equipment and must be used when necessary to assist in controlling trains. They must be used when descending grades specified in special instruction No. 304.

302 When undesired quick action of the air brake develops on a train between terminals, the conductor must notify the Station Master or Yard Master at the point where such train is delivered, and the Station Master or Yard Master will arrange to have the air brake inspector test the train to locate the defect.

303 Airbrakes must be operative on 90 per cent. of the cars in all trains, and it is desired to have it operative on 100 per cent. of the cars when it is practical to do so. The Federal Law permits trains to be moved with the airbrakes operative on 85 per cent. of the cars, but no trains having less than 90 per cent. will be dispatched for movement without permission from the Superintendent.

The following table shows the number of cars without effective airbrakes allowed in trains in order to maintain the required 85 and 90 per cent.:

CARS WITHOUT EFFECTIVE AIRBRAKES		NUMBER OF CARS REQUIRED IN TRAINS	
		To MAINTAIN 85%	To MAINTAIN 90%
0 cars	6 cars or less	9 cars or less.	
1 "	7 " to 13 cars, inc.	10 "	to 19 cars, inc.
2 "	14 " to 19 " "	20 "	to 29 " "
3 "	20 " to 26 " "	30 "	to 39 " "
4 "	27 " to 33 " "	40 "	to 49 " "
5 "	34 " to 39 " "	50 "	to 59 " "
6 "	40 " to 46 " "	60 "	to 69 " "
7 "	47 " to 53 " "	70 "	to 79 " "
8 "	54 " to 59 " "	80 "	to 89 " "
9 "	60 " to 66 " "	90 "	to 99 " "
10 "	67 " to 73 " "	100 "	to 109 " "
11 "	74 " to 79 " "	110 "	to 119 " "
12 "	80 " to 86 " "	120 "	to 129 " "
13 "	87 " to 93 " "	130 "	to 139 " "
14 "	94 " to 99 " "	140 "	to 149 " "
15 "	100 " to 106 " "	150 "	to 159 " "
16 "	107 " to 113 " "	160 "	to 169 " "
17 "	114 " to 119 " "	170 "	to 179 " "
18 "	120 " to 126 " "	180 "	to 189 " "

A car having air brakes inoperative must not be the rear car of a passenger train unless authorized by the Superintendent.

304 The Conductor, Brakemen and Enginemen will be responsible for making tests as per Instruction No. 5 of the Air Brake and Train Air Signal Instructions No. 99-A-1. When testing air brakes at points where trains are made up, the required brake pipe pressure on loaded freight trains which will descend grades herein specified will be 95 to 100 pounds. The front Brakeman must report to the Engineman and Conductor the number of air brake cars in use and their condition. Engineman and Conductor will be responsible for securing this information from the front Brakeman. When tests are made by Inspectors, the Engineman and Conductor must secure the information from the Inspector and make ROAD TEST before proceeding.

On loaded cars equipped with the 25 and 50 pound retaining valves, such valves must be placed in the 50 pound position CM to RH and CZ. In case there are fifteen or more cars with 15 pound retaining valves coupled together in a train, the three position retaining valve on cars in the rear of them must be placed in the 25 pound position. The Conductor must be out on the front end of the train, the position of the flagman is out on the rear end of the train, the Conductor will be responsible for properly instructing the trainmen, having them spaced on top of the cars in a position to give and receive signals, he will also know that they are in their proper place and that the handles of pressure retaining valves are turned to the proper position for service.

When the use of retaining valves is desired on grades other than herein specified the engineman will instruct the front brakeman.

Before descending the above mentioned grades with trains of loaded cars, the brake pipe pressure will be 100 pounds (to be obtained by placing the brake valve in the full release position), and the Engineman must operate the air brake in such a manner as to maintain a brake pipe pressure of not less than 70 pounds at all times. On trains of empty cars the required brake pipe pressure will be 70 pounds. Mixed trains having 60 per cent. or more empty cars will be considered empty trains. Trains having less than 60 per cent. empty cars will be considered loaded trains.

On trains of loaded cars, pressure retaining valves must be used on all cars. On trains of empty cars, pressure retaining valves will be used on 60 per cent. of the cars in the train.

To insure the safe movement of trains on heavy descending grades, the Conductor and Engineman must arrange for the number of hand brakes necessary to be applied to supplement the air brakes. Should the Engineman at any time give the whistle signal (APPLY BRAKES), the crew will apply additional hand brakes. Should the Engineman give the whistle signal (APPLY BRAKES), the second time, the trainmen will apply all the hand brakes working with the air brake and the Flagman will gradually open the angle cock on the rear car operated by the air brake. The Engineman will make a full application of air brake, stop, and make safe arrangements to proceed. Continuous signaling apply brakes will signify NO AIR, in which event hand brakes must be applied on all cars and the Engineman must not apply the air brake afterwards without first signaling RELEASE BRAKES.

305 Troop trains made up of freight cars, or of freight and passenger cars, will use the standard brake pipe pressure applying to freight service, and the rules governing the movement of freight trains will apply to troop trains composed of freight cars, or composed of freight and passenger cars, in so far as the handling of the air brakes is concerned.

Enginemen will be governed by the information from the Car Inspectors at initial terminals in regard to the make-up of these trains, and are authorized to adjust accordingly the air pressure to be carried.

306 When there are two or more engines hauling a train, the air brake will be operated from the leading engine in accordance with Instruction 11, Page 22, Air Brake and Train Air Signal Instructions No. 99-A-1.

When a helper is attached or detached enroute, the firemen in passenger service, and the brakemen in freight service will see that the engines are properly coupled or uncoupled; couple or uncouple the air hose, and open or close the valves.

When a helper is attached or detached enroute, except when rear helping engines are detached, a road test of the brake will be made as prescribed by Instruction 5, Page 12, Air Brake and Train Air Signal Instructions No. 99-A-1.

When it is necessary to couple an engine, in charge of a freight Engineman, ahead of a passenger train, to assist over any portion of the division, the Enginemen will exchange so that the passenger Engineman may operate the air brake. The Enginemen will confer with each other when the engine is attached.

307 Eastward passenger trains, not making any station stops between Pittsburgh and WK Tower, will make a running test of air brakes by making an eight or ten pound brake pipe reduction just before passing Swissvale Station.

308 It is of the greatest importance that passenger trains be handled so as to afford comfort to passengers and when the air brakes are used they should be applied and released in such a manner as will insure a proper release of all brakes, and every precaution practicable should be taken.

309 The word Car means all cars or dead engines in train. The tender of an Engine is counted as a car.

A car having two independent sets of air brakes must have both sets operative before it may be counted as having the brakes in an operative condition when determining the percentage of effective air brakes.

When it is necessary to cut out the air brakes on any of the cars in train, care must be exercised to see that no two cars with the brakes cut out shall be placed in consecutive order.

310 When two or more engines are coupled and making a yard movement to or from a train, the leading engine which is to be in charge of the train when on the road shall operate the air brakes on both engines when making such movements.

311 When two or more engines are coupled moving light over the road, the air brakes will be operated from the leading engine in the direction they are moving.

312 When an engine is detached from a passenger train or the air brakes become inoperative, trainmen must be governed as follows:—

On ascending grades promptly apply the hand brake on each car, beginning with the rear car in the train, and, if necessary, block the wheels. On descending grades, trains must be secured in the same manner, beginning with the first car in the train. If blocking has been used, it must not be removed until after the air brake test has been made.

Freight Trains standing on grades must be secured by the hand brakes.

TRAIN INSPECTION BY CREWS

314 Engine and train crews must frequently inspect their engines and trains while in motion, and when stopped, in order to detect hot journals, sticking brakes, shifted lading, bulged cars, swinging doors or other defects.

Freight conductors delivering trains to yard will notify car inspectors, or yard master, of any cars in train that need attention.

Doors of refrigerator, box and stock cars, loaded or empty, must be closed and fastened when passing over the road, except when it is necessary to protect the contents of loaded cars by ventilating through the doors, in which case the doors should be fastened in the position required for that purpose.

The drop bottoms of cars, lids on feed boxes of stock cars, dome covers of tank cars and covers on ice bunkers of refrigerator cars must be in their proper places, securely fastened with the fasteners provided for that purpose.

The gates on coke cars, or coke slats, when used, must be secured in such position that they cannot extend outward and create a dangerous condition.

When derailed cars or engines are rerailed by trainmen, special attention must be given to see that the axles of such cars or engines are not bent, and in all such cases the conductor or engineman must arrange to have the rerailed cars or engines examined by a car inspector at the first inspection point. If cars or engines are rerailed by wreck force they will be inspected and wheels gauged by wreck force. Engine derailments must be reported by engineman upon arrival at destination on Forms M. P. 62 and C. T. 75-A. This will not relieve the conductor from making the usual C. T. 75-A report.

All train crews must carefully examine the sides of all class H-21 and H-21-A cars in their train in all cases where any stop is made involving any rough handling or heavy application of air brakes up to, and including an emergency application. When trains part in which there are H-21 and H-21-A cars, either loaded or empty, and are again coupled up, the whole train must be inspected carefully to see whether or not any buckling of these cars has resulted. Where the top side angle shows indication of buckling and the side spreading, the car must be set out of the train and Superintendent notified immediately.

EQUIPMENT FAILURES

315 When communicating signal fails and it cannot be repaired without detention, or when an engine not equipped with the signal appliance, is attached to a passenger train, before proceeding the Conductor will have an understanding with the enginemen as to how the train will be handled, instruct his crew accordingly and proceed, reporting the fact to the Superintendent at the most convenient place.

At Pennsylvania Station the Station Master is authorized to instruct the Conductor to start the train, if it becomes necessary to leave without the communicating signal. The Station Master will notify the Division Superintendent what action is taken. Enginemen will report on Forms M. P. 32 and M. P. 62 on arrival at destination. Rule 25 is modified accordingly.

When improper communicating signal sounds on the engine, enginemen will call for signal (Rule 14j). Trainmen will promptly repeat proper signal. If communicating signal to stop sounds at an unusual place, engineman will, while making the stop, call for signal (Rule 14j), and trainmen will promptly investigate, and, if it is not desired to stop, promptly give signal to proceed.

316 When an appliance prescribed by the Safety Appliance Acts is found to be defective on a car in transit or otherwise, such car may be hauled from the place where such defective appliance was first discovered to the nearest available point where the appliance can be repaired. When a defective drawbar is found on a car in transit, if such car contains live stock or perishable freight, if necessary, it may be hauled by means of chains, instead of drawbars, to the nearest available point where such drawbar can be repaired. If the car is empty or contains freight other than the above, and it cannot be hauled on the rear end of the train without the use of chains, it must be set off at the nearest available point and moved from that point to the nearest available point where the drawbar can be repaired, by a work train, a shop train, a light engine, or any train composed of cars employed at the time by the railroad company for its own use and service. Cars with defective safety appliances may be associated together and moved from sidings where set off to the nearest repair point as a shop train, but must not be moved on revenue trains or in connection with cars commercially used, which include empty cars not employed at the time by the railroad company for its own use and service.

317 When parts of locomotives, passenger or freight cars are broken or drop off of the equipment to the track, for any reason, or when it becomes necessary to remove parts from a locomotive, passenger or freight cars, these parts must be taken by the crew to the point where the locomotive, passenger or freight cars is set out of the train. If it is not possible to do so, the Superintendent must be notified promptly where such parts of locomotives or passenger cars are left, but in the case of freight cars, the conductor will attach a linen tag (G-49-B), (a supply of which should be kept in the offices of all Train Masters and Car Inspectors) to such parts, this tag to show the initial and number of car, point at which failure occurred, the date, engine and train number. In addition to applying this linen tag, the conductor will immediately forward to the Superintendent's office a report, M. P. 401-A, giving the same information as required on the linen tag, and also stating the parts that were tagged. Upon receipt of these forms in the Superintendent's office, they will be forwarded to the Master Mechanic or General Foreman in whose jurisdiction the material is located, who should follow up this material and have it forwarded to point where damaged equipment was taken for repairs. These parts should then be picked up promptly by the work train, wreck train or car inspectors and forwarded to the shop to which the defective car has been sent for repairs. When any such material is received at a repair point and the car is not being held there for repairs, the foreman in charge will endeavor, preferably by telephone, to ascertain where the car is being held, and then forward the material to that point.

When foreign cars are damaged in accident, all the parts of these foreign cars should be gathered up by the wreck or work trains and placed in the cars from which they came, so that when cars are received at shops for repairs, the delay and additional expense of getting substitute parts will be avoided and proper reports concerning condition of cars can be made immediately to the proper parties.

318 When necessary to make an unusual stop, by reason of engine or equipment failure, such stop should be made at a Block Station, if possible, and prompt report made to Superintendent.

319 When cars uncouple without apparent cause, Conductors must report same to the first Car Inspector to have couplers examined and defect remedied.

320 When freight trains are delayed by reason of drawheads pulling out, broken couplers, bursted air hose, defective train-line, undesired quick action, hot boxes and similar causes, the conductor will report by wire to the Superintendent and Assistant Train Master, using Form C. T. 969, giving total number of cars in train loaded and empty, initial, number, kind, class and location of car or cars causing the trouble. When it is necessary to set off cars for repairs, conductor will in addition give the consignor, consignee, point of shipment, destination and lading. All unusual delays must be promptly reported to Superintendent by wire.

322 Air brake and steam heat hose which become defective on trains enroute must be tagged, showing number of train, initial and number of car or engine, date and place of removal. If removed from passenger equipment cars, conductor will send to Foreman Passenger Car Inspectors, 26th Street, Pittsburgh. If removed from engine, engineman will send to Engine House Foreman. Engineman can secure tags at Engine Inspection Pit.

Air brake hose removed from freight cars enroute must be tagged by the conductor, delivered to the Car Inspector and receive in exchange a new hose.

Freight trainmen will designate on the tag which they attach from which end of car, "A" or "B," it was removed.

The end of the car on which the brake staff is located is known as the "B" end, and the opposite end as the "A" end.

Where there are two brake staffs on the same car, the end toward which the cylinder push rod travels is the "B" end.

323 Immediately after any accident, which has caused injury to employes or others, the part or parts of equipment, appliance or material which have failed, should be carefully tagged by the person in authority at time of accident, so that they can be readily identified in the future.

In cases where injury occurs by reason of defective passenger car equipment, the part or parts responsible for such injury should be tagged by the conductor to Foreman Passenger Car Inspectors, 26th Street, Pittsburgh. Defective engine parts should be tagged to engine house foreman by engineman and defective parts of freight equipment should be tagged by the conductor and delivered to the first available car inspector who will forward them to General Foreman Pitcairn Shops, with a full report of circumstances, and in case the defective parts cannot be removed by the conductor or enginemen, they should arrange to have the defective car or engine examined by the first available car inspector or engine house foreman.

A report of the accident should be made out by the person in authority to his immediate superior officer, giving a description of the part or parts which have failed and disposition made of them.

All parts forwarded must be clearly marked or tagged, giving for cars and engines the number and initial, and for other appliances or material, such description as will identify the part and the location where it failed. In all cases the date and place of accident must be given; also the name of the person or persons injured.

324 When a steam hose bursts, the valve should be closed on the rear of the last car on which the steam can be used and the train continued to the terminal or intermediate inspection point for replacing the hose. Conductors can be governed by the car temperature as to whether the train should be stopped at an inspection point or go to the terminal. There is practically no danger of condensation freezing in steam hose after hose has bursted.

325 Conductors will report promptly by wire to the Superintendent and Superintendent Passenger Transportation, Pittsburgh, all cases of electric light failures on passenger trains.

326 To give advance information to Car Inspectors at Pitcairn, relative to attention to be given air brake equipment, hot boxes, etc., on engines or cars, signalmen at WK for eastward trains and CP for westward trains will be on the alert for messages thrown from passing trains. These messages should be addressed to Superintendent, say on which side of train trouble exists, and sent promptly.

Stop at Pitcairn should be made opposite yard master's office, Pitcairn passenger yard.

327 When the air brake becomes inoperative on a train, it will proceed carefully with hand brakes to the first siding, where it will clear the main track and report to the Superintendent for orders. If a Telephone or Telegraph office is located between the point of failure and first siding, report will be made from that office.

FOREST AND GRASS FIRES

329 Employes must use every precaution to prevent, as far as possible, the occurrence of forest and grass fires.

Enginemen must not permit burning waste, hot cinders or inflammable material to be thrown or dropped from the engine. The ash pan or front end must be cleaned only at points designated, except in emergency cases, and in such cases all hot cinders and live coals must be extinguished before proceeding. Defects in devices on engines designed to prevent the throwing of sparks or dropping of live coals must be promptly reported. Burning waste removed from journal boxes must be immediately extinguished.

Trainmen must not place fuses where there is danger of fire spreading from them.

Trainmen discovering fire must notify the first section gang and report to the Superintendent from the nearest available point. Freight trainmen must, when practicable, stop and extinguish small fires. Other employes will take the necessary steps to notify the Superintendent and trackmen of such fires as come to their notice.

Operators and signalman will transmit, without charge, as Company business over Company lines, all messages relating to forest, woodland or grass fires which are on or near Company property, or are likely to affect Company property.

330 SAFETY FIRST

(a) Don't handle a telephone in a manner that will bring your person in contact with any metallic parts.

(b) Don't come in contact with loose or dangling wires. Don't think because a wire is dangling that it is harmless. Loose or dangling wires should be reported promptly.

(c) Don't walk through escaping steam. Go around it.

(d) Don't walk on frogs, switches, guard rails or interlocking machinery and connections.

(e) Don't disarrange bridge warnings so that they fail to serve their purpose.

(f) Don't stand between cars when making coupling, nor attempt to adjust the couplers on moving cars. Don't go between moving cars to uncouple cars or air hose.

(g) Don't put hand between the lock pin and end sill or hold the cutting lever while making coupling.

(h) Don't stand in front of an approaching engine or car and board it while it is in motion.

(i) Don't place yourself in a dangerous position to release the air on a moving car.

(j) Don't kick a sticking brake shoe while train is in motion.

(k) Don't jump on or off a moving train, except when necessary to do so in discharge of a duty in connection with such train.

(l) Don't stand with any part of your body between lading and end of car loaded with lumber or any other freight that is liable to shift.

(m) Don't stand on the end of a car without a secure hold, or use the end gate of a gondola for a handhold.

(n) Don't sit on brake wheel of car.

(o) Don't board or alight from trains at night until sure there are no obstructions or openings to cause injury—always use your hand lamp.

(p) Don't lean beyond the line of cab or car without exercising care to avoid being struck at points of limited clearance.

- (q) Don't pass under a derrick while it is handling a load.
- (r) Don't use safety appliances in bad order; repair them, or, this being impracticable, report condition to proper person for repairs.
- (s) Don't attempt to throw a switch immediately in front of a moving train, nor stand with your back to a train when throwing a switch.
- (t) Don't stand close to pole or rope when poling or roping cars.
- (u) Don't ride on a car with your legs hanging over the side.
- (v) Don't go under trains or between the couplers of cars without first arranging for protection.
- (w) When shifting at freight stations, coal and coke operations and other industries, care should be exercised to avoid injury from overhead and side obstructions, such as tipples, coke loaders, wharves at coke works, station platforms, etc.
- (x) Employees on trains shifting at coal, coke and other operations must use every precaution to prevent injury to employees and others at these operations.
- (y) Employees are prohibited from sitting on the track unless engaged in performing duties which absolutely require them to do so.
- (z) Don't hang on step of car or locomotive when passing cars, fences, platforms or overbridges.

331 Look in both directions before alighting from a train or crossing the tracks.

332 While inspecting trains or working about cars or engines, a sharp lookout must be kept for approaching trains on adjacent tracks.

333 Trainmen while working at points where there are track fences or where the roofs of buildings extend over the track or where the clearance is not sufficient, should be particularly careful to avoid personal injury.

When newly employed or inexperienced men are members of a crew, the older members should call their attention to possible danger.

334 Employees are forbidden to walk upon tracks except in the performance of duty. When necessary to be on tracks, where there are two or more tracks, they should, when practicable, travel against the current of traffic and, when on any track, should keep a sharp lookout in both directions for approaching trains.

335 Employees are forbidden to throw garbage, bottles, ashes or refuse of any kind from moving trains and passenger trainmen will not permit the throwing of such matter from any cars, including dining, sleeping, parlor, business or private cars.

336 Trainmen and other employees while not engaged in giving signals must avoid any movements of arms or lamps which might be accepted in error as a signal.

337 Trainmen must use care in giving signals to avoid personal injury through contact of hand or lamp with overhead wires.

338 To avoid personal injury, great care should be exercised while separating steam heat hose between cars or between an engine and a car, after the train line steam valves have been closed. After the steam hose locks have been released, the hose must not be separated by giving it a quick jerk, but must be released gradually, in order that any live steam or condensation which may be in the hose will escape gradually.

339 Enginemen and firemen must see that coal boards, slash bars, scrapers, etc., are not allowed to lie on the aprons of engines and must see that they are so placed on the tenders of engines that they will not fall off nor project beyond the sides, where they are liable to cause personal injury, or accidents to trains on adjacent tracks.

340 While trains or engines are moving through towns where there are grade crossings, the fireman should keep a sharp lookout to detect and notify the engineman of any signs of danger in order that personal accidents may be averted. A special effort should be made to have the fire in a condition that it will not require attention at such times.

341 Engines being moved on ash pit or inspection pit tracks must not couple to or go against standing engines until after the engineman or hostlers have assured themselves that no one is working on or about them.

342 Unauthorized employes must not open side or trap doors on vestibuled equipment.

343 Passenger trainmen must not permit hand baggage or other effects to obstruct the aisles or washstand apartments in passenger cars.

344 Station employes must see that baggage trucks are not allowed to stand close to the tracks and are secured so that they cannot be moved by storm or the suction from passing trains. When there is no station attendant on duty, and at night, trucks must be locked.

345 Employes whose duties require them to use torpedoes must see that they are so taken care of that they are not liable to be exploded prematurely and cause personal injury.

346 When cars are being coupled on shop or freight transfer station tracks, one of the trainmen must keep a sufficient distance ahead of the car to be coupled, in order to prevent employes passing between cars and being injured.

347 A passenger train, with platform vestibuled car on front or rear, will not be permitted to leave a terminal without having front end of first car and rear end of last car of train protected by safety gates or chains in proper position.

348 A vestibuled car in service must not be permitted to leave a terminal or originating point with missing vestibule door or trap; and if a vestibule door or trap becomes defective enroute, it must be closed and secured until car reaches destination.

349 The attention of trainmen is called to the danger of working from the inside of a curve when cars are being coupled or uncoupled. Conductors should warn inexperienced brakemen in all cases where such a situation is likely to occur.

350 Trainmen and others operating switch or distant signal ground levers, should place themselves in such position that no part of body will be struck should the lever handle, by action of spring or signal wires, be suddenly thrown to vertical position.

351 Passenger trainmen will not permit passengers to leave trains when making stops other than passenger stops.

352 Passenger trainmen and Pullman employes will not permit passengers to board or leave cars while couplings are being made.

353 Engines shifting at coal operations must not pass under coal tipple without it first being ascertained that there is proper clearance.

354 Train crews when placing cars on sidings must provide a safe margin of clearance.

355 Examine brake clubs before using them to see that they are in good order. Brake clubs other than those bearing the P. R. R. stamp of approval must not be used. The use of brake clubs is prohibited when applying tunnel brakes.

356 Remove broken parts of cars such as drawheads, drafts, brake riggings, or any other obstruction from between tracks, to avoid injury to employes.

357 In event of failure of a warning bell at a street crossing when a train is passing, the conductor (or engineman) shall make prompt report to Superintendent.

PERSONAL INJURIES

370 When employes or other persons injured on or about the line of the railroad are taken to one of the following places, they will be attended without cost by the local physician named below.

RAILROAD COMPANY PHYSICIANS AND SURGEONS

LOCATION	NAME AND ADDRESS	TELEPHONE
PITTSBURGH	O. C. GAUB, M. D.	
	J. H. ALEXANDER, M. D., Keenan Bldg. Sandusky St. and Liberty Ave.	Bell, Smithfield 428
	J. C. BURT, M. D., Westinghouse Bldg., Anderson St. and Penn Ave.	Bell, Grant 527
	E. B. HECKEL, M. D., Jenkins Arcade Bldg., 5th St. and Penn Ave.	Bell, Court 1263
	W. O'N. SHERMAN, M. D., Carnegie Building, 5th Ave.	Bell, Grant 5100
	H. C. WESTERVELT, M. D., 5306 Westminster Street.	Bell, Schenley 2460
	S. V. KING, M. D., Allegheny General Hospital.	Bell, Cedar 2010
	S. L. McCURDY, M.D., Jenkins Arcade	Bell, Smithfield 848
	W. F. DONALDSON, M. D., Jenkins Arcade.	Bell, Smithfield 848
	J. J. BUCHANAN, M. D., Mercy Hospital.	Bell, Grant 1802
	J. C. MARKEL, Oculist, Westinghouse Building.	Bell, Grant 788
	J. V. WILSON, M. D., 1332 Juniata Street, North Side.	Bell, Cedar 5425
EAST LIBERTY	R. M. SANDS, M. D., Arsenal Bldg.	
	D. W. VAUX.	Bell, Fisk 835
	J. P. KERR, M. D., Union Arcade	Bell Grant 1138
WILKINSBURG	N. H. BENNETT, M. D., 1908 Carson Street, South Side.	Bell, Hemlock 331
	VERNON D. THOMAS, M. D., Hiland Building.	Bell, Hiland 6296 R and 7480 J
BRADDOCK	WM. B. HETZEL, M. D., 124 North Homewood Avenue.	Bell, Smithfield 428 Res., Franklin 5176
WILMERDING	CHAS. H. CLIFFORD, M. D., 316 Eighth Street.	Bell, Braddock 480
PITCAIRN	G. L. BESWICK, M. D., 200 Caldwell Street.	Bell, Valley 543
SHARPSBURG	W. H. MONTGOMERY, M. D., Cor. 2d Street and Wall Avenue.	Tel.—P. R. R. Pitcairn Ex. No. 119
HOMESTEAD	N. R. GRAHAM, M. D., 1304 North Canal Street.	Bell, Sharpsburg 52
DUQUESNE	A. M. BARTON, M. D., 203 Realty Building.	P. & A., Homestead 368
CORLISS	L. H. BOTKIN, M. D., Kennedy Ave. and Second Street.	Bell, Duquesne 101 P. & A., 58
CARNEGIE	J. D. IAMS, M. D., 2863 Chartiers St.	Bell, Victor 423
EDGEWORTH	J. A. HAMMA, M. D., 408 Chartiers St.	Bell, Carnegie 103
	F. E. HERRIOTT, M. D., 412 Chartiers Street.	Bell, Carnegie 625
FREEDOM	R. W. DICKSON, M. D., Edgeworth Lane.	Bell, Sewickley 393
ROCHESTER	A. B. CLOAK, M. D., 511 Third Ave.	Bell, Rochester 502
	W. A. ROSE, M. D., 166 West Adams Street.	Bell, Rochester 141M Beaver Co. 5059
	J. C. McCauley, M. D., 252 Jefferson Street.	Bell, Rochester 53 Beaver Co. 5055
	G. S. SHUGERT, M. D., 290 Adams Street.	Bell, Rochester 300 Beaver Co. 7270

371 When employes, or others, are injured at other points, the nearest physician named above will attend them free for one visit at the place of accident.

372 In all cases of personal injury it is the duty of any employe who may be present, to render all practical aid to the injured party, to procure promptly the services of the nearest physician, giving preference to those named above, and, as soon after as possible, make a full report of the case to the head of his department. The names, addresses and statements of persons not employes, who were witnesses, must be procured.

This information, both by telegram and C. T. 75-A, must be made on the day of the accident.

373 The Railroad Company will be responsible for the cost of medical or surgical services rendered under these circumstances for twenty-four hours after the accident, but not for any longer period unless specially authorized by written order of the General or Division Superintendent.

In cases where an outside surgeon has been called to render first aid, due to absence of company surgeon, the employing officer must be notified at once and unless special authority is received to continue the services of the surgeon rendering first aid treatment, the company surgeon must be immediately notified and the case turned over to him.

It must be understood that in no case will the company be responsible for the cost of continued medical or surgical attention, rendered employes by outside surgeons unless proper authority for such service has been obtained.

All cases of personal injury, regardless of how trivial they appear to be, must be immediately reported and if surgical or medical service was rendered, the name of the attending surgeon should be given.

It must be clearly understood that the service of company surgeon should be obtained whenever possible.

374 When an accident occurs to a passenger train that in any way involves the safety of passengers, whether any person is injured or not, the names and addresses of all passengers on the train must be procured. Message reports of injuries to persons (employes and others) must state whether or not first aid was rendered.

375 At Pennsylvania Station, a Physician is on duty at all hours in the office of the Medical Examiner.

Request for his services should be made at the office of the Assistant Station Master.

376 Persons injured in the neighborhood of Pittsburgh or Allegheny will be taken to the Allegheny General Hospital, or, if more convenient, to the Western Pennsylvania Hospital.

377 Upon notice to the Superintendent, a Hospital Ambulance will be sent to Federal Street or Pennsylvania Station, Pittsburgh, as may be designated.

TRAIN AND ENGINE CREWS REPORT FOR DUTY AND REGISTER

378 Passenger trainmen will personally register on Form C. T. 575, when reporting for duty and upon arrival, except crews on short turn around at Pittsburgh that do not have sufficient time to register before going out will register for such trip or trips at the completion of their day. This includes deadhead crews.

PITTSBURGH

Through crews 30 minutes before, and be on station platform 20 minutes before schedule leaving time unless otherwise advised.

Local crews 20 minutes before, and be on station platform 15 minutes before schedule leaving time, except crews leaving from BU 30 minutes before schedule leaving time.

Trainmen deadheading on passenger trains, 15 minutes before leaving time.

All Through Baggage Masters are permitted to register not more than two hours and not less than 30 minutes before their train is scheduled to leave, unless otherwise directed.

OTHER TERMINALS

Crews starting from other points on the initial trip will register before schedule leaving time, the number of minutes shown below.

Pitcairn—10 minutes.

Federal Street—15 minutes.

Leetsdale—15 minutes.

Carnegie—30 minutes.

All crews will be relieved 5 minutes after the arriving time unless their train responsibility requires longer time, when the actual time relieved of such responsibility will be used.

379 Enginemen and firemen will register on Form C. T. 876B and report for duty to the Enginehouse Foreman, Engine Dispatcher or person in charge, as directed.

HOURS-OF-SERVICE LAW

390 The Hours-of-Service law requires that no employe in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or Act of God. After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

Any employe concerned who may be ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty.

A report must be made to the Superintendent, by telephone or telegraph, at least two hours in advance of the expiration of the time on duty permitted by the Hours-of-Service law and without regard to exceptions as specified above.

If in yard limits when necessary to make such report, or when reaching yard, after report has been made to Superintendent, an additional report must be made to the Yard Master. The Superintendent will make arrangements for relief when necessary.

The Conductor must make this report for each member of the train crew and the Engineman for the engine crew.

When an employe delivers a time card to a Conductor or Engineman at the beginning of a trip, such employe will indicate on same the "Time on duty since last full rest period" for each employe shown on time card.

Members of train and Engine crews relieved by relief crews under the operation of the Hours-of-Service Law, the Conductor and Engineman must show on their time cards the time and place relieved and the names of the persons taking charge of engines and trains.

The relief crew must show on their time cards the names of Conductors and Enginemen whom they relieve; also the engine numbers, time and place and must telegraph this information to the Superintendent.

When relieved by any other employe, such employe must certify to the fact on the time card of the crew he relieves.

Train and engine crews relieved enroute on account of the Federal Law or for other causes will be governed as follows:

If relieved at a terminal, conductors will report to the Yard Master and enginemen to the Enginehouse Foreman, and will conform to their instructions. If relieved at any other place, in the absence of any instructions, they will go to the nearest telephone or telegraph office and report to the signalman for orders.

Crews relieved and instructed to deadhead into a terminal will be allowed time authorized by the regulations to, but not beyond the terminal to which ordered to deadhead.

391 Form C. T. 660 must be made for all train or engine crews on duty in excess of the period prescribed by the hours of service law. This report must also be made for a train delayed which causes the crew of another train to be on duty in excess of the prescribed period.

Enginemen will show on C. T. 660 the name of Conductor of train hauled or assisted on each trip and Enginemen of helping engine will show the number of the engine hauling the train they assisted on each trip.

Care must be exercised to show under "Detail of Delays" the time delay commenced and ended.

Conductors of trains delayed on account of car failures, will show the initials and number of car and nature of failure.

Conductors will make this report for train crews and Engine-men for engine crews, and it must, in all cases, be made and delivered with time cards at the end of the trip on which the hours of service are exceeded.

Employees of this division making report for delays on other divisions, and employees of other divisions making report for delays on this division, must make two copies.

TIME CARDS

392 Time cards will be furnished to engine crews and trainmen when they report for duty, attendant to show on time card actual time each employe reports for duty. Completed time cards will be delivered to the person relieving crews from duty at the end of run, who will certify same and forward promptly to Superintendent.

When relieved for causes other than that specified in the Hours of Service Law the authorized persons relieving engine crews and trainmen will show on time cards the actual time each member of crew was relieved.

STATION ANNOUNCEMENTS AT TERMINALS AND STATIONS

393 Trainmen will, while loading passengers, frequently announce the train name and the principal stations at which the train will stop, and before departure from terminals the brakeman (front brakeman when more than one) will repeat the announcement in all coaches and dining cars.

ON TRAINS

When approaching a station at which the train will stop, the name of the station will be announced at least twice inside of all coaches and dining cars.

Approaching junction points, the principal stations for which passengers change cars will be announced.

ON THROUGH TRAINS OR TRAINS MAKING INFREQUENT STOPS

The announcement should be made sufficiently in advance of the station to enable passengers to be ready to leave the train promptly.

IN PULLMAN CARS

The announcement will be made by the Pullman employes in the body of the car and in the smoking room. No announcement will be made in sleeping cars at night.

OPERATION OF PASSENGER CAR DOORS

395 On passenger trains with vestibuled doors, the side and trap doors must be kept closed between stations.

At stations doors will be opened on the station platform side only, except trains on No. 5 track at Pitcairn, will open one door on north side nearest crossing.

As many doors will be opened as can be protected by members of the crew.

When vestibuled doors between two cars are to be opened, the trainmen will, after making station announcements (adding "This way out, please" if door at opposite end of car will not be opened), open one vestibule door and guard it until the train stops then open the other door. Pullman employes must comply with these instructions for Pullman cars. When trainmen open side and trap doors of Pullman cars while in discharge of their duties, they must close them.

Trainmen will face the doors while putting down traps and avoid handling them with too much force. Trap doors should not be closed with back turned to the door.

When the car next to engine is a passenger coach, the front door must be kept closed while train is running.

In loading trains at Pennsylvania Station trainmen will have all side and trap doors open on the station platform side on all cars they intend to use.

When trains are being loaded at Pennsylvania Station, each member of the crew is required to assist the loading of passengers, by being stationed along the several openings of the train, as far as conditions and circumstances will permit.

On westward trains arriving at Pennsylvania Station, trainmen will have side and trap door at west end of first coach open.

On eastward trains arriving, the same arrangement for handling of side and trap doors will obtain, except the opening must be made at rear end of rear coach in train unless the rear car or cars are west of platform in which case doors should not be opened but passengers pass through coaches to locations where they can entrain on platform.

Baggage master will assist when necessary in order to get all doors open on arrival of trains at Pennsylvania Station.

When vestibule doors are operated at the elevated platforms at Wilkesburg, the trap doors must be kept closed. Trainmen must know that trap doors will remain down when side doors are opened.

396 During cold weather, passenger trainmen will keep end coach doors closed when not actually in use. When making station stops, doors must not be left open before train stops, and not then, unless it is known that passengers will use them.

397 Toilet Room doors of all cars in service will be locked between Pittsburgh and East Liberty, Pittsburgh and Woods Run, Pittsburgh and MB and Federal Street and MA.

If smoking car equipment has two toilets, both toilets must be open for service.

HEATING OF PASSENGER EQUIPMENT

405 Temperature of cars while on the road.

(Superseding Instruction 48, Book of Steam Heat Instructions)

Coaches in through service.....65 to 70 degrees
 Coaches in suburban service.....60 to 65 degrees
 Pullman Sleeping Cars between the hours of 10 P. M.

and 6 A. M.....about 60 degrees
 Pullman Sleeping and Parlor Cars in daytime.. 65 to 70 degrees

Temperature should be kept below rather than above the highest figures given.

Train conductors at time of taking charge of trains placed in station, must observe the temperature in each car, and if found underheated or overheated they must report same promptly.

TRAFFIC INTERRUPTIONS

410 Whenever passenger train service is disarranged, the station master or station agent will inform the public by posting in a conspicuous place at the station (or otherwise, where posting of notice is not practicable) and by announcement to passengers when purchasing tickets, the probable length of time of interruption, and when it is expected that service will be restored.

When unusual or serious delay occurs to a passenger train, the conductor shall notify the passengers, either direct or through the agency of trainmen and Pullman employes, regarding the cause and the approximate time the train will be delayed, except at night, when, of course, passengers should not be awakened to give them this information.

When delays occur at points where it is safe for passengers to get out for exercise, luncheon, etc., they should be given such information as will enable them to take advantage of the opportunity.

Special arrangements should be made when, on account of delays to passenger trains not having dining cars, passengers would otherwise be materially inconvenienced.

In case a passenger train is to be detoured, station masters, agents or conductors will cause announcement to be made in all cars in train used by passengers, giving detour route and names of stations on normal route train will not reach, so that passengers for these stations may arrange to get off and take another train to destination.

HEALTH DEPARTMENT REGULATIONS

411 Persons suffering from smallpox, Asiatic cholera, yellow fever, bubonic plague, diphtheria, scarlet fever and typhus fever will not be accepted for transportation.

Typhoid fever, glanders, anthrax, leprosy, puerperal fever, erysipelas and measles may be accepted for transportation, provided an entire car is set aside for the afflicted person and that the individual sick be accompanied by a competent attendant with ample facilities for disinfecting excreta prior to disposing of same through the usual train closets.

Permission must always be obtained from the local representatives of the State Health Department in advance and complete arrangements must be made for disinfection of the car at the end of the journey. The State holds the carrier responsible for any neglect of these provisions.

MISCELLANEOUS

420 When a train has more coaches than are required for the accommodation of passengers, the coaches not required for service will be kept closed while there are double seats vacant in cars open for service. Passengers will not be moved from a car for the purpose of closing it.

422 Trainmen will permit passengers to ride on the rear platform of the rear car when there are side and end doors or gates in position. Chains will not be considered as a substitute for gates.

Where it is the regular practice to make backward movements with trains carrying passengers, the passengers, except occupants of Business Cars, will be prohibited from riding on the front platform of the leading car while the backward movement is being made.

423 Clerical work in connection with the collections on passenger trains is prohibited, except that record may be taken of mileage, for identification purposes, when it does not interfere with other duties of the trainmen.

424 Conductors must report to Superintendent, by wire, any cases of passengers on wrong trains, stating what disposition was made of them.

425 Conductors will report on M. P. 217, broken seals on stretcher boxes of system cars so equipped.

426 Passenger Trainmen will politely call attention to signs in cars, which prohibit spitting by law, when any violation of the law comes under their observation.

427 Wooden coaches or wooden combined cars in service must not be placed between steel cars or between steel cars and the engine. When trains are made up of MP 54 and P 70 coaches, MP 54 will be placed on the rear or behind the P 70 coaches.

428 Wooden flat cars, when in trains, must be placed on the rear end just ahead of the cabin car. Where pushers are used they must be placed behind the pusher.

429 Agents of the Union News Company must not enter a train at a terminal within two minutes of its scheduled departing time unless they accompany train. If they do not accompany the train, they must leave it within one minute of the scheduled departing time. At intermediate points, agents of the Union News Company must not be permitted to enter the train.

430 Employees whose vision requires the use of glasses, and whose duties require them to distinguish the position or color of signals, must, while on duty, wear the proper glasses and also have with them a duplicate pair of the proper glasses. Glasses for use while on duty must be of the spectacle form. (Employees whose vision requires use of glasses for reading only may wear nose glasses attached to the person by guard.)

Employees whose duties require them to distinguish the position or color of signals may use goggles as a protection against dust, smoke, cinder and other foreign matter, but must pass the regular eyesight examination with the goggles they intend to wear while on duty. The use of green, blue, amber or other colored goggles is prohibited.

431 Conductors are required to know that all the members of their crew are on hand before leaving the initial terminal and report promptly any shortage so that a substitute can be provided, or before proceeding, after making an intermediate stop.

432 Hand switches found unlocked must be reported promptly. The last crew using a switch prior to the time it is found unlocked will be held responsible.

433 Employees throwing hand switches must examine the switch-points and know they fit the rail properly.

When using sidings they must look for a derail.

Where a derail is in service, they must know that it is in proper position before and after operating it.

434 Empty liquor casks or packages must not be received for shipment unless the United States revenue stamps and brands have been removed or obliterated. Before receiving such empty casks or packages the agent must see that all revenue stamps, marks and brands have been removed or obliterated.

When any such casks or packages are placed by any one on the premises of the Company, they must be at once examined by the agent, and if revenue stamps, marks or brands remain thereon, they must be at once effaced and obliterated, whether the packages have been receipted for or not. Local freight train crews must examine such casks or packages at non-agency stations and take similar action.

Distilled spirits in packages containing five wine gallons, or more, or fermented liquors must not be received for shipment unless the necessary revenue stamps are affixed in a legal manner.

Each cask or package of fermented liquors must be stamped, as required by law, according to the size of the package; for instance, a quarter-cask must have one quarter-cask stamp on it, and not two eighth-cask stamps. A violation of this regulation makes both the property and car liable to seizure.

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

Form C. T. 1030 or 1030-B may be used for making these reports, but Conductors not having these blanks are not relieved of furnishing the agent with this information. Card way-bills will not be used to furnish this information.

436 When passenger equipment cars with continuous buffer plates, with or without vestibule, are moving in connection with freight cars, they must not be coupled between freight cars that are equipped with an uncoupling rigging having a center projecting arm which is liable to come in contact with the buffer plates of the passenger cars. When this cannot be avoided, the continuous buffer plate must be removed and placed inside of the car and replaced before the car is again used in passenger service.

Any freight cars moved in passenger train service must not be equipped with an uncoupling rigging having center projecting arm which is liable to come in contact with the buffer plates of the passenger cars.

438 When trains are hauled by two or more engines, the engine next to the train will be designated on car reports and time cards as the Hauler. All other engines will be designated as Helpers.

439 When placing cars on sidings adjacent to running tracks, where there is a public road crossing, trainmen must place the cars as far from the road crossing as conditions will permit, in order that persons using the crossing will have an unobstructed view of approaching trains for as great a distance as possible.

440 Public Road Crossings at grades must be protected according to Rule 102a, including such crossings as may be a part of the yards.

441 Solid trains of empty bad order cars moving to shops for repairs are considered as non-revenue trains of the freight class.

442 When engines are passing over track troughs, trestles or open-floor bridges, poker or scraper must not be used, grates shaken or coal put on fire.

443 Engines using turn-tables must not be permitted to strike turn-table track with excessive force; must be stopped carefully on turn-table, and sudden and severe application of the air brake avoided.

444 Instructions to levermen regarding movements through Interlockings must be given in a clear and distinct manner, and the levermen, before taking action, will repeat the instructions received.

445 Signalmen will keep Train Dispatchers notified of extreme weather conditions in the vicinity of their Block Stations, such as fogs, severe snow storms, etc.

446 The use of push poles by superheater engines, is prohibited.

447 Cars equipped with acetylene gas for lighting or other purposes, must not be accepted for movement.

If a car charged with acetylene gas is offered for movement, the gas tanks must be drained before such car is accepted.

448 Blind persons, and those of mental infirmities, who are not capable of traveling alone, will not be carried, unless accompanied by a caretaker. Blind persons who are known to be capable of traveling alone, will not require a caretaker, and may purchase tickets, and will be given such assistance by station employes and trainmen in getting on or off trains, or while on trains, as may be necessary for their safety.

450 Passenger trainmen, on arrival at terminals, will remain with their train until all passengers are out of the cars, or until relieved by station master or another crew to whom they will report any unusual conditions.

Baggage Masters will remain with their cars until all baggage and any other material has been unloaded or are relieved by proper authority.

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 in at designated place.

Station employes are prohibited from entering coaches of inbound trains until trainmen have examined same for articles left in cars.

451 Refrigerator cars, with hinged doors opening outward, loaded or empty, or in process of loading or unloading, and standing on a side track parallel with and next to a main track, must have the doors next to the main track closed and secured and, when possible, sealed, when the distance between centers of main and side tracks is less than sixteen feet.

452 Automobile car end doors open, and projecting beyond side clearance of car must be secured, when car is placed for loading or unloading, in such a manner as to offer no obstruction to passing trains on adjoining tracks. This must be done under the direction of yardmaster, agent or their representative. Trainmen must see that these doors are securely fastened while such cars are enroute.

453 When ejecting persons from trains the ejectment must be made at a station close to a town or settlement. When the person to be ejected is a woman or child, or a person who is under the influence of liquor or otherwise incapacitated, the ejection must be made at a station where an agent is at the time on duty, and the attention of the agent must be drawn to the fact that the person has been put off the train.

454 Where track circuits are used, and trains or cars are placed on sidings, trainmen must see that they are back of insulated rail joints.

455 The switch lamps on hand operated crossover switches equipped with facing point lock levers located between the ends of the crossover will operate with the lock lever instead of the switch.

456 Upon entering a car to collect tickets, and as often as necessary, the presence of the ticket collector should be made known to the passengers by the announcement—"tickets, please."

457 It is unlawful for any employe to give to any person other than the shipper, consignee or a duly authorized public officer, any information concerning shipments of freight, which information may be used to the detriment of such shipper or consignee or which may improperly expose his business transactions to a competitor.

458 To facilitate the delivery of commercial telegrams addressed to passengers enroute on trains, station and train employes will co-operate by aiding the messenger to locate the passenger. The messenger should be permitted to pass through the train, if the stop is of sufficient duration to enable him to do so and leave the train with safety. If there is not sufficient time for the messenger to make delivery and the telegram is addressed to a person in the care of the train or its conductor and there are no charges to be paid, the conductor will receive and receipt for the same and deliver it to the addressee. If delivery cannot be made, the conductor will endorse the envelope "Unable to Deliver," with his signature and the train number, and turn it over to the station master, agent, or operator at the

end of his trip or run, or other accessible point. It should then be promptly delivered to the nearest office of the Telegraph Company over whose line it was sent, or the originating office advised of its non-delivery.

459 Ventilators on refrigerator cars loaded with freight under ventilation must not be closed by trainmen.

Conductors must notify Superintendent promptly of any refrigerator cars loaded under refrigeration set out in transit so that cars may be examined and re-iced if necessary.

460 Drifting cars of any kind on a track where passenger equipment cars are standing occupied by passengers is prohibited. If it is desired to place cars on a track so occupied, they must be placed with engine attached. Passenger equipment cars, including restaurant, business and private, which are occupied, must be handled by the engine with the air brake hose coupled and air brake in service.

461 Freight conductors will carefully examine manifests for shipments to see that parties who accompany same are entitled to be carried free. If the names of the attendants are not shown on the card waybill they should be secured and shown thereon. When attendants desert shipments of live stock enroute, place, date and time of such desertion should be noted on card waybill.

462 At track scales, protected by semaphore signals, of the distant signal type, the occasion for use and indications will be as follows:

Caution: Scales are set for weighing and engines must not be run over them.

Clear: Scales are not set to weigh and all movements may be made over them.

Engines must not apply sand to the dead-rail and the injector must not be applied when the engine is standing on or passing over the dead-rail.

Engines with leaky tenders must not be allowed to stand on the scale for any length of time, especially during winter weather. A car should not be allowed to stand on the scale for any length of time after it has been weighed.

463 When an engineman is provided to pilot a train he will run the engine unless otherwise instructed by the Superintendent or Road Foreman of Engines.

464 Enginemen will use the whistle judiciously where required by rule or law, but all unnecessary long and loud blasts must be eliminated in order to minimize the annoyance to and complaints from the residents along our right-of-way.

When handling trains in or about borough limits, except in approaching grade crossings, the bell must be rung when proper to have it serve the purpose instead of using the whistle.

Boroughs have very generally passed ordinances prohibiting all unnecessary noises and smoke, a violation of which involves a fine and imprisonment of person at fault.

466 Crossing Watchmen will use stop discs instead of white signals at crossings to signal vehicles and pedestrians. Rule 731 is modified accordingly.

467 The selling of books, pamphlets or other articles not authorized to be sold on trains; soliciting of alms, distribution of hotel cards, advertising matter or literature of any description not directly connected with the business of the Company, is prohibited.

468 In order to avoid complaint of what may be considered unnecessary noise in connection with the movement of trains and shifting of cars, it is desired that all employees give this matter special attention. The engine whistle must not be used except as provided by rule or special instruction, or when necessary to prevent an accident, and when so used it must not be sounded any louder than actually necessary. Engines should not be permitted to blow off steam except when testing safety valves. When shifting cars at stations and elsewhere, care must be exercised to eliminate all unnecessary and avoidable noise.

469 During inclement weather, if passenger trains arriving at Pennsylvania Station, Pittsburgh, do not stop with all coaches and Pullman cars under train shed, Trainmen will direct passengers to walk through cars so they can leave the train under train shed.

470 Conductors will make frequent trips through sleeping cars at night to see that Pullman employe is on guard in each car that is in service.

473 U. S. letter boxes are located on platforms at East Liberty and Wilmerding. When a postal clerk makes letter box collection trainmen will not start train until this has been accomplished.

474 Conductors will notify the Superintendent by wire as promptly as possible when their train has any unusual amount of work at a station between terminals, in order that preparation may be made to promptly meet the conditions.

475 Passenger Conductors will, when they notice any rough handling of their train, call engineman's attention to it at first stop so that the proper action can be taken to correct it promptly, and if the trouble continues, endeavor to notify the Superintendent so inspectors at the terminal may be prepared to make necessary examination. Also at the end of their run report to the car inspector stating whether rough handling occurred when starting or stopping train, so that proper action will be taken to ascertain cause of trouble. Indicate on C. T. 15 the manner in which the train was handled, noting in the case of any rough handling, location and cause of same.

Conductors of westward trains after passing "BU" and eastward trains after passing "FW" and "K" Fourth Avenue, will give three blasts of the communicating signal, indicating to the engineman that train had been handled roughly, and if undesired quick action had taken place, the engineman will notify the car inspector and remain coupled until released by the inspector.

Notation must be made on C. T. 15 whether there has been any rough handling or not.

476 M. P. 32 reports must bear the personal signature of Engineman.

477 C. T. 15 reports will be made for all passenger trains and must bear the personal signature of Conductor and be turned in at the end of each trip. When extra coach equipment is handled, report must show number and kind of extra coaches and whether required or not for service.

Report for Passenger Extras must show cause for which run, as "DH Equipment" or "Express," etc.

478 Passenger conductors will furnish the Passenger Train Master with a special report of all Chartered, Non-Revenue and Picnic trains, giving the engine number, name of engineman, also initials and numbers of all cars.

481 Trainmen of extra passenger trains used for the accommodation of passengers from other trains will permit any passengers desiring to use such trains for points where they have orders to stop.

482 Conductors in charge of trains hauling stock will see that caretakers, in charge of stock, do not clean out cars along the right-of-way.

483 At Pittsburgh, trains with Pullman cars on rear and coaches on the front end, the rear Brakeman will assist in loading passengers in the coaches until two minutes before leaving time when he will return to the rear end and start the train upon proper signal.

484 Trainmen of trains destined to yard E, Pittsburgh, will leave their equipment in switch box at west end of yard E. This equipment must not be left in yard unless it is taken charge of by Motive Power man who has been delegated to look after same.

485 At Pittsburgh and Pitcairn, car inspectors will relieve passenger trainmen of back-up hose. At other points, it will be the duty of the rear brakeman to take care of it.

486 Copies of train orders must be preserved by conductors and enginemen receiving them, endorsing on the back of order their name and occupation, and turn them in with their time cards at the end of the trip or day. The Yard Master, Engine Dispatcher or other person receiving these orders will forward them daily to Division Operator, Room 502, Pennsylvania Station, Pittsburgh.

Conductors and enginemen of other Divisions will endorse their copies of train orders as above, and send them to the Division Operator, Room 502, Pennsylvania Station, Pittsburgh.

487 To enable time clerks to determine the extent of final terminal delay, provided for in the Engineers' Regulations, enginemen will show on their time cards the time engines of trains in freight service reach the designated main track switch connection with the yard track, and enginemen of trains in passenger service (last trip of the day where run includes more than one leg) the time they reach the terminal passenger station.

PASSENGER SERVICE

Pittsburgh:

Westward: Show time of arrival at Pennsylvania Station.

Pitcairn:

Eastward: Show time of arrival at UJ tower.

Westward: Show time of arrival at Pitcairn Station.

FREIGHT SERVICE

Pittsburgh:

Westward: Show time of arrival at switches west of B. & O. bridge when placing train in yard E. Show time of arrival at NA Tower when placing train in other portions of Pittsburgh yard.

Pitcairn:

Eastward: Show time of arrival at switch located under Spring Hill overhead bridge leading into Transfer yard, when placing train in that yard. Show time of arrival at switch leading into eastbound receiving yard located near Assistant Yard Master's office, when placing train in eastbound receiving yard.

Westward: Show time of arrival at SZ Tower.

488 The revised classification of Locomotive Miles prescribed by the Interstate Commerce Commission, effective July 1, 1914, provides that when road engines perform switching service at terminals and way stations, mileage shall be allowed at the rate of six miles per hour for such switching service, thirty minutes or more to be counted as an hour.

The instructions on reverse side of Time Report of Freight Enginemen and Firemen, Form M. P. 358, has been changed to read as follows:

"In the column headed "Hours Shifting," no time is to be shown unless thirty minutes or more are occupied in shifting at one point, when the time and station number should be shown."

The time to be shown in column headed "Hours Shifting" should in all cases be shown in hours and minutes.

In yard switching service, enginemen will show the time shifting, also the points between which yard engines are moved light from terminal to designated yard, and the time consumed in such light movement, unless the distance is less than one half mile.

489 Conductor and Engineman in charge of train or engine making an inter-divisional movement from one railroad or division, to any other railroad or division, must show on car reports and time cards the time passing the Junction point between such railroads or divisions using the designation shown in C. T. 1000.

Engineman will give this information on the time card, and the Conductor will give it on both the time card and car report. They must confer with each other so that the time shown will be the same on all reports and will be correct.

490 The following is a list of junction points at which inter-divisional movements are regularly made with location and C. T. 1000 designation:

Connecting Divisions	Location	C. T. 1000 Designation
Pgh. Terminal & Pan-Handle Division	CH	No. 9
Pgh. Terminal & Eastern Division	RC	RH
Pgh. Terminal & Monongahela Div.	Duquesne	6712
Pgh. Terminal & Pgh. Div.	SZ	424
Pgh. Terminal & Conemaugh Div.	JO	A408
Pgh. Terminal & Conemaugh Div.	RO	6500A
Pgh. Terminal & B. & O. R. R.	Brinton U Junction	PB
Pgh. Terminal & B. & O. R. R.	Pine Creek	PC
Pgh. Terminal & B. & O. R. R.	Millvale	6508

For inter-divisional passenger trains moving via Pennsylvania Station, use C. T. 1000 designation OD and show time passing that point.

When inter-divisional movements are made at other Junction points, similar information must be given for each movement.

Conductors must be careful to show on car report all the information required in Rule 8, C. T. 1000, including all helping engines and the points between which they are used.

491 In connection with the Bureau of Chemistry, United States Department of Agriculture, permission has been given to government inspectors to accompany shipments of eggs in transit. These representatives will be carried on freight trains by the observance of the following instructions:

First. They will present to conductors, proper credentials or identification cards issued by the United States Department of Agriculture.

Second. Investigators will present regular government requests to ticket agents for transportation between points desired, and, therefore, tickets covering transportation on passenger trains will be lifted by freight train conductors, and such tickets must be delivered by conductors to yard master at end of run, to be forwarded by yard master to Superintendent in envelope protected by "Valuable Letter" stamp.

492 All cars loaded exclusively with Express matter must be accompanied by a card way-bill, C. T. 999, which will be the authority for movement of such cars, and must be carefully handled by all concerned, and every possible care exercised to prevent them being either lost or going astray.

Train Conductor, on arrival at terminus, will deliver this card way-bill to the Conductor of the connecting train or to Station Master who will see that the card way-bill is properly delivered to the Conductor of the connecting train or to the Yard Master, if next movement is a shifter, or in the absence of the Yard Master, to the Conductor of the shifting crew, who will in turn deliver the card way-bill to the Receiving Agent of the Express Company.

At Pennsylvania Station, Pittsburgh, Conductors of trains arriving from the west will deliver C. T. 999 to Yard Master at Box 1 or Box 2.

Conductors of trains arriving from the East, will deliver C. T. 999 to Yard Master at Box 4.

Conductors of D. H. trains having express cars and departing from the yard, must procure C. T. 999 from Assistant Yard Master in charge of yard in which train is made up.

493 Conductors and Trainmen must not occupy compartments or drawing-rooms in Pullman cars, except Conductors when working tickets of Pullman car passengers, may do so when there is no other available space to use, avoiding unnecessary loud conversation, and must vacate as soon as the work has been completed.

494 When messengers, or attendants, accompany shipments, trainmen must notify them of all points where clearance is close.

495 When there are passengers standing in a car and vacant seats in another car, trainmen will announce the fact and the location of the car with vacant seats.

496 Passenger cars 70 feet or more in length measured over the buffers of cars and which are not equipped with pivoted head couplers, must not be coupled to freight car cabins for road transportation.

Cars 70 feet or more in length not equipped with pivot head couplers are liable to lift cabin cars off the track.

498 Enginemen in charge of helping engines running light will report their movement to the Car Record Office on Form C. T. 1034, as required by Rule 1, C. T. 1000.

When two or more engines are coupled, one report will cover all engines and be made by the engineman in charge of the lead engine.

Pilots in charge of foreign trains detoured, and foreign engines moving under own steam, over our tracks, will report their movement on this form.

These reports will be attached to and delivered with time cards at end of trip or run.

499 Cars that do not bear light-weight marks must not be placed for loading with coal or coke. Car inspectors and conductors will give this matter special attention.

500 Enginemen and firemen will do everything practicable to prevent smoke and steam escaping from engines at all times and places and especially in frosty and foggy weather when in Pennsylvania Station train shed, Pittsburgh, or in the yard west of DV.

The engine bell must not be rung between PH, US and the east end of train shed, Pennsylvania Station, except to avoid personal injury.

501 Enginemen and firemen must exercise care in the operation of the blower and air pump and when moving engine, in order to prevent throwing water from stack, especially in or about passenger stations.

502 Equipment carried by trainmen, such as Lamps, Markers, Flag Boxes, etc., must not be left in train shed at Pennsylvania Station, unless in charge of Trainmen and must not be brought into the Station Building or the Locker Room.

503 C. T. 1198 card way-bill for cars in U. S. Mail Service, should be delivered to Assistant Station Master's office, except for cars having close connection, in which case they should be delivered to Assistant Station Master.

Conductors of D. H. trains having storage cars and departing from Yard, must procure C. T. 1198 before leaving Assistant Station Master's office.

504 Conductors of inbound trains running late or having close margin to connect with outbound trains at Pittsburgh, should either telegraph or telephone Station Master when passengers desire such connection and accompany them to the connecting train or Station Employees.

505 Switches leading into all shop tracks will be locked with a special lock, and the keys will be in the hands of the foreman of car repairs. After the work of the day is over and the inspector's flags or lamps have been removed, the foreman can remove the locks, unless the tracks cannot be used for some cause.

506 Cars in process of loading or unloading on the Streets Run Branch at any point between Hays and south end of the branch and on the portion leading to the National Car Wheel Works, when displaced, must be replaced with the least delay possible.

507 Owing to close clearance of trolley poles on the west side of number (1) main track between Duquesne Station and Grant Avenue, care should be exercised to avoid personal injury.

509 Train and engine crews, or other unauthorized persons, will not be permitted in block offices except in cases when their business requires, and immediately after having finished, must vacate the office.

510 The following designated employes have authority to ride on freight trains and engines without passes properly endorsed, or an order issued by the Superintendent:

Road Foreman of Engines and Assistants.
 Train Masters and Assistants.
 Master Mechanic and Assistants.
 Division Engineer and Assistant.
 Division Operator and Assistant.
 Master Carpenter.
 Master Plumber.
 Supervisor of Signals and Assistants.
 Supervisors and Assistants in their districts.
 Yard Masters and Assistants in their districts.
 Fire Marshal.
 Rules 707 and 718 are amplified accordingly.

512 Conductors of freight trains in both directions, having work at Thomson yard, must be at the head end promptly on arrival, to report consist of train to yard master and receive instructions as to disposition of train.

513 Empty Carnegie Steel Company cars, H. C. Frick Coke Company cars and other individual coke cars must not be placed at mines or ovens except when work order issued by proper authority specifically directs the placing of these individual cars.

Consist reports of trains must clearly distinguish these cars by using initials, C. S. X., H. C. F., U. C. K. X., etc., and not include them as foreign cars.

514 Eastward trains via Port Perry Branch for points beyond Pitcairn will call signalman at Brinton "U" Junction for orders from telephone No. 5, located at the east end of Port Perry Tunnel.

515 Conductors moving live stock must note on the back of the card waybill, delays to the car while in their charge, if delays are caused by accident, the time, place and amount of delay caused by same must be stated. If one or more cars are in one train the delay must be shown on each card waybill.

516 When trains of foreign railroads, either passenger or freight, are detoured over this division, the pilot of such train should make out a P. R. R. car record report and forward same to the car record office, Philadelphia.

517 From time to time position light dwarf signals will be substituted for the semaphore type. The aspects of these position light dwarf signals are shown in time table.

518 Owing to close clearance, employes must not hang on step of cars or locomotives nor lean beyond line of engine cab or car while running over No. 8 track in 30th Street yard.

Newly employed or inexperienced men should be cautioned by older members of train crew of the danger.

520 Conductors of freight trains in the Pittsburgh Terminal Districts, departing from the East End of 43rd Street Yard at 48th Street, Pittsburgh, will report by telephone to the Yard Master at 43rd Street when ready to proceed Eastward to Coleman.

Conductors of all Pittsburgh Yard Street runs will report by telephone to Yard Master 43rd Street, when ready to proceed Eastward from 48th Street, and on Westward movements must report to the Yard Master at 43rd Street, their arriving time at that point, giving also the engine number.

521 The minimum clearance for trolley wires running across and over tracks is 20½ feet above top of rail. A man standing on a high box car and in the act of giving a signal by swinging his arm or lantern overhead would make contact with such wires, if he happened to give the signal at the time he was passing under the wire and subject himself to serious danger, and trainmen are warned against this danger where overhead trolley wires cross the tracks at the following points:

28th Street and Penn Avenue, Pittsburgh.

Liberty Avenue and Penn Avenue, Pittsburgh.

Heinz Station.

Main Street Crossing, Sharpsburg.

Tibby Brothers Siding, just West of R.H.

522 Uniformed employes while on duty or on train floor and platforms at Pennsylvania Station, Pittsburgh, will be required to keep coats buttoned (including overcoats and raincoats), except during the summer months. Proper notice will be issued and posted covering period of this exception.

The proper uniform prescribed by the regulations, covering each grade of service, must be worn.

FIRST AID BOXES

533 Inspection of First Aid Boxes will be made monthly.

PASSENGER AND FREIGHT STATIONS: By Supervising Agent.

BLOCK STATIONS: By Division Operator.

YARD OFFICES: By Assistant Train Master.

TOOL HOUSES AND IN M. W. CABINS: By Supervisor.

CABIN CARS: By Car Inspectors at the different terminal points.

Report of any boxes missing or boxes with seals broken must be made to General Foreman, Pitcairn Shops, Pitcairn.

SHOPS: By Master Mechanic or General Foreman.

ENGINE HOUSES: By Master Mechanic.

ENGINES: By Enginehouse Foreman each time engine passes over inspection pit.

When the seal of First Aid Boxes has been broken, for any cause, the box must be removed from the engine or cabin car upon arrival at terminal and turned into storehouse at terminal to be replaced by one properly filled and sealed.

Employes in charge of stations, towers, tool houses, etc., will notify the General Foreman of Pitcairn Shops when the seal of a First Aid Box is broken, who will furnish a box properly sealed, to replace the box used, which must then be forwarded to General Foreman, Pitcairn Shops, Pitcairn, Pa., properly tagged showing where from, and why seal was broken.

All First Aid Boxes with broken seals received by the Master Mechanic or General Foreman are to be forwarded to the Laboratory, Altoona, to be refilled and sealed.

Each box is supplied with six cards, C. T. 375. One of these cards must be filled out for each injured person when box has been opened and any of the contents used, and cards forwarded to the Superintendent.

USE OF TELEPHONES

534 The following instructions must be observed when the Telephone is used for manual block operations, transmitting train orders or making any arrangements pertaining to the movement of trains.

Each person must satisfy himself that he is in communication with the person desired.

If an employe is using a telephone and an Engineman, Conductor, Flagman, or Signalman while on duty comes on the line, identifies himself and asks for the line for train movement business, the line must be given up immediately. Employes must report at once any infraction of this rule to the head of their department.

Signalmen and trainmen, when making arrangements by telephone for movement of trains, will be governed by the following instructions:

First: Trainman calls signalman by telephone.

Second: Signalman answers—"Tower Signalman—".

Third: Trainman answers, conductor or engineman _____ of train _____, at _____.

Fourth: Trainman asks for information or instructions desired.

Fifth: Signalman gives information or instructions to trainman.

Sixth: Trainman repeats information or instructions given by the signalman.

Seventh: Signalman closes conversation by saying "O. K. Signalman _____, _____ Tower."

Eighth: When trainman reports clear of block or gives other information to signalman, the signalman must repeat the information received from the trainman and the trainman will then close the conversation by saying, O. K., conductor, engineman or flagman _____ of train _____, at _____.

Signalman and trainman must not consider any information or instructions as being completed and must not act upon such information or instructions, until O. K. has been given, followed by the name, title and location of person giving the same.

The conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of their train, except as specified in Special Instruction 197, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions, such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

If the telephone fails and trains cannot, in the usual manner, obtain orders necessary to proceed, every effort must be made to obtain orders in some other manner and avoid undue delay. Such failures must be promptly reported to the Superintendent from the most accessible point.

Telephone booths are equipped with switch locks and must be kept locked when not in use. Any employe finding a lock damaged or missing must promptly report same to the head of his department.

In making calls on a telephone, the calling party must first ascertain that the line is not being used before ringing. If the line is not in use, the required ring may be given, after which the receiver should be taken down without waiting for the called party to ring back. Ringing back on the line before answering a call is prohibited.

Employes after using telephone at a booth or box equipped with cut-out switch must open switch, when using torch for light, it must be placed as far as possible from cut-out switch and call card to prevent damage.

If there is not a proper supply of train order blanks and carbon sheets at an unattended Block Station or telephone booth, the fact must be promptly reported by telephone to the person from whom orders are received, who will arrange for necessary supply.

LIST OF TELEPHONES FOR USE OF TRAINMEN DISTRICT No. 1

Telephones for emergency use are located at all block stations, on or close to, all signal bridges, at agents, supervisors, and yard masters' offices. Main line booths and boxes are marked Telephone, with figures representing miles and tenths from Altoona.

ADDITIONAL TELEPHONES

- West of DV** Duquesne Elevated, East of Third Street, box.
Duquesne Elevated, over 9th Street, box.
Duquesne Elevated, crossover switches, box.
Duquesne Elevated, south end of bridge, box.
East end of tail track, 28th Street, box.
West of Modock Building, box.
Denny's curve, switch tender's booth.
- DV to CM** Ford siding, box.
West end Shadyside Passenger Station, box.
Roup, west end westbound waiting room, box.
East Liberty, both platforms, box at waiting rooms.
East Liberty, east end eastbound platform, box.
Foot of Torrens Street, box.
Yard Office, Jumpover bridge west of CM.
- CM to VI** West end of Lincoln Avenue Bridge, box.
Refuse siding Larimer Avenue Bridge, box.
Tool house, Larimer Avenue, box.
Midway between Larimer Avenue and "VI," box.
First floor, VI.
- CM to WK** East end of Dallas Yard, box.
Homewood, west end of westbound platform, box.
West end of Wilksburg Yard, Switchtender's booth.
Wilksburg, both platforms, box on elevator shaft.
Wilksburg, switchtender's booth, between platforms.
- WK to R** Swissvale, west end of eastbound platform, box.
Crucible siding, box.
Copeland, east end of eastbound platform, box.
Braddock, east end of eastbound platform, box.
East end of Braddock warehouse siding, box.
Union R. R. connection east of Bessemer, box.
- R to WG** Union R. R. bridge east of R, box.
Car Inspector's office west of East Pittsburgh.
Yard Office, East Pittsburgh Yard.
East End, East Pittsburgh Commodity Yard,
Switchtender's booth.
- WG to SZ** Wilmerding switchtender, booth.
Wilmerding Station platform, box.
Spring Hill Bridge switchtender, box and booth.
West end Pitcairn Passenger Yard, box.
Pitcairn Passenger Yard water plug, box.
Pitcairn Passenger Yard east end, box.
Switchtender west of SZ, booth.

DISTRICT No. 2

- MB to YJ** West end Carson Street Yard.
- YJ to OB** North side 18th Street Yard, west end.
North Side 18th Street Yard, east end.
South side 18th Street Yard, east end.
East end Thirtieth Street Yard.
First signal bridge west of OB Block Station.
No. 16-R signal north side, Becks Run.

OB to AU	30th Street Extension. Hays crossover between Nos. 3 and 4 tracks. Hays crossover between Nos. 1 and 2 tracks. Howard, trainmen's room. Box Howard Station. Howard Yard, east end.
Howard Yard Office	Watchman's box, Heisel Street, Homestead.
AU, PG and CR	First Signal Bridge west of AU Block Station. 2500 feet east of AU Block Station. 1500 feet east of PG Box. Box, Duquesne Warehouse. West end south Duquesne Yard. Trainmen's Room South Duquesne Yard Office. Box, Signal Bridge 121, south of South Duquesne.
Port Perry Branch	West end Port Perry Bridge. Signal No. 106, west end Port Perry Tunnel. Signal No. 109, east end Port Perry Tunnel. Brinton "U" Junction.

DISTRICT No. 3

K to MB	East end Try Street Freight House, box.
MB to DU	West end Smithfield Street siding, box. Eastbound platform Smithfield Street Station, box.
DU to FS	East end Corliss Yard, Corliss Street Tunnel, box. West end Corliss Yard, box.
FS to SQ	Corliss under westbound steps, box.
RG to KY (PCY)	Roslyn Brick Yards, box. McClintic & Marshall Company siding, box. No. 8 Bridge Columbia Steel Shafting Works, East Carnegie, box. Carnegie Brewery siding, box.
JB to CH	East of Coal Tipple, Carnegie Yard, box. West of Oil House, Carnegie Enginehouse, box. Superior Mill siding, west end Carnegie Yard, box.
JB to KY	Carnegie East End Passenger Siding, box. Carnegie West End Passenger Siding, box. Crossover between Carnegie and KY, box.
SQ to JR	Brunot, Spur OC Bridge, box. Island Avenue, Spur OC Bridge, box.

DISTRICT No. 4

US to JR	Jct. Duquesne Elevated Box. East End P. F. W. & C. Bridge Box. West End P. F. W. & C. Bridge Low Grade Box. Swifts Siding Box. Eastbound Platform Federal Street Station Box.
JR to RN	Bellevue, west end of eastbound platform. Clifton, east end of eastbound platform. Signal Bridge east of Glenfield Station.
RN to MY	Haysville switch. Glen Osborne switch. Edgeworth switch.
MY to BA	Leetsdale Coach Yard. Fair Oaks Station Box. Ambridge Freight Station platform. Ambridge Passenger platform, eastbound. French Point switches. Legionville switch 300 East of Baden Station Box.

BA to WC	<p>Eastbound Home Signal Bridge BA Box. Shelter box pole Crows Run, Conway, on south side No. 4 track.</p> <p>Switchmen's box south side No. 1 track, Baden.</p> <p>Switchmen's box southside No. 1 track, Remington, east end No. 3 yard.</p> <p>Switchmen's box No. 7 hump, south side No. 2 track.</p> <p>Switchmen's box No. 7 yard, south side No. 2 track.</p> <p>Switchmen's box No. 9 yard, south side No. 2 track.</p> <p>Switchmen's box, south side yard, Conway.</p> <p>Switchmen's box, north side No. 3 track, south side Conway yard.</p> <p>Switchmen's box, north side No. 3 track just west Freedom Freight Station.</p> <p>Westward Home Signal Bridge WC Box.</p>
WC to RC	<p>Shelter box south side of tracks, Rochester Freight Station.</p> <p>Shelter box north side of tracks, Rochester Freight Station.</p>

DISTRICT No. 5

FW to MA	Federal St. Freight Station, east end of platform.
MA to CQ	<p>Elevated Gatehouse, Heinz St.</p> <p>Pindham Street crossing, watchman's booth.</p>
CQ to BN	<p>CQ Switchman's booth.</p> <p>Just east of Stock Yards.</p> <p>Crossover east of Stock Yards.</p> <p>No. 1 siding west of BN.</p>
BN to PC	Star Oil Works switches.
PC to RH	<p>West end Etna old yard.</p> <p>West end Sharpsburg new yard.</p> <p>Sharpsburg, 13th St.</p> <p>East end of platform Sumner Station.</p> <p>Trainmen's room—hump—Sharpsburg new yard.</p>
RH to UY	East end Sharpsburg new yard.
RH to RO	Water Works siding, Aspinwall.
RO to Division Post	<p>West end Ross Storage siding.</p> <p>East end Ross Scales siding.</p>

DISTRICT No. 6

54th St. to CZ	<p>16th and Pike Street Box.</p> <p>48th Street Crossing Box.</p> <p>57th St. crossover.</p> <p>Butler Street.</p> <p>Morningside siding.</p> <p>Brilliant crossover.</p> <p>East end Brilliant Yard.</p>
CZ to JO	<p>West end Coleman Yard.</p> <p>East end Coleman Yard.</p>
VI to CZ	North Brilliant Trestle.

538 U. S. MAIL WORK ON THROUGH TRAINS

STATIONS	EASTWARD TRAINS									
	32	682	8	624	608	18	6	16	22	
PITTSBURGH TO PITCAIRN										
East Liberty.....	E	.....	E	E	E	E	E	E	E	.....
Homewood.....	.....	E	.....	.....	E	.....	.....	.....	.....	.....
Wilkinsburg.....	.....	E	.....	.....	E	.....	.....	.....	.....	.....
Swissvale.....	.....	.....	.....	.....	E	.....	.....	.....	.....	.....
Braddock.....	.....	E	D	.....	E	D	.....	.....	.....	.....
East Pittsburgh..	.....	.....	D	.....	E	E	.....	.....	.....	.....
Wilmerding.....	.....	.....	E	.....	E	D	.....	.....	.....	.....
Pitcairn.....	.....	.....	.....	.....	E	D	.....	.....	.....	.....
ROCHESTER TO PITTSBURGH	648	424	628	118	454					
Rochester.....	E	E	E	E	E	.....	.....	.....	.....	.....
Freedom.....	E	C & D	E	C & D	C & D	.....	.....	.....	.....	.....
Conway.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Baden.....	E	.....	E	C & D	C & D	.....	.....	.....	.....	.....
Ambridge.....	E	.....	E	.....	.....	.....	.....	.....	.....	.....
Fair Oaks.....	E	.....	C & D	.....	.....	.....	.....	.....	.....	.....
Leetsdale.....	E	.....	C & D	C & D	C & D	.....	.....	.....	.....	.....
Shields.....	E	.....	C & D	.....	C & D	.....	.....	.....	.....	.....
Sewickley.....	E	.....	E	C & D	E	.....	.....	.....	.....	.....
Haysville.....	E	.....	C & D	.....	.....	.....	.....	.....	.....	.....
Glenfield.....	E	.....	C & D	.....	C & D	.....	.....	.....	.....	.....
Dixmont.....	E	.....	C & D	.....	.....	.....	.....	.....	.....	.....
CARNEGIE TO PITTSBURGH	110									
Carnegie.....	E	.....	.....	.....	.....	.....	.....	.....	.....	.....
Crafton.....	E	.....	.....	.....	.....	.....	.....	.....	.....	.....
Corlies.....	E	.....	.....	.....	.....	.....	.....	.....	.....	.....
Smithfield Street.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

C—Mail caught from crane only.

D—Mail delivered only.

C & D—Mail caught and delivered.

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

X—Reduce speed or stop as may be necessary for safe delivery of mail or newspapers.

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

U. S. MAIL WORK ON THROUGH TRAINS

STATIONS	WESTWARD TRAINS									
	17	11	3	41	15	1				
PITCAIRN TO PITTSBURGH										
Pitcairn			E							
Wilmerding	D	D	E	E	E					
East Pittsburgh ..	D	D	D							
Braddock			E	E	D					
Swissvale			E							
Wilkesburg		E	E	E	E	E				
Homewood										
East Liberty	E	X	E	E	E	E				
PITTSBURGH TO ROCHESTER	23	609	405	415	111			649	475	1013
Dixmont			C & D					C&D		
Glenfield			D	C & D				C&D		
Haysville		D	C & D					C&D		
Sewickley		D	D	E	E			E	C&D	
Shields		D	C & D	C & D				E		
Leetsdale		D	E	C & D				E		
Fair Oaks		D	C & D					E		
Ambridge		D	C & D	C & D	C & D			E		
Baden		D	C & D	C & D				E		
Conway		D		C & D				C&D		
Freedom		E	C & D	C & D				E		C
Rochester	D	E	E	E	E			E	E	C
PITTSBURGH TO CARNEGIE	503	1219	103	321	543					
Smithfield Street ..										
Corliss	D	C & D	C & D	C & D	C & D					
Crafton	D	C & D	C & D	C & D	C & D					
Carnegie	D	E	E	E	E					

539 The Ticket Offices of Stations named below will be opened for the sale of tickets as follows:

DAILY EX. SUNDAY		STATIONS	SUNDAY	
Open for Train No.	Close After Train No.		Open for Train No.	Close After Train No.
7212	7267	..... SHADYSIDE.....	604	7516
7206	7358	..... EAST LIBERTY.....	7502	32
7208	7356	..... HOMEWOOD.....	7506	7516
682	7299	..... WILKINSBURG.....	7502	7584
7201	7267	..... EDGEWOOD.....	7503	7515
7201	685	..... SWISSVALE.....	7503	7515
7212	7356	..... COPELAND.....	7506	7516
7210	7271	..... BRADDOCK.....	7581	7521
7100	7269	..... EAST PITTSBURGH....	7502	7521
7351	7255	..... TURTLE CREEK.....	Closed	all trains
7100	1	..... WILMERDING.....	7502	1
7201	685	..... PITCAIRN.....	7581	685
7700	7736	..... FOURTH AVENUE.....	381	891
7902	7707	..... HAYS.....	Closed	all trains
7713	7913	..... HOMESTEAD.....	7860	7779
7704	7716	..... MUNHALL.....	7860	7879
7703	7913	..... DUQUESNE.....	7860	7779
6750	6741	..... MILLVALE.....	Closed	all trains
6751	6741	..... SHARPSBURG.....	6814	6816
6730	6744	..... ASPINWALL.....	6814	6874
708	727	..... AVALON.....	668	836
607	727	..... BEN AVON.....	809	828
708	727	..... EMSWORTH.....	668	836
607	697	..... DIXMONT.....	668	828
606	746	..... GLENFIELD.....	668	828
607	717	..... HAYSVILLE.....	7351	836
609	717	..... GLEN OSBORNE.....	668	836
609	717	..... QUAKER VALLEY.....	668	819
616	707	..... EDGEWORTH.....	7351	836
646	747	..... SHIELDS.....	808	829
609	746	..... LEETSDALE.....	668	828
718	749	..... FAIR OAKS.....	668	828
708	7354	..... AMBRIDGE.....	668	829
718	649	..... ECONOMY.....	7351	828
718	747	..... BADEN.....	609	7354
738	758	..... FREEDOM.....	668	828
708	203	..... ROCHESTER.....	108	203
503	241	..... SMITHFIELD.....	381	891
602	923	..... POINT BRIDGE.....	Closed	all trains
720	320	..... CORLISS.....	381	780
710	320	..... INGRAM.....	381	320
720	320	..... CRAFTON.....	381	320
710	922	..... IDLEWOOD.....	Closed	all trains
720	562	..... ROSSLYN.....	Closed	all trains
710	241	..... CARNEGIE.....	600	583

Pennsylvania Station, Pittsburgh, Federal Street and Sewickley will be open for all trains.

Ticket Office will remain open for additional trains on Saturday as follows:

Station	For Train
BRADDOCK.....	1
ASPINWALL.....	6865

Ticket Offices are relieved from selling tickets on Sunday as follows:

Station	For Train
ASPINWALL.....	6817

When an unusual number of passengers are expected for any train not included in the foregoing list, agents will open their offices to meet the demand and notify the Superintendent by wire as soon as such information is obtained.

RESTRICTIONS IN THE USE OF VARIOUS CLASSES OF LOCOMOTIVES

540 A letter or symbol under class of engine indicates restriction in the use thereof and refers to a note on page 136 in explanation. Absence of letter or symbol indicates no restriction.

	HC1s	N1s	CC2s	N2s	I1s	H10 L1s	H9s E6s	K4s K3s K2s	H8s E2 E3 G4s E8s	US0-6-0 F1 F3 D18 B8 B8 H3
FORMER PITTSBURGH DIVISION—P. R. R.:										
Main Line—SZ to Pittsburgh....	A		L							
East Pittsburgh Branch.....	A									
East Pittsburgh WG Conn.....	A									
Brilliant Branch.....	A		M							
Brilliant Br. West Leg Wye., C.M.	A	C	C	C						
Brilliant Branch Conn. to Coleman	A	C		C	C					
Brilliant Branch Conn. to Aspinwall.....	A									
Denny Siding.....	A	R&C	R&C	R&C	R&C	R&C	R&C	R&C		
Duquesne Way Elevated.....	A	D&C	B&C	D&C	C&D					
Short Street Branch.....	A	D&C	C	D&C	C&D					
FORMER MONONGAHELA DIVISION—P. R. R.:										
Main Line—Pittsburgh to Duquesne M. P. 11.....	A	T	N	E	E	I	I			
Whitehall Branch.....	A	C	C	C	C	C	C	C	C	
Axle Works Branch.....	A	C	C	C	B&C	B&C	B&C	B&C		
Streets Run Branch.....	A	C	C	C	B&C	B&C	B&C	B&C		
Brinton "U".....	A	C	C	C	F	J	J	J		
Port Perry Branch.....	A	P	P	V						
FORMER PAN HANDLE DIV.—P. C. C. & ST. L. R. R.:										
Main Line—Pittsburgh to CH Tower.....	A	G	S	G	G	K&O		K	K	
DU to JC, via Scully.....	A									
SQ to Jacks Run and Island Ave., via O. C. Bridge.....	A									
So. Leg of Wye MB Block Station	A	H	H	H	H	H	H			
Painters Mill Track, west of Point Bridge.....	A	B	B	B	B	B	B	B		
Superior Branch.....	A	R&B	R&B	R&B	R&B	R&B		B&R		
FORMER EASTERN DIVISION—P. F. W. & C. R. R.:										
Main Line—Pittsburgh to RC.....	A									
Federal Street Coach Yard.....	A	C	C	C	C	C		C		
Duquesne Way Tracks.....	A	D&C	D&C	D&C	R&C	R&C	R&C	R&C	R&C	
Pittsburgh Forge & Iron Co., except Tracks 1 and 5 of this layout	A	R&C	R&C	R&C	R&C	R&C	R&C	R&C	R&C	
Allegheny Yard.....	A	W	W	W	W	W				
Industrial Tracks along Preble Avenue.....	A	R&C	R&C	R&C	R&C	R&C	R&C	R&C	R&C	
Economy Branch.....	A	B&C	B&C	B&C	B&C	B&C	B&C	B&C		
Conway Yards—Tracks leading to Transfer Table.....	A	R	R	R	R	R				
Station and Siding Tracks.....	A	R&C	R&C	R&C	R&C	R&C				
Industrial Tracks leading off No. 5 Track between WC Block Station and Rochester.....	A	R&C	R&C	R&C	R&C	R&C	R&C	R&C		
FORMER CONEMAUGH DIV. (Old West Penn)—P. R. R.:										
RO to FW Block Station.....	A									
Brilliant Branch RH to UY.....	A									
Brilliant Branch RO to VI.....	A									
FORMER CONEMAUGH DIV. (Old A. V.)—P. R. R.:										
11th St. to 20th St., Pittsburgh....	A	D&C	D&C	D&C	D&C	D&C	D&C	D&C		
20th St., Pgh., to Coleman CZ....	A	D&C	D&C	D&C	D&C			D&C		
Coleman CZ to JO.....	A									
Brilliant Branch VI to CZ.....	A	C	C	C	C					

- A—Use prohibited by order of General Manager.
- B—Use prohibited account light bridges.
- C—Use prohibited account curvature.
- D—Use prohibited account close clearance.
- E—Use restricted to 5 miles per hour without train over Bridge 2.98 Becks Run, and Bridge 4.88 Hays.
- F—Use restricted on Bridge 11.72, Brinton "U," on account of curvature.
- G—Not used in regular service on this division, but might be operated in emergency with the following restrictions:
 - 5 Miles per hour on bridge span over B. & O. Tracks, Bridge No. 1, Monongahela River, Pittsburgh.
 - 5 Miles per hour on Bridge No. 2 over P. & C. Incline, and over Bridge No. 6, Crafton.
 - 10 Miles per hour on Bridge No. 8, Idlewood, and on Bridge No. 9, Chartiers Creek and on Bridge No. 6, Crafton.
- H—Not used in regular service, but in emergency can be used over south leg of "Y"—MB at speed not exceeding 5 miles per hour.
- I—Use restricted to speed of 20 miles per hour over Bridge 2.98, Becks Run, and Bridge 4.88, Hays.
- J—Use restricted to 5 miles per hour over Bridge 11.17, Brinton "U."
- K—Use permitted with following restrictions:
 - 15 Miles per hour on span over B. & O. Track, Bridge No. 1, Monongahela River, Pittsburgh.
 - 25 Miles per hour over Bridge No. 6, Crafton.
 - 20 Miles per hour Tracks Nos. 1 and 2, Bridge No. 8, Idlewood, and over Bridge No. 6, Crafton.
 - 25 Miles per hour Tracks Nos. 3 and 4, Bridge No. 9, Chartiers Creek.
 - 45 Miles per hour over Bridge No. 6, Crafton.
- L—On account of close clearance of elevated station platforms, these engines can be operated through Wilkinsburg only on the tail track, and through Pittsburgh Yard where dwarf signals will not interfere.
- M—Cylinders will not clear half through plate girders over Hamilton Street and Kelly Street near CM Interlockings.
- N—Cylinders will not clear half through girder on Bridge No. 1.51, 23rd Street, South Pittsburgh.
- O—Ls Engines must not be backed through tunnels Nos. 1 and 2.
- P—Use prohibited over bridge span over B. & O. track Bridge No. 10.50, Port Perry.
- R—Use prohibited account light rail.
- S—This power is not used in regular service. Will not clear in Tunnel No. 1, but may be moved over remainder of Division with following restrictions:
 - 5 Miles per hour on bridge span over B. & O. tracks, Bridge No. 1, Monongahela River, Pittsburgh.
 - 5 Miles per hour on Bridge No. 2 over P. & C. Incline, and over Bridge No. 6, Crafton.
 - 10 Miles per hour over Bridge No. 8, Idlewood.
 - 10 Miles per hour over Bridge No. 9, Chartiers Creek.
- T—Use prohibited over Bridge 2.98, Becks Run, and Bridge 4.88, Hays.
- V—Can be run light at speed not exceeding 5 miles per hour on span over B. & O. tracks, Bridge No. 10.50, Port Perry.
- W—Use prohibited on the following tracks:

Allegheny: All shop yard tracks. Crossover between outbound engine track and coal track.
 Ash pit loading track.
 Crossover between Nos. 11 and 98 track.
 Columbus Avenue.
 All tracks leading off No. 14 track between Verner and Pennsylvania Avenue.

GENERAL ORDERS

PENNSYLVANIA SYSTEM—CENTRAL REGION PITTSBURGH TERMINAL DIVISION

Pittsburgh, Pa., Nov. 16, 1920.

GENERAL ORDER No. 47.

New Time Table No. 2-A of the Pittsburgh Terminal Division will become effective Sunday, November 28, 1920, at the time specified.

All interested parties must secure a copy and receipt for same.

Each employe must examine his copy to see that it is complete, and note changes that have been made in Train Schedules and Special Instructions.

Time Table No. 2-A contains all instructions issued in General Orders to and including No. 43.

General Orders, Nos. 44, 45 and 46, continue in effect until further notice and read as follows:

GENERAL ORDER No. 44—Effective at once, No. 1 eastward passenger and No. 2 westward passenger tracks between BU and DV will be abandoned as main tracks. At the same time these tracks will become yard tracks. Yard Masters east of landslide at 26th Street will be responsible for the movements on these tracks, and trains will use them prepared to stop within range of vision.

GENERAL ORDER No. 45—Effective at 12.01 A. M., Monday, November 15, 1920, the dispatching of trains between NC Interlocking, Kenwood, and RC Interlocking, Rochester, will be taken over by the Pittsburgh Terminal Division.

Train Dispatchers will be located at SX Office, Room 509, Pennsylvania Station, Pittsburgh, Pa.

GENERAL ORDER No. 46—Effective at once, Trains on Nos. 3 and 4 tracks will not exceed a speed of twelve (12) miles per hour between NA and Switches at Denny's Curve.

PENNSYLVANIA SYSTEM

CENTRAL REGION

Pittsburgh Terminal Division

PITTSBURGH, PA., January 3, 1921.

GENERAL ORDER No. 1.

Effective at once, General Order No. 48 is annulled and a speed of twenty-five (25) miles per hour may be resumed on No. 2 track between Baden, Pa., and Freedom, Pa., in accordance with Special Instruction 260, Page 99, Pittsburgh Terminal Division Time Table No. 2-A.

Effective at once, that portion of Special Instruction 208, Page 93, Pittsburgh Terminal Division Time Table No. 2-A, reading "PG and U on Port Perry Branch," is annulled.

Effective at once, in automatic territory, where it is necessary to advance trains to an occupied track within the interlocking limits or to an occupied block beyond the interlocking limits, such train must be stopped and may then be permitted to proceed under the low speed arm at "caution," which indicates "Proceed at low speed prepared to stop" (track may be occupied or next signal at "stop").

R. P. RUSSELL,
Superintendent.

O. C. SCHAAD,
Superintendent.

PENNSYLVANIA SYSTEM

CENTRAL REGION

Pittsburgh Terminal Division

PITTSBURGH, PA., January 14, 1921.

GENERAL ORDER No. 3.

Effective at once, eastward trains using No. 13 track on Brilliant Branch to "UY" must not exceed a speed of Twenty (20) miles per hour over crossing frogs in the connection to B. & A. V. tracks at "VI".

R. P. RUSSELL,
Asst. Superintendent.

O. C. SCHAAD,
Superintendent.

PENNSYLVANIA SYSTEM
CENTRAL REGION
Pittsburgh Terminal Division

PITTSBURGH, PA., January 18, 1921.

GENERAL ORDER No. 4.

Effective 12.01 A. M., Sunday, January 23, 1921, the delivery of train orders will be handled as follows:

When a train order is to be delivered to a train, the fixed signal, the home block signal, or the home interlocking signal, must be displayed at stop for the track and in the direction of the approaching train; a flag or light must be displayed in the place provided for the purpose, a red flag or light indicating "31" orders, a yellow flag or light indicating "19" orders. This combination of signals must be acknowledged by the engineman by two short sounds of the engine whistle.

In delivering "31" orders, the block or other fixed signal must remain at stop until the engineman and conductor have signed the orders.

In delivering "19" orders, without stopping a train, the operator must, after the signal has been acknowledged, place the home signal or other fixed signal at its proper position, go on the ground and hand the orders to the engineman and conductor. For freight trains the conductor's copy must be handed on cabin car. When the "19" train order signal is displayed, the speed of the train must be reduced sufficiently to enable the operator to deliver the orders. If the engineman fails to catch the order or if the order is illegible or not addressed to the train receiving it, the train must be stopped and not proceed without a proper train order or clearance card (Form A) being delivered to it.

Trains stopped by train order signal must receive train order or Clearance Card (Form A) before they proceed.

Special Instructions 113 and 114, Pittsburgh Terminal Division Time Table No. 2-A, modified accordingly.

R. P. RUSSELL,
Asst. Superintendent.

O. C. SCHAAD,
Superintendent.

PENNSYLVANIA SYSTEM
CENTRAL REGION
Pittsburgh Terminal Division

PITTSBURGH, PA., January 20, 1921.

GENERAL ORDER No. 5.

Effective 12.01 A. M., Sunday, January 23d, 1921, and until further notice, the following trains as shown in Time Table No. 2-A, in effect 12.01 A. M., Sunday, November 28th, 1920, will be withdrawn:

Between Pittsburgh and "SZ" Block Station:

Nos. 7102, 8, 98, 7240, 7248, 93, 637, 7105, 7261 and PA-89.

No. 7286 between "UJ" and "SZ" ONLY, and due "UJ" 2.55 P. M.

Nos. 7244 and 7263 between "UJ" and "SZ" ONLY.

Between Pittsburgh and "RO" Block Station:

Nos. 6872, 6787 and 6871.

Between Pittsburgh and "RO" Block Station via Federal Street:

Nos. CG-2 and CG-3.

Between Pittsburgh and Nadine:

No. 6960.

Between Pittsburgh and "RC" Block Station:

Nos. 737 and 756.

Nos. 747 and 768 between Ambridge and Baden ONLY.

At the same time:

No. 7246 will become a DAILY EXCEPT SUNDAY train.

No. 7265 will become a SATURDAY ONLY train.

No. 667 will become a SATURDAY ONLY train.

No. 716 will become a SATURDAY ONLY train.

Nos. 747 and 768 will run on No. 5 freight track between Leetsdale and Ambridge. Special Instruction No. 175, Page 90, Pittsburgh Terminal Division Time Table No. 2-A, amplified accordingly.

No. 747 has right over Nos. 746 and 768 on No. 5 freight track between Leetsdale and Ambridge. Special Instruction No. 47, Page 72, Pittsburgh Terminal Division Time Table No. 2-A, amplified accordingly.

R. P. RUSSELL,
Asst. Superintendent.

O. C. SCHAAD,
Superintendent.

PENNSYLVANIA SYSTEM
CENTRAL REGION
Pittsburgh Terminal Division

PITTSBURGH, PA., January 20, 1921.

GENERAL ORDER No. 6.

Supplement No. 1 to Pittsburgh Terminal Division Time Table No. 2-A will become effective 12.01 P.M., Sunday, January 23d, 1921, and consists of Pages 9, 10, 23, 24, 25, 28, 51, 52, 57, 80 and 89, making changes of the following trains:

Nos. 7212, 7254, 7256, 7258, 7260, 7262, 7266, 7268, 7352, 656, 7203, 7285, 7251, 41, 7269, 7271, 757, 669 and 7359.

Withdrawing Nos. 602, 7222, 7264, 7270, 7272, 7283, M-27 and PA-83 between Pittsburgh and "SZ" Block Station.

Nos. 738 and 759 between Pittsburgh and "RC" Block Station.

Establishes new No. 839 between Pittsburgh and "RC" Block Station.

Re-establishing No. 8 on new figures [between Pittsburgh and "SZ" Block Station.

All employees required to have this Supplement must secure and paste these pages over corresponding pages of Pittsburgh Terminal Division Time Table No. 2-A.

R. P. RUSSELL,
Asst. Superintendent.

O. C. SCHAAD,
Superintendent.

PENNSYLVANIA SYSTEM
CENTRAL REGION
Pittsburgh Terminal Division

PITTSBURGH, PA., December 16, 1920.

GENERAL ORDER No. 52.

Effective 12.01 A. M., Sunday, December 19, 1920, Train No. 756, Pittsburgh Terminal Division Time Table No. 2-A, Page 65, will become a DAILY EXCEPT SUNDAY train instead of a DAILY TRAIN, and a new SUNDAY ONLY train will be established with number and schedule as follows:

No. 768.	
Leave Baden.....	9.20 P. M.
Economy.....	s 9.25 P. M.
Ambridge.....	s 9.30 P. M.
Leetsdale.....	s 9.34 P. M.
Shields.....	s 9.36 P. M.
Edgeworth.....	s 9.38 P. M.
Quaker Valley.....	s 9.40 P. M.
Sewickley.....	s 9.42 P. M.
Glen Osborne.....	s 9.44 P. M.
Haysville.....	s 9.46 P. M.
RN Block Station.....	9.49 P. M.
Glenfield.....	s 9.51 P. M.
Dixmont.....	s 9.53 P. M.
Clifton.....	s 9.55 P. M.
Emsworth.....	s 9.57 P. M.
Ben Avon.....	s 9.59 P. M.
Avalon.....	s 10.01 P. M.
JR Block Station.....	10.05 P. M.
Island Avenue.....	10.08 P. M.
Federal Street.....	s 10.13 P. M.
Arrive Pittsburgh.....	10.18 P. M.

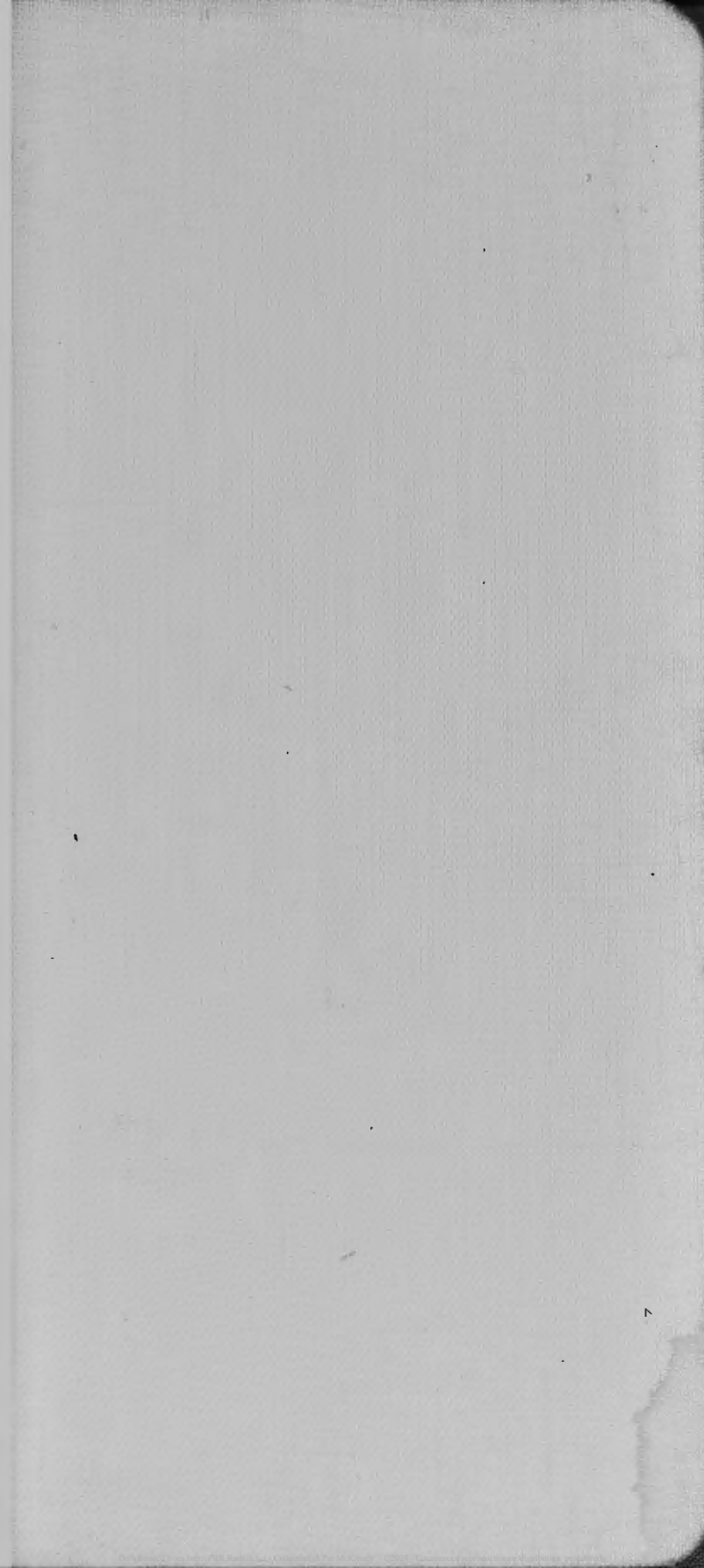
Effective same time:

- No. 415, SUNDAYS ONLY, will make "R" stop at Sewickley.
- No. 629, SUNDAYS ONLY, will stop opposite Conway Enginehouse for employees.
- No. 332 will make "W" stop at Sewickley.
- No. 494 will make "H" stop at Ambridge and Emsworth.
- No. 7248, due at Pitcairn 5.04 P. M., will make "S" stop.
- No. 7251, due at Hawkins 5.18 P. M., will make "S" stop.

R. P. RUSSELL,
Asst. Superintendent.

O. C. SCHAAD,
Superintendent,





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