

^{File}
The Pennsylvania Railroad

CENTRAL REGION

Western Pennsylvania Division

PITTSBURGH DIVISION

Time Table No. 8

In effect 3.30 A. M., Sunday, Sept. 30, 1928

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

C. I. LEIPER,
General Manager.

J. B. FISHER,
General Supt. Transportation.

J. H. REDDING,
General Superintendent.

T. J. JELBART,
Supt. Pass. Transportation.

J. A. APPLETON,
Superintendent.

The Pennsylvania Railroad

CENTRAL REGION

Western Pennsylvania Division

PITTSBURGH DIVISION

SUPPLEMENT No. 2

TO

Time Table No. 8

In effect 12.01 A. M., Monday, Dec. 17, 1928

Changing the time of Trains No's. 7108 and 7250.

Supplement No. 2 consists of Page No. 60 which must be pasted over corresponding page of Time Table No. 8.

C. I. LEIPER,
General Manager.

J. B. FISHER,
General Supt. Transportation.

J. H. REDDING,
General Superintendent.

T. J. JELBART,
Supt. Pass. Transportation.

J. A. APPLETON,
Superintendent.

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MAIN LINE

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from Altoona | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|------------------------------|--------------------------|----------------|---------------------------|-----------------------|--|--------------------|---|---|------|
| | | | | | | | W | E | Both |
| | | | 0.9 | 0.9 | ALTOONA..... (Mid. Div.) BO BLOCK STATION | FG BO | | | |
| | | | 2.4 | 3.3 | GY BLOCK STATION | GY | | | |
| | | | 2.1 | 5.4 | KITTINGING POINT | | | | |
| | | | 2.6 | 8.0 | AG BLOCK STATION | AG | | | |
| | | | 2.9 | 10.9 | SF BLOCK STATION | SF | | | |
| | | | 0.9 | 11.8 | GALLITZIN | | | | |
| | | | 0.2 | 12.0 | UN-AR BLOCK STATION | UN-AR | | | |
| | | | 2.0 | 14.0 | MO BLOCK STATION | MO | | | |
| | | | 0.4 | 14.4 | ORESSON | | | | |
| | | | 3.1 | 17.5 | LILLY | | | | |
| | | | 0.8 | 18.3 | LY BLOCK STATION | LY | | | |
| | | | 1.0 | 19.3 | CASSANDRA | | | | |
| | | | 2.1 | 21.4 | PORTAGE | | | | |
| | | | 0.5 | 21.9 | NY BLOCK STATION | NY | | | |
| | | | 2.0 | 23.9 | WILMORE | | | | |
| | | | 2.3 | 26.2 | SUMMERHILL | | | | |
| | | | 0.3 | 26.5 | SOUTH FORK BR. JOY | W | | | |
| | | | 0.7 | 27.2 | EHRENFELD | | | | |
| | | | 0.9 | 28.1 | SOUTH FORK | | | | |
| | | | 0.4 | 28.5 | SO BLOCK STATION | SO | | | |
| | | | 5.1 | 33.6 | AO BLOCK STATION | AO | | | |
| | | | 1.4 | 35.0 | CONEMAUGH | | | | |
| | | | 0.6 | 35.6 | C BLOCK STATION | C | | | |
| | | | 1.9 | 37.5 | JOHNSTOWN | | | | |
| | | | 2.2 | 39.7 | SG BLOCK STATION | SG | | | |
| | | | 6.5 | 46.2 | OLD DP BLOCK STAT'N. CONPITT JUNCTION. | JD | | | |
| | | | 7.0 | 53.2 | NOB. 5 AND 6 TRACKS | | | | |
| | | | 3.0 | 42.7 | SQ BLOCK STATION | SQ | | | |
| | | | 4.1 | 46.8 | SEWARD | | | | |
| | | | 4.1 | 50.9 | NEW FLORENCE | | | | |
| | | | 1.7 | 52.6 | CONPITT JUNCTION | JD | | | |
| | | | 2.3 | 54.9 | LOCKPORT | | | | |
| | | | 1.6 | 56.5 | BOLIVAR | | | | |
| | | | 5.1 | 61.6 | TORRANCE | | | | |
| | | | 0.3 | 61.9 | BH BLOCK STATION | BH | | | |
| | | | 1.6 | 63.5 | GRAY | | | | |
| | | | 2.0 | 65.5 | HILLSIDE | | | | |
| | | | 1.2 | 66.7 | BRIDGEVIEW PARK | | | | |
| | | | 0.6 | 67.3 | MILLWOOD | | | | |
| | | | 1.6 | 68.9 | DERRY | | | | |
| | | | 0.5 | 69.4 | DR BLOCK STATION | DR | | | |
| | | | 1.8 | 71.2 | BRADENVILLE | | | | |
| | | | 0.6 | 71.8 | BV BLOCK STATION | BV | | | |
| | | | 2.0 | 73.8 | LATROBE | | | | |
| | | | 0.4 | 74.2 | KR BLOCK STATION | KR | | | |
| | | | 1.8 | 76.0 | BEATTY | | | | |
| | | | | 77.0 | WS BLOCK STATION | WS | | | |
| | | | 1.8 | 78.8 | DO BLOCK STATION | DO | | | |
| | | | 2.9 | 78.9 | DONOHUE | | | | |
| | | | 3.6 | 82.5 | SOUTH WEST JOY | SW | | | |
| | | | 0.6 | 83.1 | GREENSBURG | | | | |
| | | | 1.9 | 85.0 | RADEBAUGH | | | | |
| | | | 0.9 | 85.9 | RG BLOCK STATION | RG | | | |
| | | | 0.8 | 86.7 | GRAPEVILLE | | | | |
| | | | 0.5 | 87.2 | JEANNETTE | | | | |
| | | | 1.5 | 88.7 | PENN | | | | |
| | | | 1.6 | 90.2 | MANOR | | | | |
| | | | 0.9 | 91.1 | MF BLOCK STATION | MF | | | |
| | | | 0.5 | 91.6 | SHAFTON | | | | |
| | | | 0.9 | 92.5 | IRWIN | | | | |
| | | | 0.9 | 93.4 | CP BLOCK STATION | CP | | | |
| | | | 0.2 | 93.6 | LARIMER | | | | |
| | | | 1.2 | 94.8 | ARDARA | | | | |
| | | | 2.1 | 96.9 | TRAFFORD | | | | |
| | | | 1.1 | 98.0 | UJ BLOCK STATION | UJ | | | |
| | | | 0.5 | 98.5 | PITCAIRN | | | | |
| | | | 1.5 | 100.0 | WILMERDING | | | | |
| | | | 0.6 | 100.6 | WG BLOCK STATION | WG | | | |
| | | | 0.6 | 101.2 | TURTLE CREEK | | | | |
| | | | 0.5 | 101.7 | EAST PITTSBURGH | | | | |
| | | | 0.7 | 102.4 | R BLOCK STATION | R | | | |
| | | | 0.6 | 103.0 | BESSEMER | | | | |
| | | | 0.8 | 103.8 | BRADDOCK | | | | |
| | | | 0.5 | 104.3 | COPELAND | | | | |
| | | | 0.6 | 104.9 | HAWKINS | | | | |
| | | | 0.9 | 105.8 | SWISSVALE | | | | |
| | | | 0.4 | 106.2 | WK BLOCK STATION | WK | | | |
| | | | 0.4 | 106.6 | EDGEWOOD | | | | |
| | | | 0.7 | 107.3 | WILKINSBURG | | | | |
| | | | 1.0 | 108.3 | HOMEWOOD | | | | |
| | | | 0.4 | 108.7 | CM BLOCK STATION | CM | | | |
| | | | | 110.4 | VI BLOCK STATION | VI | | | |
| | | | | 108.7 | CM BLOCK STATION | CM | | | |
| | | | 0.6 | 109.3 | EAST LIBERTY | | | | |
| | | | 0.9 | 110.2 | ROUP | | | | |

MAIN LINE—Continued

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from Altoona | STATIONS | Station Signals | Sidings assigned direc'n Car capacity 45 ft. cars | | |
|------------------------------|--------------------------|----------------|---------------------------|-----------------------|------------------|--------------------|--|---|------|
| | | | | | | | W | E | Both |
| | | | | | | | | | |
| | | | 0.5 | 110.7 | SHADY SIDE | | | | |
| | | DV | 0.4 | 111.1 | DV BLOCK STATION | DV | | | |
| | | BU | 0.1 | 112.2 | BU BLOCK STATION | BU | | | |
| | | | 0.4 | 113.6 | UF INTERLOCKING | UF | | | |
| | | | 0.2 | 113.8 | PITTSBURGH | OD | | | |

NOTE.—Train order offices other than Block Stations are open as follows:

| | | |
|----|-------------------------------------|--------------|
| CD | Room 115, Penna. Sta. Pittsburgh | Continuously |
|----|-------------------------------------|--------------|

Block Stations are open continuously.
Unattended Block Stations are in charge of Signalman as follows:

| | | |
|-----|---------------|-------------------------------|
| ±WS | Unattended. | In charge of Signalman at KR. |
| ±DO | Continuously. | |

NEW PORTAGE RAILROAD

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from New Portage Jct. | STATIONS | Station Signals | Sidings assigned direc'n Car capacity 45 ft. cars | | |
|------------------------------|--------------------------|----------------|---------------------------|--------------------------------|------------------|--------------------|--|-----|------|
| | | | | | | | W | E | Both |
| | | | | | | | | | |
| | I | WYE | | | NEW PORTAGE JOT | WYE | | | |
| | ±MS | | 7.6 | 7.6 | MS BLOCK STATION | MS | 98 | 100 | |
| | | SF | 6.8 | 14.4 | PATCH SIDING | | 88 | 108 | |
| W | I | SF | 0.9 | 15.3 | SF BLOCK STATION | SF | | | |

NOTE—Block Stations open continuously.

The direction from SF to New Portage Jct. is Eastward.

Unattended Block Stations are in charge of Signalman as follows:

| | | |
|-----|--|-------------------------------|
| ±MS | For westward trains only Unattended Continuously | In charge of Signalman at WYE |
|-----|--|-------------------------------|

MONONGAHELA RIVER LINE

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from Pittsburgh | STATIONS | Station Signals | Sidings assigned direc'n Car capacity 45 ft. cars | | |
|------------------------------|--------------------------|----------------|---------------------------|--------------------------|----------------------------|--------------------|--|---|------|
| | | | | | | | W | E | Both |
| | | | | | | | | | |
| | | | | | PITTSBURGH | OD | | | |
| W | I | MB | 1.0 | 1.0 | MB BLOCK STA. (P. H. Div.) | MB | | | |
| | | | 0.9 | 1.9 | TWELFTH STREET | | | | |
| | | | 1.1 | 3.0 | THIRTIETH STREET | | | | |
| W | I | OB | 0.9 | 3.9 | BECKS RUN | OB | | | |
| | | | 0.6 | 4.5 | REDMAN | | | | |
| | | | 1.3 | 5.8 | HAYS | | | | |
| | | | 0.8 | 6.6 | MESTA | | | | |
| | | | 0.4 | 7.0 | HOWARD | | | | |
| | | | 0.4 | 7.4 | HOMESTEAD | | | | |
| | | | 0.8 | 8.2 | MUNHALL | | | | |
| W | I | AU | 1.3 | 9.5 | GREEN SPRINGS | AU | | | |
| | | | 0.8 | 10.3 | AU BLOCK STATION | | | | |
| W | I | PG | 0.6 | 10.9 | THOMSON | PG | | | |
| | | | 0.2 | 11.1 | PG BLOCK STATION | | | | |
| | | | 0.7 | 11.8 | DUQUESNE | | | | |
| | | | 0.8 | 12.6 | SOUTH DUQUESNE | | | | |
| I | | CR | 2.1 | 14.7 | OR BLOCK STATION | CR | | | |

NOTE—Train order offices other than Block Stations are open as follows:

| | | |
|----|------------------------------------|--------------|
| CD | Room 115 Penna. Sta. Pittsburgh | Continuously |
|----|------------------------------------|--------------|

Block Stations are open continuously.

PORT PERRY BRANCH

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from Port Perry Br. Jct. | STATIONS | Station Signals | Sidings assigned direc'n Car capacity 45 ft. cars | | |
|------------------------------|--------------------------|----------------|---------------------------|-----------------------------------|--------------------|--------------------|--|----|------|
| | | | | | | | W | E | Both |
| | | | | | | | | | |
| | | | | | PORT PERRY BR. JOT | | | | |
| | | | 0.9 | 0.9 | BRINTON U JCT. | | | | |
| W | I | U PG | 1.3 | 2.1 | PG BLOCK STATION | U PG | | 30 | |

NOTE—Block Stations are open continuously.
The direction from PG to Port Perry Branch Jct. is Eastward.

McKEESPORT BRANCH

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from W. E. McK'P. B. | STATIONS | Station Signals | Sidings assigned direc'n Car capacity 45 ft. cars | | |
|------------------------------|--------------------------|----------------|---------------------------|-------------------------------|-----------------------|--------------------|--|---|------|
| | | | | | | | W | E | Both |
| | | | | | | | | | |
| | | | | | W. E. McKEESPORT BR. | SD | | | |
| | | | 0.8 | 0.8 | E. E. McK'SP'T BRIDGE | MK | | | |
| | | | 0.3 | 1.1 | McKEESPORT | | | | |
| | | | 0.2 | 1.3 | E. E. McKEESPORT BR. | | | | |

NOTE—Unattended Block Stations are in charge of Signalman as follows:

| | | |
|-----|--------------|------------------------------|
| ±SD | Unattended | In charge of Signalman at CR |
| ±MK | Continuously | |

The direction from ±SD to E. E. McKeesport Branch is Eastward.

TURTLE CREEK BRANCH

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from Trafford | STATIONS | Station Signals | Sidings assigned direc'n Car capacity 45 ft. cars | | |
|------------------------------|--------------------------|----------------|---------------------------|------------------------|---|--------------------|--|---|------|
| | | | | | | | E | W | Both |
| W | I | SZ | | | TRAFFORD | SZ | | | |
| | | | 0.4 | 0.4 | NORTH TRAFFORD | | | | |
| | | | 0.1 | 0.5 | E. END DOUBLE TRACK | | | | |
| | | BY | 0.3 | 0.8 | BY BLOCK STATION | BY | | | 77 |
| | | | 0.4 | 1.2 | BLACKBURN | | | | |
| | | | 2.1 | 3.3 | SAUNDERS | | | | |
| | | HD | 0.2 | 3.5 | LYONS RUN BR. JOT | HD | | | |
| | | | 2.4 | 5.9 | MURRAYSVILLE | | | | |
| | | JQ | 1.4 | 7.3 | NEWLINSBURG | JQ | | | |
| | | EP | 2.7 | 10.0 | EXPORT | EP | | | 22 |
| | | | 1.3 | 11.3 | WHITE VALLEY | | | | 38 |
| | | WV | 0.4 | 11.7 | WV BLOCK STATION | WV | | | |
| | | | 1.3 | 13.0 | DELMONT | | | | 47 |
| | | SH | 0.2 | 13.2 | SH BLOCK STATION | SH | | | |
| | | DI | 1.5 | 14.7 | DI BLOCK STATION | DI | | | |
| | | | 0.6 | 15.3 | TREES MILLS | | | | |
| | | | 2.7 | 18.0 | SLICKVILLE | | | | |
| | | ER | 0.8 | 18.8 | ELRICO | ER | | | 100 |
| | | IK | 2.5 | 21.3 | IK BLOCK STATION | IK | | | |
| | | SB | 1.1 | 22.4 | TURTLE CREEK BR. JOT SALTSBURG (Cgh. Div.) | SB | | | |

NOTE—Block Stations are open continuously.

Unattended Block Stations are in charge of Signalman as follows:

| | | |
|----|------------------------------|-------------------------------|
| BY | Unattended. Continuously. | In charge of Signalman at UJ. |
| HD | | |
| JQ | | |
| EP | | |
| WV | | |
| SH | | |
| DI | | |
| ER | | |
| IK | | |
| SB | | |

LYONS RUN BRANCH

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from Lyons Run Br. J. | STATIONS | Station Signals | Sidings assigned direc'n Car capacity 45 ft. cars | | |
|------------------------------|--------------------------|----------------|---------------------------|--------------------------------|--------------------|--------------------|--|---|------|
| | | | | | | | E | W | Both |
| | | | 1.9 | 1.9 | LYONS RUN BR. JOT. | | | | |
| | | | 1.6 | 3.5 | ESSLER BRANCH JOT. | | | | |
| | | | | | LYONS RUN MINE | | | | |

The direction from Lyons Run Branch Jct. to Lyons Run Mine is Eastward.

No. 0 TRACK CP TO MF

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from CP Block Sta. | STATIONS | Station Signals | Sidings assigned direc'n Car capacity 45 ft. cars | | |
|------------------------------|--------------------------|----------------|---------------------------|-----------------------------|-----------------------|--------------------|--|---|------|
| | | | | | | | E | W | Both |
| W | I | CP | | | CP BLOCK STATION | CP | | | |
| | | YB | 1.0 | 1.0 | YOUGHIOGH'NY BR. JOT. | YB | | | |
| W | I | MF | 1.5 | 2.5 | MF BLOCK STATION | MF | | | |

NOTE—Block Stations are open continuously.
Unattended Block Stations are in charge of Signalman as follows:

| | | |
|----|------------------------------|-------------------------------|
| YB | Unattended. Continuously. | In charge of Signalman at CP. |
|----|------------------------------|-------------------------------|

The direction from CP to MF is Eastward.

YOUGHIOGHENY BRANCH

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from Yough. Br. J.C. | STATIONS | Station Signals | Sidings assigned direc'n Car capacity 45 ft. cars | | |
|------------------------------|--------------------------|----------------|---------------------------|-------------------------------|-------------------------------|--------------------|--|---|------|
| | | | | | | | S | N | Both |
| | | | | | YOUGHIOGH'NY BR. JOT. | | | | |
| | | | 1.0 | 1.0 | HAIN TOWN | | | | |
| | | | 0.9 | 1.9 | CEREAL | | | | |
| | | | 0.2 | 2.1 | NORTH END YOUGHIOGHENY TUNNEL | | | | |

Youghiogheny Branch between Youghiogheny Branch Junction and Youghiogheny tunnel is under control of signalman at CP.

The direction from Youghiogheny Br. Jct. to north end Youghiogheny Tunnel is Southward.

MANOR BRANCH

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from Manor Br. Jct. | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|---------------------------|-----------------------|----------------|------------------------|---------------------------|------------------|-----------------|--|---|------|
| | | | | | | | N | S | Both |
| | | | | | | | W | I | MF |
| | | EM | 0.7 | 1.6 | EM BLOCK STATION | EM | | | |
| | | PW | 1.2 | 2.8 | PW BLOCK STATION | PW | | | |
| | | | 1.2 | 4.0 | HARRISON CITY | | | | |
| | | | 0.7 | 4.7 | CLARK'S CROSSING | | | | |
| | | CL | | | CLARIDGE | CL | | | |

NOTE—Block Stations are open continuously.

Unattended Block Stations are in charge of Signalman as follows:

| | | |
|----------------|---------------------------|-------------------------------|
| EM PW CL | Unattended. Continuously. | In charge of Signalman at MF. |
|----------------|---------------------------|-------------------------------|

The direction from Manor Br. Jct. to Claridge is Northward.

ALEXANDRIA BRANCH

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from Alex. Br. Jct. | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|---------------------------|-----------------------|----------------|------------------------|---------------------------|------------------------|-----------------|--|----|------|
| | | | | | | | N | S | Both |
| | | | | | | | | | DO |
| | | | 1.0 | 1.1 | DONOHUE | | | | |
| | | | 1.1 | 2.2 | SOWASH | | | | |
| | | | | | WINTHROP | | | | |
| | | JM | 1.6 | 3.8 | JAMISON No. 2 BR. JCT. | JM | | | |
| | | FS | 1.3 | 6.7 | HANNASTOWN | FS | | | |
| | | | | | FORBES ROADS | | | | |
| | | JM | 1.6 | 3.8 | JAMISON No. 2 BR. JCT. | JM | | | |
| | | | 0.4 | 4.2 | CRAB TREE | | | | |
| | | GW | 0.8 | 5.0 | GREENWALD | GW | | | |
| | | DJ | | 7.9 | DUNDALE BR. JOT. | DJ | | | |
| | | | 1.2 | 9.1 | ALLSWORTH | | | | |
| | | UD | 0.6 | 9.7 | DUNDALE | UD | | | |
| | | DJ | 2.0 | 7.9 | DUNDALE BR. JOT. | DJ | | | |
| | | | 0.2 | 8.1 | NEW ALEXANDRIA | | | | |
| | | PN | 1.6 | 9.7 | ANDRICO | PN | | 25 | |

NOTE—Block Stations are open continuously.

Unattended Block Stations are in charge of Signalman as follows.

| | | |
|--|---------------------------|-------------------------------|
| DO JM FS GW DJ UD PN | Unattended. Continuously. | In charge of Signalman at KR. |
|--|---------------------------|-------------------------------|

The direction from Alexandria Br. Jct. to Andrico is Northward.

UNITY BRANCH

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from Unity Br. Jct. | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|---------------------------|-----------------------|----------------|------------------------|---------------------------|------------------|-----------------|--|---|------|
| | | | | | | | S | N | Both |
| | | | | | | | W | I | KR |
| | | | 0.7 | 3.8 | MANITO CROSSING | | | | |
| | | PL | 0.7 | 4.5 | PALMERS | PL | | | |
| | | | 0.7 | 5.2 | HOSTETTER | | | | |
| | | AB | | | AB BLOCK STATION | AB | | | |
| | | | | | PALMERS | | | | |
| | | WH | 1.0 | 4.8 | WHITNEY | WH | | | |

NOTE—Block Stations are open continuously.

Unattended Block Stations are in charge of Signalman as follows.

| | | |
|----------------|---------------------------|-------------------------------|
| PL AB WH | Unattended. Continuously. | In charge of Signalman at KR. |
|----------------|---------------------------|-------------------------------|

The direction from Unity Branch Jct. to Whitney is Southward.

The normal position of switch leading to car load delivery siding at Whitney is for siding.

BRADENVILLE BRANCH

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from Bradv. Br. Jct. | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|---------------------------|-----------------------|----------------|------------------------|----------------------------|---------------------|-----------------|--|---|------|
| | | | | | | | N | S | Both |
| | | | | | | | | | |
| | | | 0.5 | 3.9 | ATLANTIC No. 2 | | | | |
| | | | | | END BRADENVILLE BR. | | | | |

The direction from Bradenville Br. Jct. to end Bradenville Branch is Northward.

SOUTH FORK BRANCH

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from S. Fork Br. Jot. | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|------------------------------|--------------------------|----------------|---------------------------|--------------------------------|----------------------|--------------------|---|---|------|
| | | | | | | | S | N | Both |
| W | I | W | | | SOUTH FORK BR. JOT. | W | | | |
| | | SM | 1.2 | 1.2 | SM BLOCK STATION | SM | | | |
| | | | 0.3 | 1.5 | SOUTH FORK | FK | | | |
| | | JK | 0.2 | 1.7 | JK BLOCK STATION | JK | | | |
| | | FY | 0.5 | 2.2 | FY BLOCK STATION | FY | | | |
| | | | 2.0 | 4.2 | ST. MICHAEL | | | | |
| | | | 0.8 | 5.0 | CRESLO | | | | |
| | | CO | 0.1 | 5.1 | CO BLOCK STATION | CO | | | |
| | | | | 5.7 | LOVETT | | | | |
| | | LV | 1.3 | 7.0 | RUTHFORD | LV | | | |
| | | DL | 1.9 | 8.9 | LLOYDELL | DL | | | |
| | | | | 5.7 | LOVETT | | | | |
| | | LF | 3.1 | 8.8 | DUNLO | LF | | | |
| | | | 0.1 | 8.9 | LF BLOCK STATION | LF | | | |
| | | | 0.6 | 5.7 | LOVETT | | | | |
| | | LV | 3.4 | 9.1 | SALIX | LV | | | |
| | | SU | 0.8 | 9.9 | SUMMIT | SU | | | 81 |
| | | | 1.7 | 11.6 | ELTON | | | | |
| | | PJ | 3.2 | 14.8 | PAINT CREEK BR. JOT. | PJ | | | |
| | | AK | 0.1 | 14.9 | AK BLOCK STATION | AK | | | |
| | | | 0.6 | 15.5 | SCALP LEVEL | | | | |
| | | WD | 1.0 | 16.5 | WINDBER | WD | | | |
| | | WF | 0.1 | 16.6 | WINDBER BR. JOT. | WF | | | |
| | | RK | 0.4 | 17.0 | RK BLOCK STATION | RK | | | |
| | | | 1.2 | 18.2 | EUREKA No. 34 | | | | |
| | | | 5.1 | 23.3 | ARROW | | | | |

NOTE—Train order offices other than Block Stations are open as follows:

| | | |
|----|---|---|
| FK | Train Dispatcher's Office South Fork | 6.00 A. M. to 10.00 P. M. Daily except Sunday. Closed Sunday. |
|----|---|---|

Block Stations open continuously.

Unattended Block Stations are in charge of Train Dispatcher and Signalman as follows:

| | | |
|--|------------------------------|---|
| SM JK FY CO LV DL LF SU PJ AK WD WF RK | Unattended. Continuously. | In charge of Train Dispatcher at South Fork 6.00 A. M. to 10.00 P. M., daily except Sunday and in charge of Signalman at SO 10.00 P. M. to 6.00 A. M., daily and 6.00 A. M. to 10.00 P. M., Sunday. |
|--|------------------------------|---|

PAINT CREEK AND SHADE CREEK BRANCHES

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from Paint Creek Br. Jot. | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|------------------------------|--------------------------|----------------|---------------------------|------------------------------------|-----------------------|--------------------|---|---|------|
| | | | | | | | S | N | Both |
| | | AK | | | PAINT CREEK BR. JOT. | AK | | | |
| | | SJ | 0.7 | 0.7 | SHADE CREEK BR. JOT. | SJ | | | |
| | | WM | 5.5 | 6.2 | SEANOR | WM | | | |
| | | | 8.5 | 9.7 | HILLSBORO | | | | |
| | | | 2.0 | 11.7 | COSGROVE | | | | |
| | | HW | 0.5 | 12.2 | HUSKIN PASSING SID'G. | HW | | | 50 |
| | | | 1.9 | 14.1 | MILLER RUN | | | | |
| | | RP | 0.8 | 14.9 | ROCKINGHAM | RP | | | |
| | | CW | 0.9 | 15.8 | CAIRNBROOK | CW | | | |
| | | | 1.3 | 17.1 | CENTRAL CITY | | | | |

NOTE—Unattended Block Stations are in charge of Train Dispatcher and Signalman as follows:

| | | |
|----------------------------------|------------------------------|--|
| AK SJ WM HW RP CW | Unattended. Continuously. | In charge of Train Dispatcher at South Fork 6.00 A. M., to 10.00 P. M., daily except Sunday and in charge of Signalman at SO 10.00 P. M. to 6.00 A. M., daily and 6.00 A. M. to 10.00 P. M., Sunday. |
|----------------------------------|------------------------------|--|

WINDBER BRANCH

| Emergency Whistle or Horn | Interlocking Stations | Block Stations | Dist. between Stations | Dist. from Windber Br. Jot. | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|------------------------------|--------------------------|----------------|---------------------------|--------------------------------|------------------|--------------------|---|---|------|
| | | | | | | | S | N | Both |
| | | WF | | | WINDBER BR. JOT. | WF | | | |
| | | | 0.3 | 0.3 | EUREKA No. 35 | | | | |
| | | CS | 0.8 | 1.1 | EUREKA No. 36 | CS | | | |
| | | | 0.7 | 1.8 | EUREKA No. 41 | | | | |
| | | KA | 2.1 | 3.9 | EUREKA No. 42 | KA | | | |

NOTE—Unattended Block Stations are in charge of Train Dispatcher and Signalman as follows:

| | | |
|----------------|------------------------------|---|
| WF CS KA | Unattended. Continuously. | In charge of Train Dispatcher at South Fork 6.00 A. M., to 10.00 P. M., daily except Sunday, and in charge of Signalman at SO 10.00 P. M. to 6.00 A. M., daily and 6.00 A. M. to 10.00 P. M., Sunday. |
|----------------|------------------------------|---|

ALTOONA TO PITTSBURGH

| STATIONS | FIRST CLASS | | |
|-----------------------|-------------|---------|---------|
| | 65 | 7 | 23 |
| | DAILY | DAILY | DAILY |
| Leave | A. M. | A. M. | A. M. |
| ALTOONA (Mid. Div.) | \$ 12.46 | \$ 1.06 | \$ 1.23 |
| BO BLOCK STATION | 12.49 | 1.09 | 1.26 |
| KITTANNING POINT | 12.69 | 1.21 | 1.36 |
| SF BLOCK STATION | 1.11 | 1.34 | 1.48 |
| GALLITZIN | 1.16 | 1.40 | 1.53 |
| ORESSON | | | |
| LILLY | 1.23 | 1.48 | 2.00 |
| CASSANDRA | | | |
| PORTAGE | | | |
| WILMORE | | | |
| SUMMERHILL | | | |
| BHRENFELD | | | |
| SOUTH FORK | 1.35 | 2.01 | 2.13 |
| CONEMAUGH | 1.45 | 2.12 | 2.24 |
| JOHNSTOWN | | | |
| SO BLOCK STATION | 1.56 | 2.23 | 2.35 |
| SEWARD | | | |
| NEW FLORENCE | | | |
| CONPIT JCT. | 2.06 | 2.33 | 2.45 |
| LOOKPORT | | | |
| BOLIVAR | | | |
| TORRANCE | 2.17 | 2.45 | 2.56 |
| GRAY | | | |
| HILLSIDE | | | |
| RIDGEVIEW PARK | | | |
| MILLWOOD | | | |
| DEBRY | | | |
| BRADENVILLE | | | |
| LATROBE | 2.30 | 3.00 | 3.10 |
| BEATTY | | | |
| DONOHON | | | |
| SOUTH WEST JCT. | 2.40 | 3.12 | 3.21 |
| GREENSBURG | | | |
| RADEBAUGH | | 3.15 | 3.24 |
| GRAPEVILLE | | | |
| JEANNETTE | | | |
| FENN | | | |
| MANOR | 2.49 | 3.22 | 3.31 |
| SHAFTON | | | |
| IRWIN | | | |
| LARIMER | 2.53 | 3.26 | 3.35 |
| ARDARA | | | |
| TRAFFORD | | | |
| UJ BLOCK STATION | | | |
| PITCAIRN | 2.58 | 3.32 | 3.40 |
| WILMERDING | | | |
| TURTLE CREEK | | | |
| EAST PITTSBURGH | | | |
| R BLOCK STATION | 3.03 | 3.38 | 3.46 |
| BESSEMER | | | |
| BRADDOCK | | | |
| COPELAND | | | |
| HAWKINS | | | |
| SWISSVALE | 3.08 | 3.47 | 3.53 |
| EDGEWOOD | | | |
| WILKINGBURG | | | |
| HOMEWOOD | | | |
| VI BLOCK STA. (B Br.) | | | |
| CM BLOCK STATION | 3.12 | 3.52 | 3.57 |
| EAST LIBERTY | | | |
| BOUP | | | |
| SHADYSIDE | | | |
| DV BLOCK STATION | 3.16 | 3.57 | 4.01 |
| SU BLOCK STATION | 3.20 | 4.01 | 4.05 |
| PITTSBURGH | \$ 3.23 | \$ 4.04 | \$ 4.08 |
| Arrive | A. M. | A. M. | A. M. |
| | 65 | 7 | 23 |

WESTWARD

| | FIRST CLASS | | | | |
|--|-------------|----------|----------|----------|----------|
| | 39 | 7201 | 6781 | 7208 | 7281 |
| | DAILY | DAILY | DAILY | DAILY | DAILY |
| | | EX. SUN. | EX. SUN. | EX. SUN. | EX. SUN. |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| | \$ 2.06 | | | | |
| | 2.08 | | | | |
| | | | | | |
| | 2.18 | | | | |
| | 2.32 | | | | |
| | 2.37 | | | | |
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| | 2.44 | | | | |
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| | 2.57 | | | | |
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| | 3.08 | | | | |
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| | 3.54 | | | | |
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| | 4.07 | | | | 5.46 |
| | | | | | |
| | | | | | \$ 5.51 |
| | | | | | \$ 5.56 |
| | | | | | \$ 5.59 |
| | | | | | \$ 6.02 |
| | | | | | \$ 6.06 |
| | 4.19 | | | | \$ 6.11 |
| | | | | | \$ 6.14 |
| | | | | | \$ 6.18 |
| | | | | | \$ 6.22 |
| | | | | | \$ 6.25 |
| | | | | 6.17 | \$ 6.30 |
| | | | | | \$ 6.32 |
| | 4.27 | \$ 5.53 | | \$ 6.19 | Z 6.33 |
| | | \$ 5.55 | | \$ 6.21 | \$ 6.38 |
| | | \$ 5.59 | | \$ 6.25 | \$ 6.41 |
| | | \$ 6.02 | | \$ 6.28 | \$ 6.45 |
| | | \$ 6.04 | | \$ 6.31 | \$ 6.47 |
| | | | | | \$ 6.48 |
| | 4.33 | F 6.06 | | \$ 6.33 | \$ 6.48 |
| | | F 6.07 | | \$ 6.34 | \$ 6.50 |
| | | \$ 6.09 | | \$ 6.37 | \$ 6.53 |
| | | \$ 6.12 | | \$ 6.39 | \$ 6.55 |
| | | \$ 6.14 | | \$ 6.41 | Z 6.58 |
| | | | | | \$ 6.58 |
| | 4.40 | \$ 6.17 | | \$ 6.44 | \$ 7.00 |
| | | \$ 6.19 | | \$ 6.47 | \$ 7.02 |
| | | \$ 6.21 | | \$ 6.50 | \$ 7.05 |
| | | \$ 6.24 | | \$ 6.53 | \$ 7.05 |
| | | | | 6.43 | |
| | | | | | |
| | 4.44 | 6.26 | 6.48 | 6.55 | 7.06 |
| | | \$ 6.27 | \$ 6.51 | \$ 6.57 | \$ 7.08 |
| | | \$ 6.29 | \$ 6.53 | \$ 7.00 | \$ 7.10 |
| | | \$ 6.31 | \$ 6.55 | \$ 7.02 | \$ 7.12 |
| | 4.48 | 6.32 | 6.56 | 7.03 | 7.13 |
| | 4.52 | 6.37 | 7.00 | 7.07 | 7.17 |
| | 4.55 | \$ 6.40 | \$ 7.03 | \$ 7.10 | \$ 7.20 |
| | | | | | |
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| | | | | | |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| | 39 | 7201 | 6781 | 7208 | 7281 |

| STATIONS | FIRST CLASS | | | |
|---------------------|---|--|---------------|---------|
| | 7283 | 68 | 7581 | 911 |
| | DAILY X. SUN. | MONDAY ONLY | SUN. ONLY. | DAILY |
| Leave | A. M. | A. M. | A. M. | A. M. |
| ALTOONA (Mtd. Div.) | | \$ 3.59 | | |
| BO BLOCK STATION | | 4.01 | | |
| KITTANNING POINT | | 4.11 | | |
| SF BLOCK STATION | | 4.23 | | |
| GAILITZIN | | 4.28 | | |
| ORESSON | | | | |
| LILLY | | 4.37 | | |
| CASSANDRA | | | | |
| PORTAGE | | | | |
| WILMORE | | | | |
| SUMMERHILL | | | | |
| BHRENFIELD | | | | |
| SOUTH FORK | | 4.48 | | |
| CONEMAUGH | | 5.00 | | |
| JOHNSTOWN | | | | |
| SG BLOCK STATION | | 5.12 | | |
| SEWARD | | | | |
| NEW FLORENCE | | | | |
| CONPITT JOT. | | 5.23 | | |
| LOCKPORT | Will Not Run Jan. 1, May 30, | | | |
| BOLIVAR | | 5.35 | | |
| TORRANCE | | | | |
| GRAY | | | | |
| HILLSIDE | July 4, Sept. 2, Nov. 29, Dec. 25, | Will run Oct. 1 to Dec. 3, Mar. 4 to April 22, | | |
| RIDGEVIEW PARK (C) | | | | |
| MILLWOOD | | | | |
| DERRY | | | | |
| BRADENVILLE | | | | |
| LATROBE | | 5.50 | | |
| BEATTY | | | | |
| DONOHUE | | | | |
| SOUTH WEST JOT. | 5.55 | 6.03 | 6.04 | |
| GREENSBURG | \$ 6.00 | | \$ 6.08 | |
| RADFBAUGH | \$ 6.05 | 6.07 | \$ 6.12 | |
| GRAFEVILLE | \$ 6.09 | | \$ 6.15 | |
| JRANNETTE | \$ 6.12 | | \$ 6.17 | |
| PENN | \$ 6.18 | | \$ 6.21 | |
| MANOR | \$ 6.20 | 6.14 | \$ 6.25 | |
| SHAFTON | \$ 6.23 | | \$ 6.28 | |
| IRWIN | \$ 6.26 | | \$ 6.31 | |
| LARIMER | \$ 6.29 | 6.19 | \$ 6.34 | |
| ARDARA | \$ 6.33 | | \$ 6.37 | |
| TRAFFORD | \$ 6.38 | | \$ 6.41 | |
| UJ BLOCK STATION | 6.40 | | 6.43 | |
| PITCAIRN | \$ 6.42 | 6.26 | \$ 6.45 | |
| WILMERDING | \$ 6.47 | | \$ 6.49 | |
| TURTLE CREEK | | | \$ 6.52 | |
| EAST PITTSBURGH | D 6.55 | | \$ 6.54 | |
| R BLOCK STATION | 6.57 | 6.37 | 6.56 | |
| BESSEMER | | | \$ 6.58 | |
| BRADDOCK | | | \$ 7.00 | |
| COPELAND | | | \$ 7.02 | |
| HAWKINS | | | \$ 7.04 | |
| SWISSVALE | 7.05 | 6.47 | \$ 7.07 | |
| EDGEWOOD | | | \$ 7.09 | |
| WILKINSBURG | | | \$ 7.11 | |
| HOMEWOOD | | | \$ 7.14 | |
| VI BLOCK STA (S B) | | | | 7.14 |
| CM BLOCK STATION | | | 7.15 | 7.19 |
| EAST LIBERTY | | D 7.02 | \$ 7.17 | \$ 7.23 |
| ROUP | | | \$ 7.20 | |
| SHADYSIDE | | | \$ 7.22 | |
| DV BLOCK STATION | | 7.06 | 7.23 | 7.28 |
| BU BLOCK STATION | | 7.10 | 7.27 | 7.32 |
| PITTSBURGH | \$ 7.15 | \$ 7.30 | \$ 7.35 | |
| Arrive | A. M. | A. M. | A. M. | A. M. |
| | 7283 | 68 | 7581 | 911 |

| | FIRST CLASS | | | | |
|--|---|---------|---------|---|---|
| | 7285 | 9 | 19 | 6919 | 7205 |
| | DAILY X. SUN. | DAILY | DAILY | DAILY X. SUN. | DAILY X. SUN. |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| | | \$ 4.00 | \$ 4.18 | | |
| | | 4.03 | 4.21 | | |
| | | 4.15 | 4.31 | | |
| | | 4.29 | 4.45 | | |
| | | 4.34 | 4.50 | | |
| | | 4.42 | 4.58 | | |
| | | | | | |
| | | 4.54 | 5.10 | | |
| | | 5.04 | 5.20 | | |
| | \$ | 5.12 | D 5.25 | | |
| | | 5.22 | 5.35 | | |
| | | | | | |
| | Will Not Run Jan. 1, May 30, | 5.32 | 5.45 | Will Not Run Jan. 1, May 30, | Will Not Run Jan. 1, May 30. |
| | | \$ 5.46 | 5.57 | | |
| | | | | | |
| | July 4, Sept. 2, Nov. 29, Dec. 25. | 5.53 | | July 4, Sept. 2, Nov. 29, Dec. 25. | July 4, Sept. 2, Nov. 29, Dec. 25. |
| | | | | | |
| | | \$ 6.07 | D 6.16 | | |
| | | | | | |
| | | 6.07 | 6.19 | 6.28 | |
| | \$ | 6.12 | \$ 6.25 | D 6.35 | |
| | \$ | 6.17 | 6.31 | 6.40 | |
| | \$ | 6.20 | | | |
| | \$ | 6.23 | | | |
| | \$ | 6.27 | | | |
| | \$ | 6.31 | 6.39 | 6.48 | |
| | \$ | 6.34 | | | |
| | \$ | 6.37 | | | |
| | \$ | 6.40 | 6.45 | 6.53 | |
| | \$ | 6.43 | | | |
| | \$ | 6.48 | | | |
| | \$ | 6.50 | | | 7.03 |
| | \$ | 6.52 | 6.56 | 7.01 | \$ 7.05 |
| | \$ | 6.56 | \$ 7.01 | | \$ 7.09 |
| | | | | | \$ 7.12 |
| | \$ | 7.01 | | | \$ 7.14 |
| | | 7.03 | 7.07 | 7.11 | 7.16 |
| | \$ | 7.07 | | | \$ 7.17 |
| | \$ | 7.10 | | | \$ 7.20 |
| | \$ | 7.12 | | | \$ 7.23 |
| | \$ | 7.15 | 7.14 | 7.25 | \$ 7.29 |
| | \$ | 7.17 | | | \$ 7.31 |
| | \$ | 7.19 | V 7.18 | | \$ 7.34 |
| | \$ | 7.22 | | | \$ 7.37 |
| | | | | 7.28 | |
| | \$ | 7.23 | | | 7.32 |
| | \$ | 7.25 | \$ 7.27 | D 7.33 | \$ 7.35 |
| | \$ | 7.27 | | | \$ 7.37 |
| | \$ | 7.29 | | | \$ 7.39 |
| | \$ | 7.30 | 7.33 | 7.38 | 7.40 |
| | \$ | 7.34 | 7.37 | 7.42 | 7.44 |
| | \$ | 7.37 | \$ 7.40 | \$ 7.45 | \$ 7.47 |
| | | | | | |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| | 7285 | 9 | 19 | 6919 | 7205 |

| STATIONS | FIRST CLASS | | | |
|---|---|---|---|--|
| | ●7215 ‡DAILY EX. SUN. | 9025 DAILY EX. SUN. | 7219 DAILY EX. SUN. | ●7805 SUN. ONLY. |
| | Leave | | | |
| | A. M. | A. M. | A. M. | A. M. |
| ALTOONA (Mid. Div.) BO BLOCK STATION | | | | |
| KITTANNING POINT SF BLOCK STATION GALLITZIN CRESSON LILLY | | | | |
| CASSANDRA PORTAGE WILMORE SUMMERHILL SHERNFELD SOUTH FORK | | | | |
| CONEMAUGH JOHNSTOWN SQ BLOCK STATION SWARD NEW FLORENCE | | | | |
| CONPITT JOT. LOOKPORT BOLIVAR TORANON | Will Not Run Jan. 1, May 30, | | | |
| GRAY HILLSIDE RIDGVIEW PARK (C) MILLWOOD DERRY | July 4, Sept. 2, Nov. 29, Dec. 25. | | | \$ 6.48 |
| BRADENVILLE LATROBE BRATTY DONOHUE SOUTH WEST JOT. | | | | \$ 6.58 \$ 7.07 7.11 |
| GREENSBURG RADENBAUGH GRAPEVILLE JEANNETTE PENN MANOR | | | | \$ 7.13 F 7.18 \$ 7.22 \$ 7.25 \$ 7.28 \$ 7.32 |
| SHAFTON IRWIN LARIMER ARDARA TRAFFORD | | | | \$ 7.36 \$ 7.39 F 7.42 \$ 7.46 |
| UJ BLOCK STATION PITCAIRN WILMERDING TURTLE CREEK EAST PITTSBURGH | | | | 7.47 \$ 7.68 \$ 7.50 \$ 8.02 \$ 7.54 \$ 8.05 \$ 7.57 \$ 8.08 \$ 7.59 |
| R BLOCK STATION BRESEMER BRADDOCK COPELAND HAWKINS | | | | 8.10 F 8.02 \$ 8.13 \$ 8.04 \$ 8.16 \$ 8.06 \$ 8.19 F 8.08 |
| SWISSVALE EDGEWOOD WILKINSBURG HOMWOOD | \$ 8.10 \$ 8.14 \$ 8.17 \$ 8.20 | | | \$ 8.22 \$ 8.11 \$ 8.26 \$ 8.13 \$ 8.28 \$ 8.15 \$ 8.31 \$ 8.18 |
| VI BLOCK STA. (B. Sr) | | 8.25 | | |
| CM BLOCK STATION EAST LIBERTY BOUP SHADYSIDE DV BLOCK STATION BU BLOCK STATION PITTSBURGH | \$ 8.21 \$ 8.23 \$ 8.26 \$ 8.28 8.29 8.33 \$ 8.37 | \$ 8.29 \$ 8.31 \$ 8.34 \$ 8.36 8.37 8.41 \$ 8.44 | 8.32 \$ 8.37 \$ 8.39 8.40 8.44 \$ 8.47 | 8.19 \$ 8.21 \$ 8.23 \$ 8.25 8.26 8.29 \$ 8.32 |
| Arrive | A. M. 7215 | A. M. 9025 | A. M. 7219 | A. M. 7805 |

| FIRST CLASS | | | | |
|---------------------------|---------------------------|---|---------------------------|---|
| 7001 DAILY EX. SUN. | 6788 DAILY EX. SUN. | ●7287 ‡DAILY EX. SUN. | 7101 DAILY EX. SUN. | ●7221 ‡DAILY EX. SUN. |
| A. M. | | | | |
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| | | | | |
| | | | | |
| | | | | |
| | | Will Not Run Jan. 1, May 30, | | Will Not Run Jan. 1, May 30, |
| | | | | |
| | | July 4, Sept. 2, Nov. 29, Dec. 25. | | July 4, Sept. 2, Nov. 29, Dec. 25. |
| | \$ 7.15 | | | |
| | 7.28 | | 7.31 | 7.58 |
| | \$ 7.30 | | \$ 7.33 | \$ 7.57 |
| | 7.34 | | F 7.38 | 8.01 |
| | \$ 7.38 | | \$ 7.42 | \$ 8.05 |
| | 7.43 | | \$ 7.46 | 8.10 |
| | | | \$ 7.48 | |
| | \$ 7.45 | | \$ 7.51 | |
| | | | \$ 7.54 | \$ 8.13 |
| | | | \$ 7.57 | 8.16 |
| | | | \$ 8.02 | |
| | 7.52 | | \$ 8.04 | |
| | | | \$ 8.09 | 8.21 |
| | | | \$ 8.13 | |
| | | | \$ 8.18 | |
| | 8.00 | | 8.20 | 8.27 |
| | | | | |
| | 8.06 | | \$ 8.32 | 8.38 |
| | | | \$ 8.34 | \$ 8.45 |
| | \$ 8.10 | | \$ 8.37 | \$ 8.49 |
| | | | \$ 8.40 | \$ 8.51 |
| | | | | \$ 8.54 |
| | | | 8.33 | |
| | | | 8.37 | 8.55 |
| | \$ 8.15 | \$ 8.40 | \$ 8.43 | \$ 8.57 |
| | | \$ 8.42 | \$ 8.45 | \$ 9.00 |
| | | \$ 8.44 | \$ 8.47 | \$ 9.02 |
| | 8.18 | 8.45 | 8.48 | 9.03 |
| | 8.22 | 8.49 | 8.52 | 9.07 |
| | \$ 8.25 | \$ 8.52 | \$ 8.55 | \$ 9.10 |
| | A. M. 7001 | A. M. 6788 | A. M. 7287 | A. M. 7101 |
| | | | | A. M. 7221 |

| STATIONS | FIRST CLASS | | | |
|-----------------------|-------------|------------------|---------|---------|
| | ● 681 | ● 89 | 61 | ● 637 |
| | DAILY | DAILY EX MON. | DAILY | DAILY |
| Leave | A. M. | A. M. | A. M. | A. M. |
| ALTOONA (Mid. Div.) | \$ 6.03 | E 6.21 | D 6.80 | \$ 6.40 |
| 80 BLOCK STATION | 6.08 | 6.24 | 6.83 | 6.43 |
| KITTANNING POINT | 6.15 | 6.84 | 6.43 | 6.53 |
| SF BLOCK STATION | 6.27 | 6.46 | 6.55 | 7.05 |
| GALLITZIN | \$ 6.31 | 6.51 | 7.00 | 7.10 |
| ORRISON | \$ 6.41 | | | \$ 7.15 |
| LILLY | \$ 6.47 | | 7.07 | 7.20 |
| CASSANDRA | \$ 6.51 | | | |
| PORTAGE | \$ 6.57 | | | |
| WILMORE | \$ 7.02 | | | |
| SUMMERHILL | \$ 7.05 | | | |
| BERENFELD | | | | |
| SOUTH FORK | \$ 7.12 | 7.10 | 7.19 | 7.32 |
| CONEMAUGH | \$ 7.23 | 7.20 | 7.29 | 7.42 |
| JOHNSTOWN | \$ 7.48 | | | \$ 7.48 |
| 80 BLOCK STATION | 7.58 | 7.31 | 7.40 | 7.55 |
| SEWARD | \$ 8.03 | | | |
| NEW FLORENCE | \$ 8.10 | | | |
| CONPITT JOT. | 8.13 | 7.41 | 7.50 | 8.06 |
| LOOKPORT | \$ 8.16 | | | |
| BOLIVAR | \$ 8.20 | | | |
| TORRANCE | \$ 8.30 | 7.52 | 8.01 | \$ 8.18 |
| GRAY | | | | |
| HILLSIDE | \$ 8.36 | | | |
| RIDGEVIEW PARK | F 8.38 | | | |
| MILLWOOD | F 8.40 | | | |
| DERRY | \$ 8.44 | | | |
| BRADENVILLE | K 8.49 | | | |
| LATROBE | \$ 8.68 | 8.07 | 8.14 | \$ 8.35 |
| BEATTY | | | | |
| DONOHON | K 9.08 | | | |
| SOUTH WEST JOT. | 9.12 | 8.20 | 8.24 | 8.49 |
| GREENSBURG | \$ 9.20 | | | \$ 8.52 |
| RADEBAUGH | K 9.24 | 8.23 | | 8.56 |
| GRAPEVILLE | \$ 9.27 | | | |
| JEANNETTE | \$ 9.32 | | | |
| PENN | \$ 9.36 | | | |
| MANOR | \$ 9.40 | 8.30 | 8.34 | 9.03 |
| SHAFTON | | | | |
| IRWIN | \$ 9.46 | | | |
| LARIMER | \$ 9.49 | 8.34 | 8.38 | 9.08 |
| ARDARA | K 9.52 | | | |
| TRAFFORD | \$ 9.55 | | | |
| UJ BLOCK STATION | 9.57 | | | |
| PITCAIRN | \$ 9.59 | 8.40 | 8.43 | 9.14 |
| WILMERDING | \$ 10.03 | | | |
| TURTLE CREEK | K 10.05 | | | |
| EAST PITTSBURGH | \$ 10.08 | | | \$ 9.20 |
| R BLOCK STATION | 10.10 | 8.46 | 8.50 | 9.22 |
| BESSEMER | F 10.11 | | | |
| BRADDOCK | \$ 10.14 | | | |
| COPELAND | \$ 10.17 | | | |
| HAWKINS | \$ 10.19 | | | |
| SWISSVALE | \$ 10.26 | 8.53 | 8.57 | 9.29 |
| EDGEWOOD | \$ 10.29 | | | |
| WILKINSBURG | \$ 10.34 | | | |
| HOMEWOOD | \$ 10.37 | | | |
| VI BLOCK STA. (B Br.) | | | | |
| CM BLOCK STATION | 10.38 | 8.58 | | |
| EAST LIBERTY | \$ 10.42 | | D 9.04 | \$ 9.34 |
| ROUF | \$ 10.45 | | | |
| SHADYSIDE | \$ 10.47 | | | |
| DV BLOCK STATION | 10.48 | 9.03 | 9.08 | 9.38 |
| SU BLOCK STATION | 10.52 | 9.10 | 9.12 | 9.42 |
| PITTSBURGH | \$ 10.55 | | \$ 9.15 | \$ 9.45 |
| Arrive | A. M. | A. M. | A. M. | A. M. |
| | 681 | 89 | 61 | 637 |

| | FIRST CLASS | | | | |
|--|-------------------|-------------------|-------------------|---|-------------------|
| | ● 91 | 7103 | 927 | ● 7229 | † 7231 |
| | DAILY EX. MON. | DAILY EX. SUN. | DAILY EX. SUN. | ‡ SAT. ONLY | DAILY EX. SUN. |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| | E 7.00 | | | | |
| | 7.03 | | | | |
| | 7.14 | | | | |
| | 7.27 | | | | |
| | 7.32 | | | | |
| | | | | | |
| | | | | | |
| | 7.53 | | | | |
| | 8.05 | | | | |
| | 8.17 | | | | |
| | | | | | |
| | 8.30 | | | | |
| | | | | Will Not Run Jan. 1, May 30, | |
| | 8.41 | | | | |
| | | | | | |
| | | | | July 4, Sept. 2, Nov. 29, Dec. 25. | |
| | | | | | |
| | 8.55 | | | | |
| | | | | | |
| | 9.09 | 10.06 | | | |
| | | | | | |
| | | \$ 10.10 | | | |
| | 9.13 | 10.15 | | | |
| | | | | | |
| | | \$ 10.21 | | | |
| | | | | | |
| | 9.22 | \$ 10.26 | | | |
| | | | | | |
| | | | | | |
| | | \$ 10.32 | | | |
| | 9.26 | | | | |
| | | | | | |
| | | \$ 10.39 | | | 11.13 |
| | | | | | |
| | 9.32 | 10.42 | | 10.58 | 11.15 |
| | | \$ 10.45 | | \$ 11.00 | \$ 11.18 |
| | | | | \$ 11.04 | \$ 11.23 |
| | | | | | \$ 11.26 |
| | | U 10.49 | | \$ 11.08 | \$ 11.30 |
| | | | | | |
| | 9.38 | 10.51 | | 11.10 | 11.32 |
| | | | | F 11.11 | \$ 11.34 |
| | | \$ 10.56 | | \$ 11.14 | \$ 11.37 |
| | | | | \$ 11.16 | \$ 11.39 |
| | | | | \$ 11.18 | \$ 11.42 |
| | 9.45 | \$ 11.02 | | \$ 11.23 | \$ 11.45 |
| | | | | \$ 11.25 | \$ 11.48 |
| | | \$ 11.07 | | \$ 11.27 | \$ 11.51 |
| | | | | \$ 11.30 | \$ 11.54 |
| | | | | | |
| | | | | 11.16 | |
| | 9.50 | 11.10 | 11.21 | 11.31 | 11.55 |
| | | \$ 11.14 | \$ 11.24 | \$ 11.33 | \$ 11.58 |
| | | | | \$ 11.35 | \$ 12.01 |
| | | | | \$ 11.37 | \$ 12.04 |
| | 9.55 | 11.18 | 11.28 | 11.38 | 12.05 |
| | 10.00 | 11.22 | 11.32 | 11.42 | 12.09 |
| | | \$ 11.25 | \$ 11.35 | \$ 11.45 | \$ 12.12 |
| | | | | | |
| | A. M. | A. M. | A. M. | A. M. | P. M. |
| | 91 | 7103 | 927 | 7229 | 7231 |

| STATIONS | FIRST CLASS | | | |
|-----------------------|-------------------|----------|------------------------------------|-------------------|
| | 6805 | ● 13 | ● 6925 | ● 7287 |
| | DAILY EX. SUN. | DAILY | ‡ DAILY EX. SUN. | DAILY EX. SUN. |
| Leave | P. M. | A. M. | P. M. | P. M. |
| ALTOONA (Mid. Div.) | | \$ 11.00 | | |
| BO BLOCK STATION | | 11.03 | | |
| KITTANNING POINT | | 11.13 | | |
| SF BLOCK STATION | | 11.25 | | |
| GALLITZIN | | 11.30 | | |
| ORRISON | | | | |
| LILLY | | 11.39 | | |
| CASSANDRA | | | | |
| PORTAGE | | | | |
| WILMORE | | | | |
| SUMMERHILL | | | | |
| SHRENFELD | | | | |
| SOUTH FORK | | 11.50 | | |
| CONEMAUGH | | 12.00 | | |
| JOHNSTOWN | \$ | 12.06 | | |
| SG BLOCK STATION | | 12.16 | | |
| SEWARD | | | | |
| NEW FLORENCE | | | | |
| CONPITT JCT. | | 12.26 | | |
| LOOKPORT | | | Will Not Run Jan. 1, May 30, | |
| BOLIVAR | | | | |
| TORRANCE | | 12.37 | | |
| GRAY | | | | |
| HILLSIDE | | | July 4, | |
| RIDGEVIEW PARK | ⊙ | | Sept. 2, | |
| MILLWOOD | | | Nov. 29, | |
| DERRY | | | Dec. 25. | |
| BRADENVILLE | | | | |
| LATROBE | | 12.50 | | |
| BRATTY | | | | |
| DONOHUE | | | | |
| SOUTH WEST JCT. | | 1.00 | | |
| GREENSBURG | \$ | 1.04 | | |
| RADEBAUGH | | 1.09 | | |
| GRAPEVILLE | | | | |
| JRANNETTE | | | | |
| PENN | | | | |
| MANOR | | 1.15 | | |
| SHAFTON | | | | |
| IRWIN | | | | |
| LARIMER | | 1.19 | | |
| ARDARA | | | | |
| TRAFFORD | | | | |
| UJ BLOCK STATION | | | | 1.54 |
| PITCAIRN | | 1.24 | | \$ 1.56 |
| WILMERDING | | | | \$ 2.00 |
| TURTLE CREEK | | | | \$ 2.03 |
| EAST PITTSBURGH | | | | \$ 2.05 |
| R BLOCK STATION | | 1.30 | | 2.07 |
| BESSEMER | | | | \$ 2.08 |
| BRADDOCK | | | | \$ 2.10 |
| COPPLAND | | | | \$ 2.12 |
| HAWKINS | | | | \$ 2.14 |
| SWISSVALE | | 1.36 | | \$ 2.17 |
| EDGEWOOD | | | | \$ 2.19 |
| WILKINSBURG | | | | \$ 2.22 |
| HOMEBWOOD | | | | \$ 2.25 |
| VI BLOCK STA. (B. B.) | 1.26 | | 1.41 | |
| CM BLOCK STATION | 1.30 | | 1.45 | 2.26 |
| EAST LIBERTY | \$ 1.34 | D 1.42 | \$ 1.48 | \$ 2.28 |
| ROUP | | | \$ 1.50 | \$ 2.30 |
| SHADYSIDE | | | \$ 1.52 | \$ 2.32 |
| DV BLOCK STATION | 1.38 | 1.47 | 1.53 | 2.33 |
| SU BLOCK STATION | 1.42 | 1.51 | 1.57 | 2.37 |
| PITTSBURGH | \$ 1.45 | \$ 1.57 | \$ 2.00 | \$ 2.40 |
| Arrive | P. M. | P. M. | P. M. | P. M. |
| | 6805 | 13 | 6925 | 7287 |

| | FIRST CLASS | | | | |
|--|--------------|----------|--------------|--|---------|
| | ● 7511 | 601 | ● 6987 | ● 7289 | 7307 |
| | SUN. ONLY | DAILY | SUN. ONLY | SAT. ONLY | DAILY |
| | P. M. | A. M. | P. M. | P. M. | P. M. |
| | | \$ 11.25 | | | |
| | | 11.28 | | | |
| | | 11.38 | | | |
| | | 11.50 | | | |
| | | \$ 11.55 | | | |
| | | \$ 12.01 | | | |
| | | 12.06 | | | |
| | | \$ 12.12 | | | |
| | | | | | |
| | | | | | |
| | | \$ 12.22 | | | |
| | | | | | |
| | | 12.33 | | | |
| | | \$ 12.40 | | | |
| | | 12.50 | | | |
| | | | | | |
| | | 1.00 | | | |
| | | \$ 1.04 | | | |
| | | \$ 1.15 | | | \$ 1.28 |
| | | | | | \$ 1.27 |
| | | | | | \$ 1.31 |
| | | | | | F 1.33 |
| | | | | | \$ 1.35 |
| | | 1.26 | | | \$ 1.40 |
| | | | | | \$ 1.44 |
| | | \$ 1.35 | | | \$ 1.52 |
| | | | | | F 1.57 |
| | | | | | \$ 2.08 |
| | | 1.49 | | | 2.08 |
| | | \$ 1.52 | | | \$ 2.11 |
| | | 1.57 | | Will Use No. 5 Track UJ to Pitcairn | \$ 2.16 |
| | | | | | \$ 2.19 |
| | | | | | \$ 2.23 |
| | | | | | \$ 2.27 |
| | | 2.04 | | | \$ 2.31 |
| | | | | | \$ 2.36 |
| | | 2.06 | | | \$ 2.39 |
| | | | | | \$ 2.42 |
| | | | | 2.40 | \$ 2.46 |
| | \$ 1.54 | | | | \$ 2.48 |
| | \$ 1.56 | 2.15 | | \$ 2.45 | \$ 2.50 |
| | \$ 2.00 | \$ 2.20 | | | \$ 2.55 |
| | \$ 2.03 | | | | |
| | \$ 2.05 | | | | \$ 3.00 |
| | 2.07 | 2.26 | | | 3.02 |
| | F 2.08 | | | | K 3.03 |
| | \$ 2.10 | | | | \$ 3.06 |
| | \$ 2.12 | | | | \$ 3.08 |
| | \$ 2.14 | | | | |
| | \$ 2.17 | 2.32 | | | \$ 3.12 |
| | \$ 2.19 | | | | \$ 3.14 |
| | \$ 2.22 | | | | \$ 3.17 |
| | \$ 2.25 | | | | \$ 3.20 |
| | | | 2.34 | | |
| | 2.26 | | 2.38 | | 3.21 |
| | \$ 2.28 | \$ 2.39 | \$ 2.41 | | \$ 3.23 |
| | \$ 2.30 | | \$ 2.43 | | \$ 3.25 |
| | \$ 2.32 | | \$ 2.45 | | \$ 3.27 |
| | 2.33 | 2.43 | 2.46 | | 3.28 |
| | 2.37 | 2.47 | 2.50 | | 3.32 |
| | \$ 2.40 | \$ 2.50 | \$ 2.53 | | \$ 3.35 |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | 7511 | 601 | 6987 | 7289 | 7307 |

| STATIONS | FIRST CLASS | | | |
|---|-------------------------------|----------------------------|-------------------------------|----------------------------|
| | ●7247 DAILY SAT. & SUN. | ●6787 DAILY EX. SUN. | ●7249 DAILY SAT. & SUN. | ●7253 DAILY EX. SUN. |
| | P. M. | P. M. | P. M. | P. M. |
| ALTOONA (Mid. Div.) BO BLOCK STATION | | | | |
| KITTANNING POINT SF BLOCK STATION | | | | |
| GALLITZIN | | | | |
| ORESSON | | | | |
| LILLY | | | | |
| CASSANDRA | | | | |
| PORTAGE | | | | |
| WILMORE | | | | |
| SUMMERHILL | | | | |
| HEHRENFELD | | | | |
| SOUTH FORK | | | | |
| CONEMAUGH | | | | |
| JOHNSTOWN | | | | |
| 50 BLOCK STATION | | | | |
| SEWARD | | | | |
| NEW FLORENCE | | | | |
| CONFIT JOT. | Will Not Run | | Will Not Run | |
| LOCKPORT | Jan. 1. | | Jan. 1. | |
| BOLIVAR | May 30. | | May 30. | |
| TORRANCE | | | | |
| GRAY | | | | |
| HILLSIDE | July 4. | | July 4. | |
| RIDGEVIEW PARK | Sept. 2. | | Sept. 2. | |
| MILLWOOD | Nov. 29. | | Nov. 29. | |
| DERRY | Dec. 25. | | Dec. 25. | |
| BRADENVILLE | | | | |
| LATROBE | | | | |
| BEATTY | | | | |
| DONOHOF | | | | |
| SOUTH WEST JOT. | | | | |
| GREENSBURG | | | | |
| RADEBAUGH | | | | |
| GRAPEVILLE | | | | |
| JEANNETTE | | | | |
| PENN | | | | |
| MANOR | | | | |
| SHAFTON | | | | |
| IRWIN | | | | |
| LARIMER | | | | |
| ARDARA | | | | |
| TRAFFORD | | | | 4.57 |
| UJ BLOCK STATION | 4.52 | | 4.56 | 4.59 |
| PITCAIRN | \$ 4.54 | | \$ 4.58 | \$ 5.02 |
| WILMERDING | \$ 5.00 | | \$ 5.03 | \$ 5.06 |
| TURTLE CREEK | | | | \$ 5.09 |
| EAST PITTSBURGH | \$ 5.07 | | \$ 5.10 | \$ 5.12 |
| R BLOCK STATION | 5.09 | | 5.12 | 5.14 |
| BESSEMER | | | | \$ 5.15 |
| BRADDOCK | | | | \$ 5.18 |
| COPELAND | | | | \$ 5.20 |
| HAWKINS | | | | \$ 5.23 |
| SWISSVALE | 5.15 | | \$ 5.18 | \$ 5.26 |
| EDGEWOOD | | | \$ 5.20 | \$ 5.28 |
| WILKINSBURG | | | \$ 5.23 | \$ 5.31 |
| HOMWOOD | \$ 5.19 | | \$ 5.23 | \$ 5.34 |
| VI BLOCK STA. (S. Br) | | 5.17 | | |
| CM BLOCK STATION | 5.20 | 5.22 | 5.26 | 5.35 |
| EAST LIBERTY | \$ 5.22 | \$ 5.25 | \$ 5.28 | \$ 5.37 |
| ROUF | | | \$ 5.30 | \$ 5.40 |
| SHADYSIDE | \$ 5.25 | | \$ 5.32 | \$ 5.42 |
| DV BLOCK STATION | 5.26 | 5.29 | 5.33 | 5.43 |
| SU BLOCK STATION | 5.30 | 5.33 | 5.37 | 5.47 |
| PITTSBURGH | \$ 5.33 | \$ 5.36 | \$ 5.40 | \$ 5.50 |
| Arrive | P. M. | P. M. | P. M. | P. M. |
| | 7247 | 6787 | 7249 | 7253 |

| | FIRST CLASS | | | | |
|--|-------------|---------|---------|--------------|---------|
| | 55 | 9013 | 6789 | 7257 | 15 |
| | DAILY | DAILY | DAILY | DAILY | DAILY |
| | | | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | \$ 1.05 | | | | \$ 3.14 |
| | 1.08 | | | | 3.17 |
| | \$ 1.20 | | | | 3.27 |
| | 1.34 | | | | 3.40 |
| | \$ 1.39 | | | | 3.45 |
| | \$ 1.46 | | | | \$ 3.52 |
| | \$ 1.52 | | | | 3.57 |
| | \$ 1.56 | | | | |
| | \$ 2.02 | | | | \$ 4.03 |
| | \$ 2.07 | | | | |
| | \$ 2.12 | | | | |
| | \$ 2.14 | | | | |
| | \$ 2.18 | | | | \$ 4.12 |
| | \$ 2.31 | | | | 4.23 |
| | \$ 2.41 | | | | \$ 4.30 |
| | 2.51 | | | | 4.39 |
| | \$ 2.57 | | | | |
| | \$ 3.05 | | | | |
| | 3.09 | | | | 4.49 |
| | \$ 3.13 | | | Will Not Run | |
| | \$ 3.17 | | | Jan. 1. | |
| | \$ 3.29 | | | May 30. | \$ 5.02 |
| | \$ 3.33 | | | | |
| | \$ 3.37 | | | July 4. | |
| | \$ 3.40 | | | Sept. 2. | |
| | F 3.43 | | | Nov. 29. | |
| | \$ 3.49 | | | Dec. 25. | |
| | \$ 3.54 | | | | |
| | \$ 4.01 | | | | \$ 5.21 |
| | \$ 4.10 | | | | |
| | 4.15 | | | | 5.35 |
| | \$ 4.22 | | | | \$ 5.38 |
| | \$ 4.26 | | | | 5.43 |
| | \$ 4.30 | | | | |
| | \$ 4.36 | | | | \$ 5.48 |
| | \$ 4.40 | | | | |
| | \$ 4.44 | | | | \$ 5.53 |
| | \$ 4.47 | | | | |
| | \$ 4.52 | | | | \$ 5.58 |
| | \$ 4.55 | | | | |
| | \$ 4.58 | | | | |
| | \$ 5.02 | | | | |
| | 5.04 | | | | 5.43 |
| | \$ 5.07 | | | \$ 5.45 | 6.05 |
| | \$ 5.11 | | | \$ 5.49 | \$ 6.08 |
| | | | | \$ 5.52 | |
| | \$ 5.18 | | | \$ 5.54 | |
| | | | | | |
| | 5.20 | | | \$ 5.56 | 6.13 |
| | | | | \$ 5.57 | |
| | \$ 5.25 | | | \$ 6.00 | |
| | K 5.27 | | | \$ 6.02 | |
| | | | | \$ 6.04 | |
| | \$ 5.32 | | | \$ 6.07 | 6.19 |
| | K 5.34 | | | \$ 6.09 | |
| | \$ 5.37 | | | \$ 6.12 | \$ 6.22 |
| | K 5.40 | | | \$ 6.15 | |
| | | 5.57 | 6.01 | | |
| | 5.41 | 6.01 | 6.05 | 6.16 | |
| | \$ 5.44 | \$ 6.03 | \$ 6.08 | \$ 6.18 | \$ 6.29 |
| | | \$ 6.05 | \$ 6.10 | \$ 6.20 | |
| | | \$ 6.07 | \$ 6.12 | \$ 6.22 | |
| | 5.48 | 6.08 | 6.13 | 6.23 | 6.33 |
| | 5.52 | 6.12 | 6.17 | 6.27 | 6.37 |
| | \$ 5.55 | \$ 6.15 | \$ 6.20 | \$ 6.30 | \$ 6.40 |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | 55 | 9013 | 6789 | 7257 | 15 |

| STATIONS | FIRST CLASS | | |
|-----------------------|-------------------|---------------|--------------|
| | ●6958 | 6819 | ●7605 |
| | DAILY EX. SUN. | SUN. ONLY. | SUN. ONLY |
| Leave | P. M. | P. M. | P. M. |
| ALTOONA (Mid. Div.) | | | |
| BO BLOCK STATION | | | |
| KITTANNING POINT | | | |
| 8F BLOCK STATION | | | |
| GALLITZIN | | | |
| OROSSON | | | |
| LILLY | | | |
| CASSANDRA | | | |
| PORTAGE | | | |
| WILMORE | | | |
| SUMMERHILL | | | |
| REHNFELD | | | |
| SOUTH FORK | | | |
| CONEMAUGH | | | |
| JOHNSTOWN | | | |
| 8Q BLOCK STATION | | | |
| SEWARD | | | |
| NEW FLORENCE | | | |
| CONPITT JCT. | | | |
| LOOKPORT | | | |
| BOLIVAR | | | |
| TORRANCE | | | |
| GRAY | | | |
| HILLSIDE | | | |
| RIDGEVIEW PARK | | | |
| MILLWOOD | | | |
| DERRY | | | |
| BRADENVILLE | | | |
| LATROBE | | | |
| BEATTY | | | |
| DONOHUE | | | |
| SOUTH WEST JCT. | | | 9.01 |
| GREENSBURG | | | \$ 9.04 |
| RADEBAUGH | | | \$ 9.09 |
| GRAPEVILLE | | | \$ 9.13 |
| JEANNETTE | | | \$ 9.16 |
| PENN | | | \$ 9.20 |
| MANOR | | | \$ 9.24 |
| SHAFTON | | | \$ 9.27 |
| IRWIN | | | \$ 9.31 |
| LARIMER | | | \$ 9.34 |
| ARDARA | | | \$ 9.38 |
| TRAFFORD | | | \$ 9.42 |
| UJ BLOCK STATION | | | 9.45 |
| PITCORN | | | \$ 9.47 |
| WILMERDING | | | \$ 9.52 |
| TURTLE CREEK | | | \$ 9.55 |
| EAST PITTSBURGH | | | \$ 9.57 |
| R BLOCK STATION | | | 9.59 |
| BESSEMER | | | F 10.00 |
| BRADDOCK | | | \$ 10.03 |
| COPELAND | | | \$ 10.06 |
| HAWKINS | | | \$ 10.08 |
| SWISSVALE | | | \$ 10.11 |
| EDGEWOOD | | | \$ 10.13 |
| WILKINSBURG | | | \$ 10.16 |
| HOMEWOOD | | | \$ 10.19 |
| VI BLOCK STA. (S Br.) | 9.32 | 9.32 | |
| CM BLOCK STATION | 9.36 | 9.36 | 10.20 |
| EAST LIBERTY | \$ 9.39 | \$ 9.39 | \$ 10.22 |
| BOUP | \$ 9.41 | \$ 9.41 | \$ 10.25 |
| SHADYSIDE | | \$ 9.43 | \$ 10.27 |
| DV BLOCK STATION | 9.44 | 9.44 | 10.28 |
| SU BLOCK STATION | 9.48 | 9.48 | 10.32 |
| PITTSBURGH | \$ 9.51 | \$ 9.51 | \$ 10.35 |
| Arrive | P. M. | P. M. | P. M. |
| | 6958 | 6819 | 7605 |

| | FIRST CLASS | | | | |
|--|-------------------|-------------------|-------------------|----------|----------|
| | ●7273 | 925 | ●7298 | 1 | 5 |
| | DAILY EX. SUN. | DAILY EX. SUN. | DAILY EX. SUN. | DAILY | DAILY |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | | | | \$ 7.30 | \$ 8.22 |
| | | | | 7.33 | 8.25 |
| | | | | 7.43 | 8.35 |
| | | | | 7.55 | 8.47 |
| | | | | \$ 8.00 | 8.52 |
| | | | | \$ 8.10 | |
| | | | | \$ 8.16 | 8.59 |
| | | | | \$ 8.23 | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | \$ 8.32 | 9.11 |
| | | | | | |
| | | | | K 8.44 | 9.21 |
| | | | | \$ 8.55 | |
| | | | | 9.04 | 9.32 |
| | | | | \$ 9.09 | |
| | | | | \$ 9.16 | |
| | | | | 9.20 | 9.42 |
| | | | | | |
| | | | | \$ 9.25 | |
| | | | | \$ 9.40 | 9.53 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | \$ 9.45 | \$ 10.17 |
| | | | | F 9.50 | 10.23 |
| | | | | \$ 9.55 | |
| | | | | \$ 9.57 | \$ 10.28 |
| | | | | \$ 10.01 | |
| | | | | \$ 10.05 | 10.32 |
| | | | | | |
| | | | | F 10.08 | |
| | | | | \$ 10.11 | \$ 10.37 |
| | | | | \$ 10.14 | |
| | | | | \$ 10.17 | 10.32 |
| | | | | \$ 10.21 | |
| | | | | | |
| | | | | 9.53 | |
| | | | | \$ 9.55 | |
| | | | | \$ 10.25 | K 10.44 |
| | | | | \$ 10.29 | 10.38 |
| | | | | \$ 10.32 | \$ 10.47 |
| | | | | \$ 10.34 | |
| | | | | | |
| | | | | 10.06 | |
| | | | | F 10.07 | |
| | | | | \$ 10.10 | 10.36 |
| | | | | \$ 10.12 | \$ 10.37 |
| | | | | \$ 10.14 | \$ 10.40 |
| | | | | \$ 10.17 | \$ 10.42 |
| | | | | \$ 10.21 | \$ 10.44 |
| | | | | | |
| | | | | \$ 10.17 | \$ 10.47 |
| | | | | \$ 10.19 | 10.52 |
| | | | | \$ 10.22 | \$ 10.58 |
| | | | | \$ 10.25 | \$ 11.01 |
| | | | | \$ 10.25 | |
| | | | | | |
| | | | | 10.26 | |
| | | | | 10.26 | |
| | | | | 10.31 | |
| | | | | 10.36 | |
| | | | | \$ 10.37 | |
| | | | | \$ 10.34 | \$ 11.09 |
| | | | | \$ 10.38 | \$ 10.57 |
| | | | | \$ 10.40 | |
| | | | | \$ 10.42 | \$ 11.01 |
| | | | | \$ 10.45 | |
| | | | | 10.33 | 11.03 |
| | | | | 10.38 | 11.04 |
| | | | | 10.42 | 11.13 |
| | | | | 10.45 | 11.17 |
| | | | | \$ 11.11 | 11.05 |
| | | | | \$ 11.20 | \$ 11.08 |
| | | | | | |
| | | | | P. M. | P. M. |
| | | | | 7273 | 925 |
| | | | | 7298 | 1 |
| | | | | | 5 |

ALTOONA TO PITTSBURGH

| STATIONS | FIRST CLASS | | | |
|-----------------------|-------------|----------|-------------------|----------|
| | ●7295 | 31 | ●6957 | 59 |
| | DAILY | DAILY | DAILY EX. SUN. | DAILY |
| Leave | P. M. | P. M. | P. M. | P. M. |
| ALTOONA (Mid. Div.) | | \$ 8.43 | | \$ 9.10 |
| BO BLOCK STATION | | 8.46 | | 9.13 |
| KITTANNING POINT | | 8.56 | | 9.23 |
| SF BLOCK STATION | | 9.08 | | 9.35 |
| GALLITZIN | | 9.13 | | 9.40 |
| CRESSON | | | | |
| LILLY | | 9.20 | | 9.47 |
| CASSANDRA | | | | |
| PORTAGE | | | | |
| WILMORE | | | | |
| SUMMERHILL | | | | |
| SHRENFELD | | | | |
| SOUTH FORK | | 9.32 | | 9.59 |
| CONEMAUGH | | 9.42 | | 10.09 |
| JOHNSTOWN | | | | |
| SO BLOCK STATION | | 9.54 | | 10.20 |
| SEWARD | | | | |
| NEW FLORENCE | | | | |
| CONPITT JCT. | | 10.04 | | 10.30 |
| LOCKPORT | | | | |
| BOLIVAR | | | | |
| TORRANCE | | 10.15 | | 10.41 |
| GRAY | | | | |
| HILLSIDE | | | | |
| RIDGEVIEW PARK | | | | |
| MILLWOOD | | | | |
| DERRY | | | | |
| BRADENVILLE | | | | |
| LATROBE | | 10.28 | | 10.54 |
| BEATTY | | | | |
| DONOHUE | | | | |
| SOUTH WEST JCT. | 10.35 | 10.39 | | 11.04 |
| GREENSBURG | \$ 10.40 | | | |
| RADEBAUGH | F 10.44 | 10.42 | | |
| GRAPEVILLE | F 10.50 | | | |
| JEANNETTE | S 10.52 | | | |
| PENN | S 10.58 | | | |
| MANOR | S 11.00 | 10.48 | | 11.13 |
| SHAFTON | F 11.03 | | | |
| IRWIN | S 11.06 | | | |
| LARIMER | S 11.09 | 10.52 | | 11.17 |
| ARDARA | | | | |
| TRAFFORD | S 11.14 | | | |
| UJ BLOCK STATION | 11.17 | | | |
| PITCAIRN | \$ 11.23 | 10.58 | | 11.22 |
| WILMERDING | S 11.27 | | | |
| TURTLE CREEK | S 11.30 | | | |
| EAST PITTSBURGH | S 11.32 | | | |
| R BLOCK STATION | 11.34 | 11.04 | | 11.27 |
| BESSEMER | S 11.36 | | | |
| BRADDOCK | S 11.38 | | | |
| COPELAND | S 11.40 | | | |
| HAWKINS | S 11.42 | | | |
| SWISSVALE | S 11.45 | 11.10 | | 11.32 |
| EDGEWOOD | S 11.48 | | | |
| WILKINSBURG | S 11.50 | | | |
| HOMEWOOD | S 11.53 | | | |
| VI BLOCK STA (B. Br.) | | | 11.12 | |
| CM BLOCK STATION | 11.54 | 11.14 | 11.15 | 11.36 |
| EAST LIBERTY | \$ 11.56 | | \$ 11.18 | |
| ROUF | \$ 11.58 | | \$ 11.20 | |
| SHADYSIDE | \$ 12.00 | | \$ 11.22 | |
| DV BLOCK STATION | 12.01 | 11.18 | 11.23 | 11.40 |
| BU BLOCK STATION | 12.05 | 11.22 | 11.27 | 11.44 |
| PITTSBURGH | \$ 12.08 | \$ 11.25 | \$ 11.30 | \$ 11.47 |
| Arrive | A. M. | P. M. | P. M. | P. M. |
| | 7295 | 31 | 6957 | 59 |

| FIRST CLASS | | | |
|-------------|----------|----------|----------|
| | 29 | 69 | 21 |
| | DAILY | DAILY | DAILY |
| | P. M. | P. M. | P. M. |
| | D 9.50 | \$ 10.10 | \$ 10.13 |
| | 9.53 | 10.13 | 10.16 |
| | 10.03 | 10.23 | 10.26 |
| | 10.16 | 10.35 | 10.40 |
| | 10.20 | 10.39 | 10.44 |
| | 10.27 | 10.47 | 10.51 |
| | | | |
| | 10.39 | 10.59 | 11.02 |
| | 10.49 | 11.09 | 11.12 |
| | 11.00 | 11.20 | \$ 11.17 |
| | | | 11.26 |
| | 11.10 | 11.30 | 11.36 |
| | | | |
| | 11.21 | 11.41 | 11.47 |
| | | | |
| | 11.35 | 11.54 | \$ 12.02 |
| | | | |
| | 11.46 | 12.04 | 12.15 |
| | | | \$ 12.18 |
| | | | |
| | 11.59 | 12.17 | 12.34 |
| | | | |
| | 12.06 | 12.22 | 12.39 |
| | | | |
| | 12.11 | 12.27 | 12.45 |
| | | | |
| | 12.18 | 12.33 | 12.51 |
| | | | |
| | 12.22 | Y 12.38 | D 12.57 |
| | | | |
| | 12.26 | 12.42 | 1.01 |
| | 12.30 | 12.46 | 1.05 |
| | \$ 12.33 | \$ 12.49 | \$ 1.08 |
| | | | |
| | A. M. | A. M. | A. M. |
| | 29 | 69 | 21 |

| STATIONS | FIRST CLASS | | | |
|-----------------------|-------------|---------|---------|---------|
| | 28 | 58 | 66 | 88 |
| Active | A. M. | A. M. | A. M. | A. M. |
| ALTOONA (Mid. Div.) | C 2.40 | S 2.54 | 8.02 | S 3.29 |
| BO BLOCK STATION | 2.37 | 2.51 | 2.59 | 3.26 |
| KITTANNING POINT | 2.30 | 2.44 | 2.52 | 3.19 |
| SF BLOCK STATION | 2.17 | 2.31 | 2.39 | 3.06 |
| GALLITZIN | 2.15 | 2.29 | 2.37 | 3.04 |
| ORESSON | | | | |
| LILLY | 2.05 | 2.19 | 2.27 | 2.62 |
| CASSANDRA | | | | |
| PORTAGE | | | | |
| WILMORE | | | | |
| SUMMERHILL | | | | |
| HELENFELD | | | | |
| SOUTH FORK | 1.50 | 2.04 | 2.12 | 2.37 |
| CONEMAUGH | 1.40 | 1.54 | 2.02 | 2.27 |
| JOHNSTOWN | | | | S 2.20 |
| SQ BLOCK STATION | 1.28 | 1.42 | 1.50 | 2.08 |
| SEWARD | | | | |
| NEW FLORENCE | | | | |
| CONPITT JOT | 1.18 | 1.32 | 1.40 | 1.58 |
| LOCKPORT | | | | |
| BOLIVAR | | | | |
| TORRANCE | 1.07 | 1.21 | 1.29 | 1.47 |
| GRAY | | | | |
| HILLSIDE | | | | |
| RIDGEVIEW PARK - C | | | | |
| MILLWOOD | | | | |
| DERRY | | | | D 1.38 |
| BRADENVILLE | | | | |
| LATROBE | 12.53 | 1.07 | 1.15 | S 1.28 |
| BEATTY | | | | |
| DONOHUE | | | | |
| SOUTH WEST JOT | 12.44 | 12.58 | 1.06 | 1.16 |
| GREENSBURG | | | | S 1.14 |
| RADEBAUGH | | | | |
| GRAPEVILLE | | | | |
| JEANNETTE | | | | |
| PENN | | | | |
| MANOR | 12.35 | 12.49 | 12.57 | 1.03 |
| SHAFTON | | | | |
| IRWIN | | | | |
| LARDNER | 12.31 | 12.45 | 12.53 | 12.63 |
| ARDARA | | | | |
| TRAFFORD | | | | |
| UJ BLOCK STATION | | | | |
| PITCAIRN | 12.26 | 12.40 | 12.48 | 12.53 |
| WILMERDING | | | | |
| TURTLE CREEK | | | | |
| EAST PITTSBURGH | | | | |
| R BLOCK STATION | 12.20 | 12.34 | 12.42 | 12.47 |
| BESSEMER | | | | |
| BRADDOCK | | | | |
| COPELAND | | | | |
| HAWKINS | | | | |
| SWISSVALE | 12.15 | 12.29 | 12.37 | 12.42 |
| EDGEWOOD | | | | |
| WILKINSBURG | | | | |
| HOMEWOOD | | | | |
| VI BLOCK STA. (B.Br.) | | | | |
| CM BLOCK STATION | 12.12 | 12.26 | 12.34 | |
| EAST LIBERTY | | | | S 12.37 |
| ROUP | | | | |
| SHADYSIDE | | | | |
| DV BLOCK STATION | 12.08 | 12.22 | 12.30 | 12.33 |
| BU BLOCK STATION | 12.04 | 12.18 | 12.26 | 12.29 |
| PITTSBURGH | S 12.01 | S 12.15 | D 12.23 | S 12.26 |
| Leave | A. M. | A. M. | A. M. | A. M. |
| | DAILY | DAILY | DAILY | DAILY |
| | 28 | 58 | 66 | 88 |

| | FIRST CLASS | | | | |
|--|-------------|--------|--------|--------|--------|
| | 80 | 80 | 84 | 7002 | 688 |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| | S 6.02 | S 6.15 | S 7.03 | S 7.30 | S 9.50 |
| | 5.59 | 6.12 | 7.00 | 7.27 | 9.47 |
| | 5.52 | 6.06 | 6.53 | S 7.17 | F 9.40 |
| | 5.38 | 5.52 | 6.40 | S 7.03 | 9.27 |
| | 5.36 | 5.50 | S 6.38 | S 7.00 | S 9.24 |
| | | | S 6.30 | S 6.50 | S 9.15 |
| | 5.24 | 5.39 | 6.15 | S 6.40 | S 9.03 |
| | | | | S 6.35 | S 8.57 |
| | | | | S 6.30 | S 8.51 |
| | | | | S 6.25 | S 8.42 |
| | | | | S 6.20 | S 8.37 |
| | | | | | S 8.33 |
| | 5.06 | 5.23 | 5.58 | S 6.15 | S 8.30 |
| | 4.55 | 5.12 | 5.47 | S 5.59 | S 7.58 |
| | 4.42 | 5.00 | S 5.40 | S 5.53 | S 7.50 |
| | | | 5.21 | 5.38 | 7.20 |
| | | | | S 5.33 | S 7.15 |
| | | | | S 5.26 | S 7.07 |
| | 4.31 | 4.50 | 5.10 | 5.22 | 7.03 |
| | | | | S 5.18 | S 6.59 |
| | | | | S 5.15 | S 6.55 |
| | 4.20 | 4.39 | S 4.58 | S 5.07 | S 6.45 |
| | | | | | S 6.36 |
| | | | | | S 6.32 |
| | | | | | F 6.28 |
| | | | | | S 6.25 |
| | | | | | S 6.21 |
| | | | | | S 6.12 |
| | 4.05 | 4.25 | 4.87 | | S 6.06 |
| | | | | | F 5.46 |
| | 3.55 | 4.16 | 4.27 | | 5.40 |
| | | | K 4.25 | | S 5.38 |
| | | | 4.20 | | F 5.20 |
| | | | | | S 5.15 |
| | | | | | S 5.12 |
| | | | | | S 5.05 |
| | 3.43 | 4.06 | 4.13 | | S 5.01 |
| | | | | | F 4.56 |
| | | | | | S 4.53 |
| | 3.39 | 4.02 | 4.08 | | S 4.46 |
| | | | | | S 4.39 |
| | | | | | S 4.34 |
| | 3.33 | 3.57 | 4.02 | | S 4.29 |
| | | | | | |
| | | | | | 4.23 |
| | 3.27 | 3.51 | 3.56 | | S 4.20 |
| | | | | | |
| | | | | | 4.15 |
| | 3.21 | 3.46 | 3.50 | | S 4.12 |
| | | | | | |
| | | | | | |
| | 3.17 | 3.43 | 3.46 | | S 4.04 |
| | | | | | |
| | | | | | 3.57 |
| | 3.12 | 3.39 | 3.42 | | 3.53 |
| | 3.08 | 3.36 | 3.38 | | S 3.50 |
| | S 3.05 | S 3.32 | S 3.35 | | |
| | | | | | |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| | DAILY | DAILY | DAILY | DAILY | DAILY |
| | 80 | 80 | 84 | 7002 | 688 |

| STATIONS | FIRST CLASS | | |
|----------------------|-------------|----------|---------|
| | 7206 | 7100 | 7004 |
| Active | A. M. | A. M. | A. M. |
| ALTOONA (Mid. Div.) | | | \$ 9.35 |
| BO BLOCK STATION | | | 9.32 |
| KITTANNING POINT | | | \$ 9.22 |
| SF BLOCK STATION | | | 9.10 |
| GALLITZIN | | | \$ 9.07 |
| ORESSON | | | \$ 8.58 |
| LILLY | | | \$ 8.50 |
| CASSANDRA | | | F 8.45 |
| PORTAGE | | | \$ 8.38 |
| WILMORE | | | \$ 8.32 |
| SUMMERHILL | | | \$ 8.26 |
| BERENFELD | | | |
| SOUTH FORK | | | \$ 8.21 |
| CONEMAUGH | | | \$ 8.06 |
| JOHNSTOWN | | | \$ 8.00 |
| 8Q BLOCK STATION | | | 7.45 |
| SEWARD | | | \$ 7.39 |
| NEW FLORENCE | | | \$ 7.32 |
| COMPITT JOT | | | 7.28 |
| LOOKPORT | | | F 7.25 |
| BOLIVAR | | | \$ 7.22 |
| TORRANCE | | | \$ 7.12 |
| GRAY | | | |
| HILLSIDE | | | |
| RIDGEVIEW PARK | | | |
| MILLWOOD | | | |
| DEBBY | | | |
| BRADENVILLE | | | |
| LATROBE | | | |
| BEATTY | | | |
| DONOHUE | | | |
| SOUTH WEST JOT | | 6.44 | |
| GREENSBURG | | \$ 6.42 | |
| RADEBAUGH | | \$ 6.25 | |
| GRAPEVILLE | | \$ 6.19 | |
| JEANETTE | | \$ 6.16 | |
| PENN | | \$ 6.10 | |
| MANOR | | \$ 6.06 | |
| SHAFTON | | \$ 6.02 | |
| IRWIN | | \$ 5.59 | |
| LARIMER | | \$ 5.54 | |
| ARDARA | | \$ 5.51 | |
| TRAFFORD | 4.51 | \$ 5.48 | |
| UJ BLOCK STATION | 4.48 | 5.44 | |
| PITCAIRN | \$ 4.47 | \$ 5.41 | |
| WILMERDING | \$ 4.43 | \$ 5.36 | |
| TURTLE CREEK | | | |
| EAST PITTSBURGH | \$ 4.33 | \$ 5.30 | |
| R BLOCK STATION | 4.31 | 5.24 | |
| BESSINGER | | | |
| BRADDOCK | \$ 4.27 | \$ 5.21 | |
| COPELAND | | | |
| HAWKINS | | | |
| SWISSVALE | \$ 4.21 | \$ 5.16 | |
| EDGEWOOD | | | |
| WILKINSBURG | \$ 4.17 | \$ 5.11 | |
| HOMEWOOD | \$ 4.14 | \$ 5.06 | |
| VI BLOCK STA. (S.R.) | | | |
| GM BLOCK STATION | 4.13 | 5.03 | |
| EAST LIBERTY | \$ 4.12 | \$ 5.02 | |
| ROUF | | | |
| SHADYSIDE | | | |
| DV BLOCK STATION | 4.07 | 4.57 | |
| BU BLOCK STATION | 4.03 | 4.53 | |
| PITTSBURGH | \$ 4.00 | \$ 4.50 | |
| Leave | A. M. | A. M. | A. M. |
| | DAILY | DAILY | SUN. |
| | EX. SUN. | EX. SUN. | ONLY. |
| | 7206 | 7100 | 7004 |

| | FIRST CLASS | | | | | |
|------------------------------------|-------------|---------|-------------------------------------|------------------------------------|----------|-------|
| | 7210 | 600 | 604 | 7214 | 932 | 6800 |
| Active | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| | | | \$ 11.05 | | | |
| | | | 11.02 | | | |
| | | | 10.55 | | | |
| | | | 10.42 | | | |
| | | | \$ 10.39 | | | |
| | | | \$ 10.30 | | | |
| | | | \$ 10.22 | | | |
| | | | \$ 10.17 | | | |
| | | | \$ 10.12 | | | |
| | | | \$ 10.05 | | | |
| | | | \$ 10.00 | | | |
| | | | 9.48 | | | |
| | | | \$ 9.43 | | | |
| | | | 9.33 | | | |
| | | | \$ 9.28 | | | |
| | | | \$ 9.20 | | | |
| Will Not Run Jan 1, May 30, | | | 9.16 | Will Not Run Jan 1, May 30, | | |
| | | | \$ 9.11 | | | |
| | | | \$ 9.02 | | | |
| July 4, Sept. 2, Nov. 29, Dec. 25, | | | \$ 8.53 | July 4, Sept. 2, Nov. 29, Dec. 25, | | |
| | | | \$ 8.45 | | | |
| | | | \$ 8.35 | | | |
| | | | F 8.26 | | | |
| | | | 8.18 | | | |
| | | | \$ 8.11 | | | |
| | | | \$ 8.02 | | | |
| | | | \$ 7.56 | | | |
| | | | \$ 7.52 | | | |
| | | | \$ 7.48 | | | |
| | | | \$ 7.43 | | | |
| | | | \$ 7.39 | | | |
| | | | \$ 7.34 | 6.58 | | |
| | 6.41 | 6.48 | 7.32 | 6.55 | | |
| \$ 6.38 | \$ 6.45 | \$ 7.30 | \$ 6.53 | | | |
| \$ 6.33 | \$ 6.41 | | \$ 6.48 | | | |
| \$ 6.30 | \$ 6.38 | | \$ 6.45 | | | |
| \$ 6.28 | \$ 6.36 | | \$ 6.43 | | | |
| | 6.26 | 6.34 | Will use No. 5 Track Pitcairn to UJ | 6.40 | | |
| \$ 6.24 | \$ 6.32 | | \$ 6.38 | | | |
| \$ 6.22 | \$ 6.30 | | \$ 6.35 | | | |
| \$ 6.19 | \$ 6.28 | | \$ 6.32 | | | |
| \$ 6.17 | \$ 6.26 | | \$ 6.30 | | | |
| \$ 6.14 | \$ 6.23 | | \$ 6.27 | | | |
| \$ 6.11 | \$ 6.21 | | \$ 6.24 | | | |
| \$ 6.09 | \$ 6.19 | | \$ 6.21 | | | |
| \$ 6.06 | \$ 6.16 | | \$ 6.18 | | | |
| | | | | 6.28 | 6.31 | |
| | 6.04 | 6.14 | 6.16 | 6.28 | 6.27 | |
| \$ 6.02 | \$ 6.13 | | \$ 6.15 | \$ 6.20 | \$ 6.25 | |
| | \$ 6.10 | | \$ 6.12 | | \$ 6.20 | |
| | \$ 6.08 | | \$ 6.09 | \$ 6.13 | \$ 6.18 | |
| | 6.57 | 6.07 | 6.08 | 6.12 | 6.17 | |
| | 5.58 | 6.03 | 6.04 | 6.08 | 6.13 | |
| \$ 5.50 | \$ 6.00 | | \$ 6.01 | \$ 6.05 | \$ 6.10 | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | |
| *DAILY | SUN. | SUN. | *DAILY | DAILY | DAILY | |
| EX. SUN. | ONLY | ONLY. | EX. SUN. | EX. SUN. | EX. SUN. | |
| ●7210 | 600 | 604 | ●7214 | 932 | 6800 | |

| STATIONS | FIRST CLASS | | | |
|------------------------|-------------|----------|---------|------------------------------------|
| | 6782 | 8 | 9026 | 6904 |
| | A. M. | A. M. | A. M. | A. M. |
| ALTOONA (Mid. Div.) | | \$ 11.23 | | |
| 80 BLOCK STATION | | 11.20 | | |
| KITTANNING POINT | | 11.13 | | |
| SF BLOCK STATION | | 11.00 | | |
| GALLITZIN | | 10.58 | | |
| ORISSON | \$ | 10.50 | | |
| LILLY | | 10.40 | | |
| CASSANDRA | | | | |
| PORTAGE | | | | |
| WILMORE | | | | |
| SUMMERHILL | | | | |
| SHERNFELD | | | | |
| SOUTH FORK | | 10.24 | | |
| CONEMAUGH | | 10.13 | | |
| JOHNSTOWN | \$ | 10.08 | | |
| 8Q BLOCK STATION | | 9.56 | | |
| SEWARD | | | | |
| NEW FLORENCE | | | | |
| CONPITT JCT. | | 9.46 | | |
| LOOKPORT | | | | Will Not Run Jan 1, May 30, |
| BOLIVAR | | | | |
| TORRANCE | \$ | 9.34 | | |
| GRAY | | | | |
| HILLSIDE | | | | |
| RIDGEVIEW PARK | | | | July 4, Sept. 2, Nov. 29, Dec. 25. |
| MILLWOOD | | | | |
| DERRY | | | | |
| BRADENVILLE | | | | |
| LATROBE | \$ | 9.15 | | |
| BEATTY | | | | |
| DONOHUE | | | | |
| SOUTH WEST JCT. | | 9.02 | | |
| GREENSBURG | \$ | 9.00 | | |
| RADBAUGH | | 8.58 | | |
| GRAPEVILLE | | | | |
| JEANNETTE | K | 8.49 | | |
| FENN | | | | |
| MANOR | | 8.45 | | |
| SHAFTON | | | | |
| IRWIN | \$ | 8.42 | | |
| LARIMER | | 8.38 | | |
| ARDARA | | | | |
| TRAFFORD | | | | |
| UJ BLOCK STATION | | | | |
| PITCAIRN | | 8.32 | | |
| WILMERDING | \$ | 8.28 | | |
| TURTLE CREEK | | | | |
| EAST PITTSBURGH | | | | |
| R BLOCK STATION | | 8.22 | | |
| BESSEMER | | | | |
| BRADDOCK | K | 8.20 | | |
| COPELAND | | | | |
| HAWKINS | | | | |
| SWISSVALE | | 8.17 | | |
| EDGEWOOD | | | | |
| WILKINSBURG | K | 8.15 | | |
| HOMERWOOD | | | | |
| VI BLOCK STA. (B. Br.) | 8.07 | | 8.29 | 8.31 |
| GM BLOCK STATION | 8.02 | | 8.25 | 8.27 |
| EAST LIBERTY | \$ 8.00 | \$ 8.12 | \$ 8.23 | \$ 8.25 |
| BOUP | \$ 7.56 | | \$ 8.20 | \$ 8.22 |
| SHADYSIDE | \$ 7.54 | | \$ 8.18 | \$ 8.20 |
| DV BLOCK STATION | 7.53 | 8.07 | 8.17 | 8.19 |
| SU BLOCK STATION | 7.49 | 8.08 | 8.18 | 8.15 |
| PITTSBURGH | \$ 7.46 | \$ 8.00 | \$ 8.10 | \$ 8.12 |
| Leave | A. M. | A. M. | A. M. | A. M. |
| DAILY | | DAILY | SUN. | ‡DAILY |
| EX. SUN. | | | ONLY. | EX. SUN. |
| 6782 | | 8 | 9026 | 6904 |

| | FIRST CLASS | | | | |
|--|------------------------------------|----------|---------|----------|----------|
| | 7228 | 510 | 7608 | 7104 | 54 |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| | | \$ 11.50 | | | \$ 11.55 |
| | | 11.47 | | | 11.52 |
| | | 11.40 | | | 11.44 |
| | | 11.27 | | | 11.31 |
| | | 11.25 | | | 11.29 |
| | \$ | 11.19 | | | |
| | | 11.13 | | | 11.19 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | 10.58 | | | 11.04 |
| | | | | | |
| | | 10.48 | | | 10.54 |
| | \$ | 10.43 | | | |
| | | 10.38 | | | 10.42 |
| | \$ | 10.28 | | | |
| | \$ | 10.22 | | | |
| | | | | | |
| | Will Not Run Jan. 1, May 30, | 10.18 | | | 10.31 |
| | \$ | 10.14 | | | |
| | \$ | 10.08 | | | 10.20 |
| | | | | | |
| | July 4, Sept. 2, Nov. 29, Dec. 25. | | | | |
| | | 9.58 | | | |
| | | | | | |
| | | \$ 9.50 | | | 10.05 |
| | | | | | |
| | | 9.39 | 9.47 | 9.47 | 9.55 |
| | | \$ 9.37 | \$ 9.45 | \$ 9.45 | |
| | | 9.32 | | | |
| | M | 9.29 | | | |
| | \$ | 9.27 | | | |
| | | | | | |
| | | 9.21 | | | 9.46 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | 9.06 | | | |
| | \$ | 9.03 | 9.11 | | 9.36 |
| | \$ | 8.59 | \$ 9.08 | | |
| | | | | | |
| | \$ | 8.55 | | | |
| | | | | | |
| | \$ | 8.52 | 9.03 | | 9.30 |
| | \$ | 8.50 | | | |
| | \$ | 8.48 | \$ 9.00 | | |
| | \$ | 8.45 | | | |
| | \$ | 8.43 | | | |
| | | | | | |
| | \$ | 8.40 | 8r56 | | 9.25 |
| | \$ | 8.38 | | | |
| | \$ | 8.36 | | | |
| | \$ | 8.33 | | | |
| | | | | | |
| | | | | | |
| | | 8.31 | | | 9.21 |
| | \$ | 8.30 | \$ 8.51 | | |
| | \$ | 8.27 | | | |
| | \$ | 8.25 | | | |
| | | 8.24 | 8.47 | | 9.17 |
| | | 8.21 | 8.48 | | 9.13 |
| | \$ | 8.18 | \$ 8.40 | | \$ 9.10 |
| | | | | | |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| | ‡DAILY | DAILY | SUN. | DAILY | DAILY |
| | EX. SUN. | | ONLY. | EX. SUN. | |
| | 7228 | 510 | 7608 | 7104 | 54 |

| STATIONS | FIRST CLASS | | | |
|------------------------|-------------|---------------|----------|---------------|
| | 904 | 7280 | 44 | 6808 |
| Active | A. M. | A. M. | P. M. | A. M. |
| ALTOONA (Mid Div.) | | | \$ 12.14 | |
| 80 BLOCK STATION | | | 12.11 | |
| KITTANNING POINT | | | 12.04 | |
| SF BLOCK STATION | | | 11.51 | |
| GALLITZIN | | | 11.49 | |
| ORESSON | | | | |
| LILLY | | | 11.39 | |
| CASSANDRA | | | | |
| PORTAGE | | | | |
| WILMORE | | | | |
| SUMMERHILL | | | | |
| EHRNFELD | | | | |
| SOUTH FORK | | | 11.24 | |
| CONEMAUGH | | | 11.14 | |
| JOHNSTOWN | | | \$ 11.09 | |
| 80 BLOCK STATION | | | 11.00 | |
| SEWARD | | | | |
| NEW FLORENCE | | | | |
| CONPITT JOT | | | 10.50 | |
| LOOKPORT | | | | |
| BOLIVAR | | | | |
| TORRANCE | | | 10.39 | |
| GRAY | | | | |
| HILLSIDE | | | | |
| RIDGEVIEW PARK C | | | | |
| MILLWOOD | | | | |
| DEBBY | | | | |
| BRADENVILLE | | | | |
| LATROBE | | | 10.25 | |
| BEATTY | | | | |
| DONOHUE | | | | |
| SOUTH WEST JOT | | | 10.15 | |
| GREENSBURG | | | \$ 10.14 | |
| RADEBAUGH | | | | |
| GRAPEVILLE | | | | |
| JEANETTE | | | | |
| PENN | | | | |
| MANOR | | | 10.03 | |
| SHAFTON | | | | |
| IRWIN | | | | |
| LARIMER | | | 9.59 | |
| ARDARA | | | | |
| TRAFFORD | | 10.12 | | |
| UJ BLOCK STATION | | 10.10 | | |
| PITCAIRN | \$ 10.08 | | 9.53 | |
| WILMERDING | \$ 10.04 | | | |
| TURTLE CREEK | | | | |
| EAST PITTSBURGH | \$ 10.00 | | | |
| R BLOCK STATION | | 9.58 | 9.47 | |
| BESSEMER | \$ 9.56 | | | |
| BRADDOCK | \$ 9.54 | | | |
| COPELAND | \$ 9.51 | | | |
| HAWKINS | \$ 9.49 | | | |
| SWISSVALE | \$ 9.46 | | 9.42 | |
| EDGEWOOD | \$ 9.43 | | | |
| WILKINSBURG | \$ 9.41 | | | |
| HOMEWOOD | \$ 9.37 | | | |
| VI BLOCK STA. (B. Br.) | 9.34 | | | 10.30 |
| CM BLOCK STATION | 9.30 | 9.34 | | 10.25 |
| EAST LIBERTY | \$ 9.27 | \$ 9.33 | C 9.37 | \$ 10.23 |
| ROUF | | \$ 9.30 | | \$ 10.20 |
| SEADYSIDE | | \$ 9.28 | | \$ 10.18 |
| DV BLOCK STATION | 9.22 | 9.27 | 9.32 | 10.17 |
| BU BLOCK STATION | 9.18 | 9.23 | 9.28 | 10.13 |
| PITTSBURGH | \$ 9.15 | \$ 9.20 | \$ 9.25 | \$ 10.10 |
| Leave | A. M. | A. M. | A. M. | A. M. |
| | DAILY | DAILY | DAILY | DAILY |
| | 904 | EX. SUN. 7280 | 44 | EX. SUN. 6808 |

| | FIRST CLASS | | | | |
|--|-------------|----------------|------------------------------------|--------------|------------------------------------|
| | 7300 | 7284 | 7280 | 48 | 7286 |
| | P. M. | A. M. | P. M. | P. M. | A. M. |
| | | | | E 2.20 | |
| | | | | 2.17 | |
| | | | | | |
| | | | | 2.08 | |
| | | | | 1.55 | |
| | | | | 1.53 | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | 1.20 | |
| | | | | | |
| | | | | 1.08 | |
| | | | | E 1.00 | |
| | | | | 12.47 | |
| | | | | | |
| | | | | | |
| | | | Will Not Run Jan. 1 May 30. | 12.37 | Will Not Run Jan. 1 May 30 |
| | \$ 12.46 | | | 12.26 | |
| | \$ 12.39 | | | | |
| | \$ 12.34 | | | | |
| | F 12.30 | | July 4, Sept. 2, Nov. 29, Dec. 25. | | July 4, Sept. 2, Nov. 29, Dec. 25. |
| | \$ 12.28 | | | | |
| | \$ 12.24 | | | | |
| | \$ 12.18 | | | | |
| | \$ 12.11 | | | 12.12 | |
| | F 12.03 | | | | |
| | \$ 11.58 | | | | |
| | 11.52 | | 12.34 | 12.00 | |
| | \$ 11.50 | | \$ 12.30 | | |
| | \$ 11.44 | | \$ 12.26 | | |
| | \$ 11.38 | | | | |
| | \$ 11.35 | | \$ 12.20 | | |
| | \$ 11.31 | | \$ 12.15 | | |
| | \$ 11.27 | | \$ 12.11 | 11.49 | |
| | \$ 11.23 | | \$ 12.07 | | |
| | \$ 11.19 | | \$ 12.04 | | |
| | F 11.15 | | \$ 11.59 | 11.45 | |
| | \$ 11.10 | | \$ 11.55 | | |
| | \$ 11.07 | 11.43 | 11.48 | | 11.59 |
| | \$ 11.05 | \$ 11.41 | \$ 11.46 | 11.38 | \$ 11.56 |
| | \$ 11.00 | \$ 11.37 | \$ 11.42 | | \$ 11.52 |
| | | \$ 11.34 | \$ 11.38 | | |
| | \$ 10.55 | \$ 11.32 | \$ 11.35 | | \$ 11.47 |
| | 10.53 | 11.30 | 11.32 | 11.29 | 11.45 |
| | F 10.52 | \$ 11.29 | | | |
| | \$ 10.49 | \$ 11.26 | \$ 11.29 | | \$ 11.42 |
| | \$ 10.46 | \$ 11.24 | \$ 11.27 | | \$ 11.39 |
| | \$ 10.44 | \$ 11.22 | | | \$ 11.37 |
| | \$ 10.41 | \$ 11.19 | \$ 11.23 | 11.24 | \$ 11.34 |
| | \$ 10.39 | \$ 11.16 | | | \$ 11.31 |
| | \$ 10.36 | \$ 11.14 | | | \$ 11.29 |
| | \$ 10.32 | \$ 11.11 | \$ 11.18 | | \$ 11.26 |
| | | | | | |
| | 10.30 | 11.09 | | 11.20 | 11.24 |
| | \$ 10.29 | \$ 11.06 | | | \$ 11.23 |
| | \$ 10.25 | \$ 11.05 | | | \$ 11.20 |
| | \$ 10.23 | \$ 11.03 | | | \$ 11.18 |
| | 10.22 | 11.02 | | 11.15 | 11.17 |
| | 10.18 | 10.58 | 11.05 | 11.10 | 11.13 |
| | \$ 10.15 | \$ 10.55 | | | \$ 11.10 |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| | DAILY | SAT. | †SAT. | DAILY | †DAILY |
| | 7300 | EX. ONLY. 7284 | EX. ONLY. 7280 | EX. ONLY. 48 | EX. ONLY. 7286 |

| STATIONS | FIRST CLASS | | | |
|------------------------|-------------|----------|--------------|----------|
| | 9010 | 684 | 7882 | 6816 |
| Active | A. M. | P. M. | P. M. | P. M. |
| ALTOONA (Mid Div) | | \$ 3.11 | | |
| BO BLOCK STATION | | 3.08 | | |
| KITTANNING POINT | | 3.00 | | |
| SF BLOCK STATION | | 2.47 | | |
| GALLITZIN | | 2.45 | | |
| ORSSON | \$ | 2.38 | | |
| LILLY | | 2.25 | | |
| OASSANDRA | | | | |
| PORTAGE | | | | |
| WILMORE | | | | |
| SUMMERHILL | | | | |
| HERNFELD | | | | |
| SOUTH FORK | | 2.09 | | |
| CONEMAUGH | | 1.58 | | |
| JOHNSTOWN | \$ | 1.58 | | |
| SG BLOCK STATION | | 1.40 | | |
| SEWARD | | | | |
| NEW FLORENCE | | | | |
| CONPITT JOT | | 1.80 | | |
| LOOKPORT. | | | Will Not Run | |
| BOLIVAR | | | Jan. 1, | |
| TORRANCE | \$ | 1.18 | May 30. | |
| GRAY | | | | |
| HILLSIDE | | | July 4, | |
| RIDGEVIEW PARK | | | Sept. 2, | |
| MILLWOOD | | | Nov. 28, | |
| DERRY | | | Dec. 25. | |
| BRADENVILLE | | | | |
| LATROBE | \$ | 12.54 | | |
| BRATTY | | | | |
| DONOHUE | | | | |
| SOUTH WEST JOT | | 12.40 | 1.16 | |
| GREENSBURG | \$ | 12.88 | \$ 1.12 | |
| RADBAUGH | | 12.81 | | |
| GRAPEVILLE | | | \$ 1.02 | |
| JRANNETTE | | | \$ 1.00 | |
| PENN | | | \$ 12.56 | |
| MANOR | | 12.24 | \$ 12.52 | |
| SHAFTON | | | \$ 12.49 | |
| IRWIN | | | \$ 12.46 | |
| LARIMER | | 12.20 | \$ 12.42 | |
| ARDARA | | | \$ 12.89 | |
| TRAFFORD | | | \$ 12.85 | |
| UJ BLOCK STATION | | | 12.33 | |
| PITCAIRN | | 12.14 | \$ 12.31 | |
| WILMERDING | | | \$ 12.27 | |
| TURTLE CREEK | | | | |
| EAST PITTSBURGH | | | \$ 12.22 | |
| R BLOCK STATION | | 12.08 | 12.19 | |
| BESSEMER | | | | |
| BRADDOCK | | | \$ 12.17 | |
| COPELAND | | | \$ 12.15 | |
| HAWKINS | | | | |
| SWISSVALE | | 12.02 | \$ 12.10 | |
| EDGEWOOD | | | | |
| WILKINSBURG | | | \$ 12.05 | |
| HOMEWOOD | | | | |
| VI BLOCK STA. (B. Br.) | 11.34 | | | 12.09 |
| CM BLOCK STATION | 11.30 | | | 12.06 |
| EAST LIBERTY | \$ 11.28 | \$ 11.57 | | \$ 12.08 |
| ROUP | \$ 11.25 | | | \$ 12.00 |
| SHADYSIDE | \$ 11.23 | | | \$ 11.68 |
| DV BLOCK STATION | 11.22 | 11.52 | | 11.57 |
| BU BLOCK STATION | 11.18 | 11.48 | 11.50 | 11.58 |
| PITTSBURGH | \$ 11.16 | \$ 11.45 | | \$ 11.50 |
| Leave | A. M. | A. M. | A. M. | A. M. |
| | DAILY | DAILY | SAT. | SUN. |
| | EX. SUN. | | ONLY. | ONLY. |
| | 9010 | 684 | 7882 | 6816 |

| | FIRST CLASS | | | | |
|----|-------------|----------|----------|----------|----------|
| | 608 | 7010 | 6784 | 6906 | 7288 |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | \$ 5.35 | | | | |
| | 5.32 | | | | |
| F | 5.21 | | | | |
| | 5.07 | | | | |
| \$ | 5.04 | | | | |
| \$ | 4.55 | | | | |
| \$ | 4.41 | | | | |
| \$ | 4.34 | | | | |
| \$ | 4.27 | | | | |
| \$ | 4.19 | | | | |
| \$ | 4.13 | | | | |
| \$ | 4.09 | | | | |
| \$ | 4.06 | | | | |
| \$ | 3.47 | | | | |
| \$ | 3.40 | | | | |
| \$ | 3.19 | | | | |
| \$ | 3.14 | | | | |
| \$ | 3.07 | | | | |
| \$ | 3.03 | | | | |
| \$ | 2.59 | | | | |
| \$ | 2.55 | | | | |
| \$ | 2.46 | | | | |
| K | 2.41 | | | | |
| \$ | 2.37 | | | | |
| F | 2.33 | | | | |
| \$ | 2.31 | | | | |
| \$ | 2.26 | | | | |
| \$ | 2.18 | | | | |
| \$ | 2.10 | \$ 1.82 | | | |
| \$ | 1.59 | | | | |
| | 1.53 | 1.18 | | | |
| \$ | 1.51 | \$ 1.17 | | | |
| | 1.38 | | | | |
| \$ | 1.35 | | | | |
| \$ | 1.33 | \$ 1.09 | | | |
| \$ | 1.28 | | | | |
| \$ | 1.24 | 1.03 | | | |
| \$ | 1.19 | \$ 1.00 | | | |
| \$ | 1.12 | | | | |
| G | 1.09 | | | | |
| \$ | 1.05 | | | | |
| | 1.03 | | | | 1.28 |
| \$ | 1.01 | 12.51 | | | \$ 1.20 |
| \$ | 12.56 | | | | \$ 1.16 |
| \$ | 12.51 | | | | \$ 1.13 |
| | | | | | \$ 1.11 |
| | 12.48 | 12.44 | | | 1.09 |
| \$ | 12.45 | | | | \$ 1.08 |
| \$ | 12.42 | | | | \$ 1.05 |
| \$ | 12.39 | | | | \$ 1.08 |
| \$ | 12.37 | 12.39 | | | \$ 1.01 |
| \$ | 12.34 | | | | \$ 12.58 |
| \$ | 12.31 | C 12.36 | | | \$ 12.56 |
| \$ | 12.26 | | | | \$ 12.54 |
| | | | 12.44 | 12.49 | |
| | 12.24 | 12.32 | 12.40 | 12.45 | 12.49 |
| \$ | 12.23 | C 12.31 | \$ 12.38 | \$ 12.42 | \$ 12.48 |
| K | 12.20 | | \$ 12.35 | \$ 12.40 | \$ 12.45 |
| K | 12.18 | | \$ 12.33 | \$ 12.38 | \$ 12.43 |
| | 12.17 | 12.27 | 12.32 | 12.37 | 12.42 |
| | 12.13 | 12.23 | 12.28 | 12.33 | 12.38 |
| \$ | 12.10 | \$ 12.20 | \$ 12.25 | \$ 12.30 | \$ 12.35 |
| | | | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | DAILY | SAT. | DAILY | SUN. | SAT. |
| | 608 | ONLY | EX. SUN. | ONLY. | ONLY. |
| | | 7010 | 6784 | 6906 | 7288 |

| STATIONS | FIRST CLASS | | | |
|------------------------|-------------|---------|--------------|----------|
| | 6804 | 46 | 7244 | 6908 |
| Arrive | P. M. | P. M. | P. M. | P. M. |
| ALTOONA (Mid Div) | | \$ 6.16 | | |
| BO BLOCK STATION | | 6.13 | | |
| KITTANNING POINT | | 6.06 | | |
| SF BLOCK STATION | | 5.53 | | |
| GALLITZIN | | 5.51 | | |
| CRESSON | \$ | 5.45 | | |
| LILLY | | 5.36 | | |
| CASSANDRA | | | | |
| PORTAGE | | | | |
| WILMORE | | | | |
| SUMMERHILL | | | | |
| EHRENFELD | | | | |
| SOUTH FORK | | 5.21 | | |
| CONEMAUGH | | 5.10 | | |
| JOHNSTOWN | \$ | 5.05 | | |
| SG BLOCK STATION | | 4.55 | | |
| SEWARD | | | | |
| NEW FLORENCE | | | | |
| CONPITT JCT. | | 4.45 | Will Not Run | |
| LOOKPORT | | | Jan. 1, | |
| BOLIVAR | | | May 30, | |
| TORRANCE | \$ | 4.33 | | |
| GRAY | | | | |
| HILLSIDE | | | July 4, | |
| RIDGEVIEW PARK | | | Sept. 2, | |
| MILLWOOD | | | Nov. 29, | |
| DERRY | | | Dec. 25 | |
| BRADENVILLE | | | | |
| LATROBE | \$ | 4.15 | | |
| BEATTY | | | | |
| DONOHUE | | | | |
| SOUTH WEST JCT. | | 4.02 | | |
| GREENSBURG | \$ | 4.00 | | |
| RADEBAUGH | | 3.55 | | |
| GRAPVILLE | | | | |
| JEANNETTE | | | | |
| PENN | | | | |
| MANOR | | 3.47 | | |
| SHAFTON | | | | |
| IRWIN | | | | |
| LARIMER | | 3.43 | | |
| ARDARA | | | | |
| TRAFFORD | | | | |
| UJ BLOCK STATION | | | \$ 4.00 | |
| PITCAIRN | | 3.37 | \$ 3.58 | |
| WILMERDING | | | \$ 3.54 | |
| TURTLE CREEK | | | \$ 3.51 | |
| EAST PITTSBURGH | | | \$ 3.49 | |
| Q BLOCK STATION | | 3.31 | 3.47 | |
| BESSEMER | | | | |
| BRADDOCK | | | \$ 3.44 | |
| COPELAND | | | \$ 3.41 | |
| HAWKINS | | | \$ 3.39 | |
| SWISSVALE | | 3.26 | \$ 3.36 | |
| EDGEWOOD | | | \$ 3.33 | |
| WILKINSBURG | | | \$ 3.31 | |
| HOMEWOOD | | | \$ 3.28 | |
| VI BLOCK STA. (B. Br.) | 2.54 | | | 3.39 |
| CM BLOCK STATION | 2.50 | | \$ 3.26 | \$ 3.35 |
| EAST LIBERTY | \$ 2.48 | C 3.21 | \$ 3.25 | \$ 3.33 |
| ROUP | | | \$ 3.22 | \$ 3.30 |
| SHADYSIDE | | | \$ 3.20 | \$ 3.28 |
| DV BLOCK STATION | 2.42 | 3.16 | 3.19 | 3.27 |
| BU BLOCK STATION | 2.38 | 3.13 | 3.15 | 3.23 |
| PITTSBURGH | \$ 2.35 | \$ 3.10 | \$ 3.12 | \$ 3.20 |
| Leave | P. M. | P. M. | P. M. | P. M. |
| | DAILY | DAILY | *SAT. | DAILY |
| | EX. SUN. | | ONLY. | EX. SUN. |
| | 6804 | 46 | 7244 | 6908 |

| | FIRST CLASS | | | | |
|--|-------------|--------------|---------|--------------|------------|
| | 612 | 7290 | 6862 | 7288 | 7000 |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | \$ 8.00 | | | | |
| | 7.57 | | | | |
| | 7.49 | | | | |
| | 7.36 | | | | |
| | \$ 7.33 | | | | |
| | \$ 7.24 | | | | |
| | \$ 7.14 | | | | |
| | \$ 7.08 | | | | |
| | \$ 7.02 | | | | |
| | \$ 6.56 | | | | |
| | \$ 6.51 | | | | |
| | \$ 6.46 | | | | |
| | \$ 6.31 | | | | |
| | \$ 6.25 | | | | |
| | \$ 6.12 | | | | |
| | \$ 6.07 | | | | |
| | \$ 6.00 | | | | |
| | \$ 5.56 | Will Not Run | | Will Not Run | |
| | \$ 5.53 | Jan. 1, | | Jan. 1, | |
| | \$ 5.49 | May 30, | | May 30, | |
| | \$ 5.40 | | | | |
| | F 5.34 | | | | |
| | \$ 5.30 | July 4, | | July 4, | |
| | F 5.28 | Sept. 2, | | Sept. 2, | |
| | F 5.25 | Nov. 29, | | Nov. 29, | |
| | \$ 5.22 | Dec. 25. | | Dec. 25. | |
| | F 5.18 | | | | |
| | \$ 5.10 | | | | \$ 5.25 |
| | F 4.58 | | | | |
| | \$ 4.51 | 5.37 | | 5.22 | 5.14 |
| | \$ 4.48 | \$ 5.34 | | \$ 5.20 | \$ 5.12 |
| | F 4.48 | \$ 5.30 | | 5.16 | |
| | \$ 4.38 | | | | |
| | \$ 4.36 | \$ 5.24 | | \$ 5.10 | \$ 5.02 |
| | \$ 4.32 | \$ 5.20 | | \$ 5.05 | |
| | \$ 4.28 | \$ 5.17 | | \$ 5.00 | \$ 4.55 |
| | F 4.24 | \$ 5.14 | | | |
| | \$ 4.22 | \$ 5.11 | | \$ 4.55 | \$ 4.51 |
| | \$ 4.18 | \$ 5.07 | | | |
| | \$ 4.15 | \$ 5.04 | | | |
| | \$ 4.12 | \$ 5.00 | | | |
| | | 4.58 | | 4.43 | |
| | \$ 4.08 | \$ 4.56 | | \$ 4.46 | 4.43 |
| | \$ 4.03 | \$ 4.52 | | | \$ 4.40 |
| | | \$ 4.46 | | | |
| | \$ 3.58 | \$ 4.43 | | \$ 4.39 | |
| | | 3.66 | 4.40 | 4.36 | 4.34 |
| | \$ 3.58 | | | | \$ 4.31 |
| | \$ 3.51 | | | | |
| | \$ 3.47 | 4.05 | | \$ 4.29 | 4.28 |
| | \$ 3.44 | | | \$ 4.26 | |
| | \$ 3.42 | | | \$ 4.24 | C 4.25 |
| | \$ 3.39 | | | \$ 4.21 | |
| | | | 4.09 | | |
| | \$ 3.37 | | \$ 4.05 | \$ 4.19 | 4.22 |
| | \$ 3.36 | | \$ 4.03 | \$ 4.18 | C 4.21 |
| | | | \$ 4.00 | \$ 4.15 | |
| | | | \$ 3.58 | \$ 4.13 | |
| | | | 3.57 | 4.11 | 4.17 |
| | 3.32 | | 3.57 | 4.08 | 4.13 |
| | 3.28 | 3.50 | 3.53 | 4.03 | 4.13 |
| | \$ 3.25 | | \$ 3.50 | \$ 4.05 | \$ 4.10 |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | DAILY | *DAILY* | DAILY | *DAILY* | DAILY EX. |
| | 612 | 7290 | 6862 | 7288 | SAT. & SUN |
| | | | | | 7000 |

PITTSBURGH TO ALTOONA

| STATIONS | FIRST CLASS | | |
|------------------------|-------------|------------------------------------|----------|
| | 7250 | 7252 | 7108 |
| | P. M. | P. M. | P. M. |
| ALTOONA (Mid. Div) | | | |
| BO BLOCK STATION | | | |
| KITTANNING POINT | | | |
| SF BLOCK STATION | | | |
| GALLITZIN | | | |
| CRUSSON | | | |
| LILLY | | | |
| CASSANDRA | | | |
| PORTAGE | | | |
| WILMORE | | | |
| SUMMERHILL | | | |
| EHRNFELD | | | |
| SOUTH FORK | | | |
| CONEMAUGH | | | |
| JOHNSTOWN | | | |
| SO B LOCK STATION | | | |
| SEWARD | | | |
| NEW FLORENCE | | | |
| CONPITT JCT. | | | |
| LOCKPORT | | | |
| BOLIVAR | | Will Not Run Jan. 1, May 30, | |
| TORRANCE | | | |
| GRAY | | | |
| HILLSIDE | | | |
| RIDGEVIEW PARK | | July 4, Sept. 2, Nov. 29, Dec. 25, | |
| MILLWOOD | | | |
| DERRY | | | |
| BRADENVILLE | | | |
| LATROBE | | | |
| BEATTY | | | |
| DONOHUE | | | |
| SOUTH WEST JCT. | | | 6.16 |
| GREENSBURG | | | \$ 6.14 |
| RADEBAUGH | | | 6.09 |
| GRAPVILLE | | | |
| JEANNETTE | | | \$ 6.04 |
| PENN MANOR | | | \$ 5.67 |
| SHAFTON | | | |
| IRWIN | | | \$ 5.52 |
| LARDNER | | | 5.48 |
| ARDARA | | | |
| TRAFFORD | 5.56 | | |
| UJ BLOCK STATION | 5.53 | | |
| PITCAIRN | \$ 5.52 | | 5.43 |
| WILMERDING | \$ 5.49 | | |
| TURTLE CREEK | \$ 5.46 | | |
| EAST PITTSBURGH | \$ 5.44 | | |
| R B LOCK STATION | 5.42 | | 5.37 |
| BESSEMER | \$ 5.41 | | |
| BRADDOCK | \$ 5.39 | | C 5.35 |
| COPELAND | \$ 5.37 | | |
| HAWKINS | \$ 5.35 | | |
| SWISSVALE | \$ 5.32 | \$ 5.37 | 5.30 |
| EDGEWOOD | \$ 5.29 | \$ 5.34 | |
| WILKINSBURG | \$ 5.26 | \$ 5.31 | |
| HOMWOOD | \$ 5.23 | \$ 5.28 | |
| VI B LOCK STA. (B Br.) | | | |
| CM B LOCK STATION | 5.21 | 5.26 | |
| EAST LIBERTY | \$ 5.20 | \$ 5.25 | C 5.25 |
| ROUP | \$ 5.17 | \$ 5.22 | |
| SHADYSIDE | \$ 5.14 | | |
| DV B LOCK STATION | 5.13 | 5.19 | 5.22 |
| BU B LOCK STATION | 5.09 | 5.15 | 5.18 |
| PITTSBURGH | \$ 5.06 | \$ 5.12 | \$ 5.16 |
| Leave | P. M. | P. M. | P. M. |
| | DAILY | ‡DAILYEX | DAILY |
| | EX. SUN. | SAT.&SUN | EX. SUN. |
| | ●7250 | ●7252 | 7108 |

| | FIRST CLASS | | | | |
|--|-------------|------------------------------------|-----------|-----------|-----------------------------------|
| | 6788 | 7254 | 7256 | 7258 | 7260 |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | Will Not Run Jan. 1, May 30, | | | Will Not Run Jan. 1, May 30, |
| | | | | | |
| | | July 4, Sept. 2, Nov. 29, Dec. 25, | | | July 4, Sept. 2, Nov. 29, Dec. 25 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | 6.80 | | |
| | | | | | |
| | | | \$ 6.27 | \$ 6.20 | |
| | | | \$ 6.18 | \$ 6.18 | |
| | | | \$ 6.14 | \$ 6.14 | |
| | | | \$ 6.11 | \$ 6.11 | |
| | | | \$ 6.09 | \$ 6.09 | |
| | | | | | |
| | | | \$ 6.07 | \$ 6.07 | |
| | | | \$ 6.05 | \$ 6.05 | |
| | | | \$ 6.03 | \$ 6.03 | |
| | | | \$ 6.00 | \$ 6.00 | |
| | | | \$ 5.98 | \$ 5.98 | |
| | | | \$ 5.94 | \$ 5.94 | |
| | | | \$ 5.88 | \$ 5.88 | |
| | | | \$ 5.85 | \$ 5.85 | |
| | | | \$ 5.44 | \$ 5.55 | \$ 6.02 |
| | | | \$ 5.41 | \$ 5.52 | \$ 5.59 |
| | | | \$ 5.38 | \$ 5.49 | \$ 5.56 |
| | | | \$ 5.35 | \$ 5.46 | \$ 5.53 |
| | | | | | |
| | | | 5.37 | | |
| | | | 5.33 | 5.33 | 5.51 |
| | | | \$ 5.31 | \$ 5.44 | \$ 5.50 |
| | | | \$ 5.28 | \$ 5.40 | \$ 5.47 |
| | | | \$ 5.26 | \$ 5.38 | \$ 5.45 |
| | | | 5.25 | 5.29 | 5.44 |
| | | | 5.21 | 5.26 | 5.40 |
| | | | \$ 5.18 | \$ 5.30 | \$ 5.37 |
| | | | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | DAILY EX. | ‡DAILYEX | DAILY EX. | SAT. ONLY | ‡DAILYEX |
| | SAT.&SUN | SAT.&SUN | SAT.&SUN | ONLY | SAT.&SUN |
| | ●6788 | ●7254 | ●7256 | ●7258 | ●7260 |

| STATIONS | FIRST CLASS | | |
|-----------------------|-------------|----------|----------|
| | 6864 | 7306 | 6912 |
| Active | P. M. | P. M. | P. M. |
| ALTOONA (Mid. Div.) | | | |
| 80 BLOCK STATION | | | |
| KITTANNING POINT | | | |
| SF BLOCK STATION | | | |
| GALLITZIN | | | |
| CRESSON | | | |
| LILLY | | | |
| CASSANDRA | | | |
| PORTAGE | | | |
| WILMORE | | | |
| SUMMERHILL | | | |
| EHRENFELD | | | |
| SOUTH FORK | | | |
| CONEMAUGH | | | |
| JOHNSTOWN | | | |
| 8Q BLOCK STATION | | | |
| SEWARD | | | |
| NEW FLORENCE | | | |
| CONPITT JCT. | | | |
| LOCKPORT | | | |
| BOLIVAR | | | |
| TORRANCE | | | |
| GRAY | | | |
| HILLSIDE | | | |
| RIDGEVIEW PARK | | | |
| MILLWOOD | | | |
| DERRY | | \$ 7.35 | |
| BRADENVILLE | | | |
| LATROBE | | \$ 7.22 | |
| BEATTY | | | |
| DONOHUE | | F 7.13 | |
| SOUTH WEST JCT. | | 7.08 | |
| GREENSBURG | | S 7.07 | |
| RADEBAUGH | | F 7.03 | |
| GRAPEVILLE | | S 6.58 | |
| JEANNETTE | | S 6.56 | |
| PENN | | S 6.52 | |
| MANOR | | S 6.48 | |
| SHAFTON | | F 6.45 | |
| IRWIN | | S 6.43 | |
| LARIMER | | S 6.40 | |
| ARDARA | | S 6.37 | |
| TRAFFORD | | S 6.33 | |
| UJ BLOCK STATION | | 6.31 | |
| PITCAIRN | | S 6.29 | |
| WILMERDING | | S 6.25 | |
| TURTLE CREEK | | | |
| EAST PITTSBURGH | | S 6.21 | |
| R BLOCK STATION | | 6.19 | |
| BESSEMER | | | |
| BRADDOCK | | S 6.17 | |
| COPELAND | | S 6.15 | |
| HAWKINS | | S 6.13 | |
| SWISSVALE | | S 6.10 | |
| EDGEWOOD | | S 6.07 | |
| WILKINSBURG | | S 6.05 | |
| HOMEWOOD | | S 6.02 | |
| VI BLOCK STA (B. Br.) | 6.04 | | 6.09 |
| CM BLOCK STATION | 6.00 | 6.00 | 6.05 |
| EAST LIBERTY | \$ 5.58 | \$ 5.59 | \$ 6.03 |
| ROUP | \$ 5.55 | K 5.57 | \$ 6.00 |
| SHADYSIDE | | K 5.55 | \$ 5.58 |
| OV BLOCK STATION | 5.52 | 5.54 | 5.57 |
| SU BLOCK STATION | 5.48 | 5.50 | 5.53 |
| PITTSBURGH | \$ 5.45 | \$ 5.47 | \$ 5.50 |
| Leave | P. M. | P. M. | P. M. |
| | DAILY | DAILY | DAILY |
| | EX. SUN | EX. SUN. | EX. SUN. |
| | ●6864 | ●7306 | ●6912 |

| FIRST CLASS | | | | | |
|------------------------------------|------------------------------------|------------------------------------|----------------|---------|---------|
| 7266 | 7268 | 6790 | 6916 | 88 | 7270 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | | | | E 10.00 | |
| | | | | 9.57 | |
| | | | | 9.49 | |
| | | | | 9.36 | |
| | | | | 9.34 | |
| | | | | | |
| | | | | 9.02 | |
| | | | | 8.50 | |
| | | | | E 8.45 | |
| | | | | 8.21 | |
| | | | | | |
| Will Not Run Jan. 1, May 30, | Will Not Run Jan. 1, May 30 | Will Not Run Jan. 1, May 30, | | 8.11 | |
| | | | | 8.00 | |
| | | | | | |
| July 4, Sept. 2, Nov. 29, Dec. 25. | July 4, Sept. 2, Nov. 29, Dec. 25. | July 4, Sept. 2, Nov. 29, Dec. 25. | | | |
| | | | | 7.46 | |
| | | | | 7.34 | |
| | | | | 7.30 | |
| | | | | 7.22 | |
| | | | | 7.17 | |
| | | | | | |
| 6.47 | 7.04 | | | | 7.30 |
| \$ 6.44 | \$ 7.01 | | | 7.11 | \$ 7.27 |
| \$ 6.40 | \$ 6.57 | | | | \$ 7.23 |
| | | | | | |
| \$ 6.36 | \$ 6.52 | | | | \$ 7.19 |
| 6.34 | 6.50 | | | 7.05 | 7.17 |
| \$ 6.31 | \$ 6.47 | | | | \$ 7.14 |
| \$ 6.28 | \$ 6.44 | | | | \$ 7.12 |
| \$ 6.26 | \$ 6.42 | | | | \$ 7.10 |
| \$ 6.23 | \$ 6.39 | | | 7.00 | \$ 7.07 |
| \$ 6.21 | \$ 6.36 | | | | \$ 7.05 |
| \$ 6.19 | \$ 6.34 | | | | \$ 7.03 |
| \$ 6.16 | \$ 6.31 | | | | \$ 7.00 |
| | | 6.44 | 6.59 | | |
| 6.14 | 6.29 | 6.40 | 6.55 | 6.56 | 6.58 |
| \$ 6.13 | \$ 6.28 | \$ 6.38 | \$ 6.53 | | \$ 6.57 |
| \$ 6.10 | \$ 6.25 | \$ 6.35 | \$ 6.50 | | \$ 6.54 |
| \$ 6.08 | \$ 6.23 | \$ 6.33 | \$ 6.48 | | \$ 6.52 |
| 6.07 | 6.22 | 6.32 | 6.47 | 6.50 | 6.51 |
| 6.03 | 6.18 | 6.28 | 6.43 | 6.45 | 6.48 |
| \$ 6.00 | \$ 6.15 | \$ 6.25 | \$ 6.40 | | \$ 6.45 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| #DAILY EX. SUN | #DAILY EX. SUN | #DAILY EX. SUN. | DAILY EX. SUN. | DAILY | DAILY |
| ●7266 | ●7268 | ●6790 | ●6916 | ●88 | ●7270 |

| STATIONS | FIRST CLASS | | | |
|------------------------|-------------|------------|------------|---------|
| | 606 | 6914 | 6818 | 7294 |
| Arrive | P. M. | P. M. | P. M. | P. M. |
| ALTOONA (Mid Div.) | \$ 10.18 | | | |
| BO BLOCK STATION | 10.16 | | | |
| KITTANNING POINT | 10.08 | | | |
| SF BLOCK STATION | 9.55 | | | |
| GALLITZIN | 9.53 | | | |
| CRESSON | \$ 9.46 | | | |
| LILLY | 9.38 | | | |
| CASSANDRA | | | | |
| PORTAGE | | | | |
| WILMORE | | | | |
| SUMMERHILL | | | | |
| EHRENFELD | | | | |
| SOUTH FORK | 9.21 | | | |
| CONEMAUGH | 9.10 | | | |
| JOENSTOWN | \$ 9.04 | | | |
| SG BLOCK STATION | 8.54 | | | |
| SEWARD | | | | |
| NEW FLORENCE | | | | |
| CONPITT JCT. | 8.44 | | | |
| LOCKPORT | | | | |
| BOLIVAR | | | | |
| TORRANCE | \$ 8.32 | | | |
| GRAY | | | | |
| HILLSIDE | | | | |
| RIDGEVIEW PARK | | | | |
| MILLWOOD | | | | |
| DERRY | | | | |
| BRADENVILLE | | | | |
| LATROBE | \$ 8.12 | | | |
| BRATTY | | | | |
| DONOHUE | | | | |
| SOUTH WEST JCT. | 7.59 | | 8.60 | |
| GREENSBURG | \$ 7.57 | | \$ 8.47 | |
| RADEBAUGH | 7.51 | | F 8.48 | |
| GRAPEVILLE | | | \$ 8.88 | |
| JEANNETTE | | | \$ 8.84 | |
| PENN | | | \$ 8.30 | |
| MANOR | 7.41 | | | |
| SHAFTON | | | F 8.27 | |
| IRWIN | | | \$ 8.24 | |
| LARIMER | 7.37 | | \$ 8.20 | |
| ARDARA | | | F 8.17 | |
| TRAFFORD | | | \$ 8.13 | |
| UJ BLOCK STATION | | | 8.11 | |
| PITCAIRN | 7.31 | | \$ 8.10 | |
| WILMERDING | | | \$ 8.06 | |
| TURTLE CREEK | | | | |
| EAST PITTSBURGH | | | \$ 8.02 | |
| R BLOCK STATION | 7.25 | | 8.00 | |
| BESSEMER | | | | |
| BRADDOCK | \$ 7.23 | | \$ 7.57 | |
| COPELAND | | | \$ 7.54 | |
| HAWKINS | | | \$ 7.52 | |
| SWISSVALE | 7.17 | | \$ 7.49 | |
| EDGEWOOD | | | \$ 7.46 | |
| WILKINSBURG | | | \$ 7.44 | |
| HOMWOOD | | | \$ 7.41 | |
| VI BLOCK STA. (B. Br.) | | 7.29 | 7.39 | |
| CM BLOCK STATION | | 7.25 | 7.34 | \$ 7.40 |
| EAST LIBERTY | \$ 7.12 | \$ 7.23 | \$ 7.31 | \$ 7.38 |
| ROUP | | \$ 7.20 | | \$ 7.35 |
| SHADYSIDE | | \$ 7.18 | | \$ 7.33 |
| DV BLOCK STATION | 7.07 | 7.17 | 7.27 | 7.32 |
| SU BLOCK STATION | 7.03 | 7.13 | 7.23 | 7.28 |
| PITTSBURGH | \$ 7.00 | \$ 7.10 | \$ 7.20 | \$ 7.25 |
| Leave | P. M. | P. M. | P. M. | P. M. |
| | DAILY | SUN. ONLY. | SUN. ONLY. | DAILY |
| | 606 | ●6914 | ●6818 | ●7294 |

| | FIRST CLASS | | | | |
|--|-------------|---------------|----------|---------------|------------|
| | 6 | 6958 | 4 | 7272 | 7522 |
| | P. M. | P. M. | A. M. | P. M. | P. M. |
| | \$ 10.48 | | \$ 12.04 | | |
| | 10.40 | | 12.01 | | |
| | 10.32 | | 11.53 | | |
| | 10.19 | | 11.40 | | |
| | 10.17 | | \$ 11.38 | | |
| | | | \$ 11.30 | | |
| | 10.02 | | \$ 11.19 | | |
| | | | \$ 11.08 | | |
| | | | G 11.02 | | |
| | | | G 10.58 | | |
| | 9.43 | | \$ 10.52 | | |
| | 9.31 | | 10.37 | | |
| | | | \$ 10.32 | | |
| | 9.18 | | 10.20 | | |
| | | | \$ 10.10 | | |
| | 9.07 | | 10.05 | | |
| | | | \$ 10.00 | | |
| | 8.56 | | \$ 9.52 | | |
| | | | | | |
| | | | \$ 9.41 | | |
| | | | | | |
| | 8.41 | | \$ 9.30 | | |
| | | | | | |
| | 8.30 | | 9.16 | | |
| | | | \$ 9.14 | | |
| | 8.26 | | 9.08 | | |
| | \$ 8.21 | | \$ 9.02 | | |
| | 8.16 | | 8.56 | | |
| | | | | | |
| | 8.11 | | \$ 8.51 | | |
| | | | | | |
| | | | | 9.15 | 9.15 |
| | 8.04 | | 8.41 | \$ 9.13 | \$ 9.13 |
| | | | \$ 8.37 | \$ 9.09 | \$ 9.09 |
| | | | | | \$ 9.07 |
| | | | | \$ 9.05 | \$ 9.05 |
| | 7.58 | | 8.31 | 9.03 | 9.03 |
| | | | | F 9.02 | F 9.02 |
| | | | | \$ 9.00 | \$ 9.00 |
| | | | | \$ 8.58 | \$ 8.58 |
| | | | | \$ 8.56 | \$ 8.56 |
| | 7.53 | | 8.26 | \$ 8.53 | \$ 8.53 |
| | | | | \$ 8.51 | \$ 8.51 |
| | | | \$ 8.22 | \$ 8.49 | \$ 8.49 |
| | | | | \$ 8.46 | \$ 8.46 |
| | | | | | |
| | | | 8.19 | | |
| | | | | | |
| | | | 8.14 | 8.44 | 8.44 |
| | \$ 7.47 | \$ 8.12 | \$ 8.17 | \$ 8.43 | \$ 8.43 |
| | | \$ 8.09 | | \$ 8.40 | \$ 8.40 |
| | | \$ 8.07 | | \$ 8.38 | \$ 8.38 |
| | 7.42 | 8.06 | 8.12 | 8.37 | 8.37 |
| | 7.38 | 8.03 | 8.08 | 8.33 | 8.33 |
| | \$ 7.35 | \$ 8.00 | \$ 8.05 | \$ 8.30 | \$ 8.30 |
| | | | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | DAILY | DAILY EX. SUN | DAILY | DAILY EX. SUN | SUN. ONLY. |
| | 6 | ●6958 | 4 | ●7272 | ●7522 |

| STATIONS | FIRST CLASS | | |
|----------------------|--------------|---------|---------|
| | 6794 | 16 | 6792 |
| | Active P. M. | A. M. | P. M. |
| ALTOONA (Mid. Div.) | C | 12.35 | |
| BO BLOCK STATION | | 12.32 | |
| KITTANNING POINT | | 12.25 | |
| SF BLOCK STATION | | 12.12 | |
| GALLITZIN | | 12.10 | |
| CRESSON | | | |
| LILLY | | 11.55 | |
| CASSANDRA | | | |
| PORTAGE | | | |
| WILMORE | | | |
| SUMMERHILL | | | |
| EHRENFELD | | | |
| SOUTH FORK | | 11.38 | |
| CONEMAUGH | | 11.25 | |
| JOHNSTOWN | C | 11.20 | |
| SO BLOCK STATION | | 11.09 | |
| SEWARD | | | |
| NEW FLORENCE | | | |
| CONPITT JOT. | | 10.59 | |
| LOCKPORT | | | |
| BOLIVAR | | | |
| TORRANCE | | 10.48 | |
| GRAY | | | |
| HILLSIDE | | | |
| RIDGEVIEW PARK - C | | | |
| MILLWOOD | | | |
| DERRY | | | |
| BRADENVILLE | | | |
| LATROBE | | 10.32 | |
| BEATTY | | | |
| DONOHUE | | | |
| SOUTH WEST JOT | | 10.22 | |
| GREENSBURG | C | 10.20 | |
| RADEBAUGH | | 10.16 | |
| GRAPEVILLE | | | |
| JEANNETTE | | | |
| PENN | | | |
| MANOR | | 10.09 | |
| SHAFTON | | | |
| IRWIN | | | |
| LARIMER | | 10.05 | |
| ARDARA | | | |
| TRAFFORD | | | |
| UJ BLOCK STATION | | | |
| PITCAIRN | | 9.59 | |
| WILMERDING | | | |
| TURTLE CREEK | | | |
| EAST PITTSBURGH | | | |
| R BLOCK STATION | | 9.58 | |
| BESSEMER | | | |
| BRADDOCK | | | |
| COPELAND | | | |
| HAWKINS | | | |
| SWISSVALE | | 9.48 | |
| EDGEWOOD | | | |
| WILKINSBURG | | | |
| HOMEWOOD | | | |
| VI BLOCK STA. (B Br) | 9.29 | | 9.54 |
| CM BLOCK STATION | 9.25 | | 9.49 |
| EAST LIBERTY | \$ 9.22 | C 9.42 | \$ 9.47 |
| ROUP | \$ 9.19 | | |
| SHADYSIDE | | | |
| DV BLOCK STATION | 9.17 | 9.37 | 9.42 |
| BU BLOCK STATION | 9.13 | 9.33 | 9.38 |
| PITTSBURGH | \$ 9.10 | \$ 9.30 | \$ 9.35 |
| Leave | P. M. | P. M. | P. M. |
| | DAILY | DAILY | SUN. |
| | EX SUN | | ONLY |
| | ●6794 | 16 | ●6792 |

| | FIRST CLASS | | | | |
|--|-------------|----------|--------------|----------------------------------|----------|
| | 7296 | 38 | 9006 | 62 | 50 |
| | P. M. | A. M. | P. M. | A. M. | A. M. |
| | | \$ 12.42 | | \$ 1.05 | \$ 1.17 |
| | | 12.39 | | 1.02 | 1.14 |
| | | 12.32 | | 12.55 | 1.07 |
| | | 12.18 | | 12.42 | 12.54 |
| | | 12.16 | | 12.40 | 12.52 |
| | | | | | |
| | | 12.04 | | 12.29 | 12.41 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | 11.37 | | 12.01 | 12.13 |
| | | | | | \$ 12.08 |
| | | 11.25 | | 11.49 | 11.58 |
| | | | | | |
| | | | | | |
| | | 11.14 | | 11.38 | 11.48 |
| | | | | | |
| | | | | Will run Oct. 5 to Nov. 30 | |
| | | | | Mar. 1 to April 26 | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | 11.10 | 10.38 | 11.02 | 11.18 |
| | \$ 11.08 | | | | |
| | 11.04 | 10.34 | | 10.59 | 11.10 |
| | \$ 10.59 | | | | |
| | \$ 10.54 | | | | |
| | \$ 10.50 | 10.26 | | 10.52 | 11.02 |
| | F 10.47 | | | | |
| | \$ 10.45 | | | | |
| | \$ 10.40 | 10.22 | | 10.48 | 10.58 |
| | \$ 10.34 | | | | |
| | | | | | |
| | | 10.32 | | | |
| | \$ 10.30 | 10.16 | | 10.42 | 10.52 |
| | \$ 10.26 | | | | |
| | \$ 10.22 | | | | |
| | | | | | |
| | | 10.20 | 10.11 | 10.36 | 10.46 |
| | F 10.19 | | | | |
| | \$ 10.17 | | | | |
| | \$ 10.14 | | | | |
| | | | | | |
| | \$ 10.10 | 10.05 | | 10.31 | 10.41 |
| | \$ 10.07 | | | | |
| | \$ 10.04 | | | | |
| | \$ 10.01 | | | | |
| | | | 10.19 | | |
| | | | | | |
| | \$ 9.59 | 10.01 | 10.15 | | |
| | \$ 9.55 | | \$ 10.13 | C 10.26 | C 10.36 |
| | \$ 9.55 | | \$ 10.10 | | |
| | \$ 9.53 | | \$ 10.08 | | |
| | 9.52 | 9.57 | 10.07 | 10.22 | 10.32 |
| | 9.48 | 9.53 | 10.03 | 10.18 | 10.28 |
| | \$ 9.45 | \$ 9.50 | \$ 10.00 | \$ 10.15 | \$ 10.25 |
| | | | | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | DAILY | DAILY | SUN. ONLY | Ⓢ FRIDAY ONLY | DAILY |
| | ●7296 | 38 | ●9006 | ◆62 | 50 |

PITTSBURGH TO ALTOONA

| STATIONS | FIRST CLASS | | |
|-----------------------|--------------|----------|----------|
| | 40 | 22 | 60 |
| | Arrive A. M. | A. M. | A. M. |
| ALTOONA (Mtd Dv.) | \$ 1.21 | \$ 1.26 | 1.41 |
| 80 BLOCK STATION | 1.18 | 1.23 | 1.38 |
| KITTANNING POINT | 1.11 | 1.16 | 1.31 |
| SF BLOCK STATION | 12.58 | 1.03 | 1.18 |
| GALLITZIN | 12.56 | 1.01 | 1.16 |
| CRESSON | | | |
| LILLY | 12.46 | 12.50 | 1.06 |
| CASSANDRA | | | |
| PORTAGE | | | |
| WILMORE | | | |
| SUMMERHILL | | | |
| BERENFELD | | | |
| SOUTH FORK | 12.29 | 12.34 | 12.51 |
| CONEMAUGH | 12.18 | 12.23 | 12.41 |
| JOHNSTOWN | | | |
| 50 BLOCK STATION | 12.06 | 12.11 | 12.30 |
| SEWARD | | | |
| NEW FLORENCE | | | |
| CONPITT JOT. | 11.56 | 12.01 | 12.20 |
| LOCKPORT | | | |
| BOLIVAR | | | |
| TORRANCE | 11.46 | 11.50 | 12.09 |
| GRAY | | | |
| HILLSIDE | | | |
| RIDGEVIEW PARK | | | |
| MILLWOOD | | | |
| DERRY | | | |
| BRADENVILLE | | | |
| LATROBE | 11.31 | 11.36 | 11.55 |
| BEATTY | | | |
| DONOHUE | | | |
| SOUTH WEST JOT. | 11.21 | 11.26 | 11.46 |
| GREENSBURG | | | |
| RADEBAUGH | 11.18 | 11.23 | 11.43 |
| GRAPEVILLE | | | |
| JEANNETTE | | | |
| PENN | | | |
| MANOR | 11.11 | 11.16 | 11.36 |
| SHAFTON | | | |
| IRWIN | | | |
| LARIMER | 11.07 | 11.12 | 11.32 |
| ARDARA | | | |
| TRAFFORD | | | |
| UJ BLOCK STATION | | | |
| PITCAIRN | 11.01 | 11.06 | 11.27 |
| WILMERDING | | | |
| TURTLE CREEK | | | |
| EAST PITTSBURGH | | | |
| R BLOCK STATION | 10.55 | 11.00 | 11.21 |
| BESSEMER | | | |
| BRADDOCK | | | |
| COPELAND | | | |
| HAWKINS | | | |
| SWISSVALE | 10.50 | 10.55 | 11.16 |
| EDGEWOOD | | | |
| WILKINSBURG | | | |
| HOMWOOD | | | |
| VI BLOCK STA. (B Br.) | | | |
| CM BLOCK STATION | 10.46 | 10.51 | |
| EAST LIBERTY | | | C 11.11 |
| ROUP | | | |
| SHADYSIDE | | | |
| DV BLOCK STATION | 10.42 | 10.47 | 11.07 |
| SU BLOCK STATION | 10.38 | 10.43 | 11.03 |
| PITTSBURGH | \$ 10.36 | \$ 10.40 | \$ 11.00 |
| Leave | P. M. | P. M. | P. M. |
| | DAILY | DAILY | DAILY |
| | 40 | 22 | 60 |

EASTWARD

| FIRST CLASS | | | |
|-------------|----------|----------|----------|
| 42 | 914 | 7298 | |
| A. M. | P. M. | A. M. | |
| \$ 2.04 | | | |
| 2.01 | | | |
| 1.54 | | | |
| 1.41 | | | |
| 1.39 | | | |
| 1.27 | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| 1.09 | | | |
| 12.58 | | | |
| 12.46 | | | |
| 12.35 | | | |
| 12.24 | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| 12.10 | | | |
| 12.00 | | 12.50 | |
| 11.57 | | \$ 12.45 | |
| | | F 12.40 | |
| | | \$ 12.34 | |
| | | \$ 12.30 | |
| 11.49 | | \$ 12.26 | |
| | | G 12.22 | |
| | | \$ 12.19 | |
| 11.45 | | \$ 12.15 | |
| | | \$ 12.12 | |
| | | \$ 12.07 | |
| | | 12.05 | |
| 11.38 | | \$ 12.04 | |
| | | \$ 12.00 | |
| | | \$ 11.56 | |
| | | | |
| 11.32 | | 11.54 | |
| | | \$ 11.51 | |
| | | \$ 11.49 | |
| | | | |
| 11.27 | | \$ 11.45 | |
| | | \$ 11.42 | |
| | | \$ 11.40 | |
| | | \$ 11.37 | |
| | | | |
| | 11.35 | | |
| | | 11.30 | |
| | C 11.22 | \$ 11.27 | \$ 11.35 |
| | | | \$ 11.34 |
| | | | K 11.32 |
| | | | K 11.30 |
| | | | |
| | 11.17 | 11.22 | 11.29 |
| | 11.13 | 11.18 | 11.25 |
| \$ 11.10 | \$ 11.15 | \$ 11.22 | |
| | P. M. | P. M. | P. M. |
| | DAILY | DAILY | DAILY |
| | 42 | 914 | 7298 |

MONONGAHELA RIVER LINE

| STATIONS | FIRST CLASS | | |
|-----------------------|-------------------|-------------------|-------------------|
| | ●7701 | ●7703 | ●7705 |
| | DAILY EX. SUN. | DAILY EX. SUN. | DAILY EX. SUN. |
| Leave | A. M. | A. M. | A. M. |
| CR BLOCK STATION | 5.52 | 7.02 | 7.30 |
| SOUTH DUQUESNE | \$ 5.55 | \$ 7.05 | \$ 7.33 |
| DUQUESNE | \$ 5.58 | \$ 7.08 | \$ 7.36 |
| THOMSON | F 6.00 | F 7.10 | F 7.38 |
| AU BLOCK STATION | 6.01 | 7.11 | 7.40 |
| GREEN SPRINGS | | | |
| MUNHALL | \$ 6.05 | \$ 7.15 | \$ 7.44 |
| HOMESTEAD | \$ 6.08 | \$ 7.19 | \$ 7.48 |
| HOWARD | \$ 6.10 | | |
| MESTA | \$ 6.12 | \$ 7.22 | \$ 7.51 |
| HAYS | F 6.14 | F 7.24 | |
| REDMAN | | | |
| BECKS RUN | F 6.18 | 7.28 | F 7.55 |
| THIRTIETH STREET | \$ 6.21 | \$ 7.30 | \$ 7.58 |
| TWELFTH STREET | \$ 6.24 | | |
| MB BLOCK STATION | 6.27 | 7.36 | 8.04 |
| FOURTH AVE. (P.H.Dv.) | \$ 6.30 | \$ 7.39 | \$ 8.07 |
| PITTSBURGH | \$ 6.32 | \$ 7.41 | \$ 8.10 |
| Arrive | A. M. | A. M. | A. M. |
| | 7701 | 7703 | 7705 |

MONONGAHELA RIVER LINE

| STATIONS | FIRST CLASS | | |
|-----------------------|-------------------|-------------------|-------------------|
| | 7702 | 7708 | 7806 |
| | A. M. | A. M. | A. M. |
| Arrive | | | |
| CR BLOCK STATION | 6.03 | 8.12 | 8.55 |
| SOUTH DUQUESNE | F 5.59 | \$ 8.09 | |
| DUQUESNE | \$ 5.56 | \$ 8.06 | \$ 8.50 |
| THOMSON | F 5.50 | F 8.01 | |
| AU BLOCK STATION | 5.48 | 7.59 | 8.46 |
| GREEN SPRINGS | | | |
| MUNHALL | \$ 5.44 | \$ 7.56 | |
| HOMESTEAD | \$ 5.40 | \$ 7.52 | \$ 8.41 |
| HOWARD | | | |
| MESTA | \$ 5.33 | \$ 7.44 | |
| HAYS | | F 7.42 | |
| REDMAN | | | |
| BECKS RUN | 5.28 | 7.39 | 8.35 |
| THIRTIETH STREET | \$ 5.25 | \$ 7.36 | |
| TWELFTH STREET | | \$ 7.33 | |
| MB BLOCK STATION | 5.20 | 7.30 | 8.30 |
| FOURTH AVE. (P.H.Dv.) | \$ 5.18 | \$ 7.28 | \$ 8.27 |
| PITTSBURGH | \$ 5.15 | \$ 7.25 | \$ 8.25 |
| Leave | A. M. | A. M. | A. M. |
| | DAILY EX. SUN. | DAILY EX. SUN. | DAILY EX. SUN. |
| | 7702 | 7708 | 7806 |

WESTWARD

| | FIRST CLASS | | | | |
|--|-------------------|--------------|-------------------|-------------------|-------------------|
| | 7707 | 7775 | 7801 | 7811 | 7803 |
| | DAILY EX. SUN. | SUN. ONLY | DAILY EX. SUN. | DAILY EX. SUN. | DAILY EX. SUN. |
| | A. M. | A. M. | A. M. | A. M. | P. M. |
| | 7.55 | 8.30 | 8.52 | 10.53 | 12.59 |
| | \$ 7.59 | \$ 8.34 | \$ 8.56 | \$ 10.57 | \$ 1.04 |
| | 8.02 | 8.37 | 8.58 | 11.00 | 1.07 |
| | \$ 8.06 | | | \$ 11.04 | |
| | \$ 8.10 | \$ 8.44 | \$ 9.04 | \$ 11.08 | \$ 1.14 |
| | | | | \$ 11.11 | |
| | | | | F 11.13 | |
| | 8.15 | 8.50 | 9.09 | 11.17 | 1.20 |
| | \$ 8.18 | \$ 8.53 | | \$ 11.20 | |
| | 8.24 | 8.59 | 9.15 | 11.25 | 1.27 |
| | \$ 8.27 | \$ 9.02 | \$ 9.18 | \$ 11.27 | \$ 1.30 |
| | \$ 8.30 | \$ 9.05 | \$ 9.20 | \$ 11.30 | \$ 1.32 |
| | A. M. | A. M. | A. M. | A. M. | P. M. |
| | 7707 | 7775 | 7801 | 7811 | 7803 |

EASTWARD

| | FIRST CLASS | | | | |
|--|--------------|-------------------|-------------------|--------------|---------------|
| | 7760 | 7708 | 7808 | 7862 | 7726 |
| | A. M. | A. M. | P. M. | P. M. | P. M. |
| | 11.02 | 11.55 | 1.03 | 1.07 | 2.07 |
| | \$ 10.59 | \$ 11.50 | | \$ 1.04 | \$ 2.04 |
| | \$ 10.56 | \$ 11.47 | \$ 12.58 | \$ 1.01 | \$ 2.01 |
| | | F 11.41 | | | F 1.59 |
| | 10.52 | 11.42 | 12.55 | 12.57 | 1.58 |
| | \$ 10.46 | \$ 11.38 | | \$ 12.53 | \$ 1.54 |
| | \$ 10.42 | \$ 11.35 | \$ 12.50 | \$ 12.50 | \$ 1.51 |
| | \$ 10.42 | \$ 11.32 | | \$ 12.47 | \$ 1.49 |
| | F 10.40 | \$ 11.30 | | F 12.45 | F 1.47 |
| | 10.37 | 11.27 | 12.42 | 12.42 | 1.44 |
| | \$ 10.35 | \$ 11.25 | F 12.40 | \$ 12.40 | \$ 1.42 |
| | 10.30 | 11.20 | 12.35 | 12.35 | 1.37 |
| | \$ 10.28 | \$ 11.18 | \$ 12.33 | \$ 12.33 | \$ 1.35 |
| | \$ 10.25 | \$ 11.15 | \$ 12.30 | \$ 12.30 | \$ 1.32 |
| | A. M. | A. M. | P. M. | P. M. | P. M. |
| | SUN. ONLY | DAILY EX. SUN. | DAILY EX. SUN. | SUN. ONLY | SAT. ONLY. |
| | 7760 | 7708 | 7808 | 7862 | ●7726 |

| STATIONS | FIRST CLASS | | | |
|------------------------|--------------|--------------|-------------------|-------------------|
| | 7873 | 7779 | 7713 | 7717 |
| | SUN. ONLY | SUN. ONLY | DAILY EX. SUN. | DAILY EX. SUN. |
| Leave | P. M. | P. M. | P. M. | P. M. |
| CR BLOCK STATION | 1.10 | 3.58 | 4.02 | 5.20 |
| SOUTH DUQUESNE | \$ 1.13 | \$ 4.01 | \$ 4.05 | |
| DUQUESNE | \$ 1.16 | \$ 4.04 | \$ 4.09 | \$ 5.25 |
| THOMSON | | F 4.06 | F 4.11 | |
| AU BLOCK STATION | 1.18 | 4.08 | 4.13 | 5.28 |
| GREEN SPRINGS | | F 4.10 | | |
| MUNHALL | \$ 1.21 | \$ 4.12 | \$ 4.16 | \$ 5.32 |
| HOMESTEAD | \$ 1.25 | \$ 4.16 | \$ 4.20 | \$ 5.36 |
| HOWARD | | | | |
| MESTA | \$ 1.28 | \$ 4.18 | \$ 4.24 | \$ 5.38 |
| HAYS | F 1.30 | F 4.20 | F 4.27 | \$ 5.41 |
| REDMAN | | | | |
| BECKS RUN | 1.34 | 4.23 | 4.30 | 5.45 |
| THIRTIETH STREET | \$ 1.36 | \$ 4.25 | \$ 4.32 | \$ 5.48 |
| TWELFTH STREET | | | \$ 4.35 | \$ 5.51 |
| MB BLOCK STATION | 1.42 | 4.30 | 4.40 | 5.56 |
| FOURTH AVE. (P.H.Div.) | \$ 1.45 | \$ 4.33 | \$ 4.43 | \$ 5.58 |
| PITTSBURGH | \$ 1.48 | \$ 4.35 | \$ 4.45 | \$ 6.00 |
| Arrive | P. M. | P. M. | P. M. | P. M. |
| | 7873 | 7779 | 7713 | 7717 |

MONONGAHELA RIVER LINE

| STATIONS | FIRST CLASS | | | |
|------------------------|--------------|-------------------|-------------------|-------------------|
| | 7762 | 7710 | 7810 | 7712 |
| | P. M. | P. M. | P. M. | P. M. |
| Arrive | P. M. | P. M. | P. M. | P. M. |
| CR BLOCK STATION | 4.25 | 4.48 | 5.49 | 6.25 |
| SOUTH DUQUESNE | | | | \$ 6.22 |
| DUQUESNE | \$ 4.20 | \$ 4.42 | \$ 5.44 | \$ 6.19 |
| THOMSON | | F 4.38 | | F 6.16 |
| AU BLOCK STATION | 4.17 | 4.37 | 5.41 | 6.14 |
| GREEN SPRINGS | | | | |
| MUNHALL | | \$ 4.33 | | \$ 6.11 |
| HOMESTEAD | \$ 4.11 | \$ 4.30 | \$ 5.35 | \$ 6.08 |
| HOWARD | | | | |
| MESTA | | \$ 4.25 | | \$ 6.03 |
| HAYS | | F 4.23 | | F 6.01 |
| REDMAN | | | | |
| BECKS RUN | 4.04 | 4.20 | 5.29 | F 5.57 |
| THIRTIETH STREET | \$ 4.02 | \$ 4.18 | | \$ 5.55 |
| TWELFTH STREET | | | | |
| MB BLOCK STATION | 3.56 | 4.13 | 5.24 | 5.50 |
| FOURTH AVE. (P.H.Div.) | \$ 3.53 | \$ 4.11 | \$ 5.22 | \$ 5.48 |
| PITTSBURGH | \$ 3.50 | \$ 4.08 | \$ 5.19 | \$ 5.45 |
| Leave | P. M. | P. M. | P. M. | P. M. |
| | SUN. ONLY | DAILY EX. SUN. | DAILY EX. SUN. | DAILY EX. SUN. |
| | 7762 | 7710 | 7810 | 7712 |

| | FIRST CLASS | | | | |
|--|--------------|-------------------|---------|--------------------|--|
| | 7875 | 7805 | 7833 | 7721 | |
| | SUN. ONLY | DAILY EX. SUN. | DAILY | SAT & SUN. ONLY | |
| | P. M. | P. M. | P. M. | P. M. | |
| | 6.35 | 6.55 | 7.49 | 9.23 | |
| | \$ 6.39 | F 6.58 | | \$ 9.26 | |
| | \$ 6.42 | \$ 7.00 | \$ 7.58 | \$ 9.29 | |
| | | | | F 9.31 | |
| | 6.45 | 7.03 | 7.56 | 9.32 | |
| | | | | | |
| | \$ 6.50 | | | \$ 9.36 | |
| | \$ 6.54 | \$ 7.08 | \$ 8.02 | \$ 9.39 | |
| | | | | | |
| | F 6.56 | | | F 9.41 | |
| | F 6.58 | | | F 9.43 | |
| | | | | | |
| | 7.01 | 7.13 | 8.08 | 9.46 | |
| | \$ 7.04 | \$ 7.15 | | \$ 9.49 | |
| | | | | | |
| | 7.10 | 7.20 | 8.14 | 9.55 | |
| | \$ 7.18 | \$ 7.23 | \$ 8.17 | \$ 9.58 | |
| | | | | | |
| | \$ 7.15 | \$ 7.25 | \$ 8.20 | \$ 10.00 | |
| | | | | | |
| | P. M. | P. M. | P. M. | P. M. | |
| | 7875 | 7805 | 7833 | 7721 | |

EASTWARD

| | FIRST CLASS | | | | |
|--|-------------------|--------------|-------------------|----------|--|
| | 7714 | 7764 | 7718 | 7820 | |
| | P. M. | P. M. | P. M. | P. M. | |
| | 6.59 | 7.22 | 8.44 | 11.59 | |
| | \$ 6.56 | \$ 7.19 | \$ 8.41 | F 11.56 | |
| | \$ 6.53 | \$ 7.16 | \$ 8.38 | \$ 11.53 | |
| | | F 7.14 | | | |
| | 6.50 | 7.12 | 8.35 | 11.50 | |
| | | | | | |
| | \$ 6.47 | \$ 7.09 | \$ 8.31 | F 11.47 | |
| | \$ 6.44 | \$ 7.05 | \$ 8.28 | \$ 11.44 | |
| | | | | | |
| | \$ 6.39 | \$ 7.01 | \$ 8.25 | F 11.40 | |
| | F 6.37 | | | | |
| | | | | | |
| | F 6.34 | 6.57 | 8.22 | 11.37 | |
| | \$ 6.32 | \$ 6.55 | \$ 8.20 | \$ 11.35 | |
| | | | | | |
| | 6.27 | 6.50 | 8.15 | 11.30 | |
| | \$ 6.25 | \$ 6.48 | \$ 8.13 | \$ 11.28 | |
| | | | | | |
| | \$ 6.22 | \$ 6.45 | \$ 8.10 | \$ 11.25 | |
| | | | | | |
| | P. M. | P. M. | P. M. | P. M. | |
| | DAILY EX. SUN. | SUN. ONLY | DAILY EX. SUN. | DAILY | |
| | 7714 | 7764 | 7718 | 7820 | |

| STATIONS | FIRST CLASS | | | |
|--|-------------------|--------------------|-------------------|--|
| | ●7203 | ●7213 | 7219 | |
| | DAILY EX. SUN. | ‡DAILY EX. SUN. | DAILY EX. SUN. | |
| Leave | A. M. | A. M. | A. M. | |
| SALTSBURG (Cph. Div.) TURTLECREEKBR. JCT. | \$ 5.00 | | | |
| IK BLOCK STATION | 5.06 | | | |
| ELRICO | F 5.11 | | \$ 6.35 | |
| SLICKVILLE | \$ 5.15 | | \$ 6.40 | |
| TREES MILLS | F 5.21 | | \$ 6.47 | |
| DI BLOCK STATION | 5.24 | | 6.49 | |
| SH BLOCK STATION | 5.27 | Will Not Run | 6.52 | |
| DELMONT | S 5.29 | Jan. 1, | \$ 6.54 | |
| WV BLOCK STATION | 5.33 | May 30 | 6.58 | |
| WHITE VALLEY | S 5.34 | July 4 | \$ 6.59 | |
| EXPORT | SⓈ 5.40 | Sept. 2 | \$ 7.06 | |
| NEWLINSBURG | S 5.50 | Nov. 29 | \$ 7.15 | |
| MURRAYSVILLE | S 5.55 | Dec. 25 | \$ 7.21 | |
| LYONS RUN BR. JCT. | 6.02 | | 7.28 | |
| SAUNDERS | \$ 6.03 | | \$ 7.29 | |
| BLACKBURN | \$ 6.10 | | F 7.36 | |
| BY BLOCK STATION | 6.12 | 7.22 | 7.40 | |
| E. E. DOUBLE TRACK | 6.13 | 7.23 | 7.41 | |
| NORTH TRAFFORD | \$ 6.14 | \$ 7.25 | \$ 7.42 | |
| TRAFFORD | \$ 6.17 | \$ 7.28 | \$ 7.45 | |
| Arrive | A. M. | A. M. | A. M. | |
| | 7203 | 7213 | 7219 | |

No. 7203 is superior by direction to No. 7206 †SB to †EP.

No. 7219 will stop at Remaley's Crossing 0.6 miles west of Export.

TURTLE CREEK BRANCH

| STATIONS | FIRST CLASS | | | |
|--|---------------------------|-----------------------------|-----------------------------|--|
| | 7206 | 7214 | 7224 | |
| | A. M. | A. M. | A. M. | |
| Arrive | A. M. | A. M. | A. M. | |
| SALTSBURG (Cph. Div.) TURTLECREEKBR. JCT. | | | | |
| IK BLOCK STATION | | | | |
| ELRICO | \$ 6.20 | | | |
| SLICKVILLE | \$ 6.08 | | | |
| TREES MILLS | F 5.59 | | | |
| DI BLOCK STATION | 5.58 | | | |
| SH BLOCK STATION | 5.53 | Will Not Run | Will Not Run | |
| DELMONT | F 5.52 | Jan. 1, | Jan. 1, | |
| WV BLOCK STATION | 5.48 | May 30, | May 30, | |
| WHITE VALLEY | F 5.45 | July 4, | July 4, | |
| EXPORT | SⓈ 5.40 | Sept. 2, | Sept. 2, | |
| NEWLINSBURG | F 5.30 | Nov. 29, | Nov. 29, | |
| MURRAYSVILLE | F 5.25 | Dec. 25, | Dec. 25, | |
| LYONS RUN BR. JCT. | 5.17 | | | |
| SAUNDERS | F 5.16 | | | |
| BLACKBURN | F 5.09 | | | |
| BY BLOCK STATION | 5.07 | 7.06 | | |
| E. E. DOUBLE TRACK | 4.55 | 7.04 | 8.10 | |
| NORTH TRAFFORD | \$ 4.54 | \$ 7.02 | \$ 8.08 | |
| TRAFFORD | \$ 4.51 | \$ 6.58 | \$ 8.03 | |
| Leave | A. M. | A. M. | A. M. | |
| | DAILY EX. SUN. 7206 | ‡DAILY EX. SUN. ●7214 | ‡DAILY EX. SUN. ●7224 | |

No. 7203 is superior by direction to No. 7206 †SB to †EP.

| | FIRST CLASS | | | | |
|--|-------------------|---------------|-------------------|-------------------|-------------------|
| | †7231 | ●7239 | †7245 | ●7253 | 7269 |
| | DAILY EX. SUN. | SAT. ONLY. | DAILY EX. SUN. | DAILY EX. SUN. | DAILY EX. SUN. |
| | A. M. | P. M. | P. M. | P. M. | P. M. |
| | | \$ 1.22 | | | |
| | | 1.28 | | | |
| | | \$ 1.35 | | | \$ 6.35 |
| | | \$ 1.40 | | | \$ 6.39 |
| | | \$ 1.47 | | | F 6.48 |
| | | 1.60 | | | 6.50 |
| | | 1.53 | | | 6.53 |
| | | \$ 1.55 | | | \$ 6.56 |
| | | 1.59 | | | 7.00 |
| | | \$ 2.00 | | | \$ 7.01 |
| | | \$ 2.05 | | | SⓈ 7.06 |
| | | \$ 2.12 | | | \$ 7.14 |
| | | \$ 2.17 | | | \$ 7.19 |
| | | 2.25 | | | 7.26 |
| | | \$ 2.26 | | | \$ 7.27 |
| | | F 2.33 | | | F 7.34 |
| | 11.07 | 2.35 | 3.41 | | 7.35 |
| | 11.09 | 2.36 | 3.43 | 4.52 | 7.36 |
| | \$ 11.10 | \$ 2.37 | \$ 3.44 | \$ 4.54 | \$ 7.37 |
| | \$ 11.13 | \$ 2.40 | \$ 3.47 | \$ 4.57 | \$ 7.40 |
| | A. M. | P. M. | P. M. | P. M. | P. M. |
| | 7231 | 7239 | 7245 | 7253 | 7269 |

No. 7269 is superior by direction to No. 7256 †ER to †EP.

EASTWARD

| 7230 | FIRST CLASS | | | | |
|----------------------------|-----------------------|----------------------------|---------------------------|----------------------------|---------------------------------|
| | 7234 | 7240 | 7248 | 7250 | 7256 |
| | A. M. | P. M. | P. M. | P. M. | P. M. |
| | | \$ 1.10 | | | \$ 7.56 |
| | | 1.05 | | | 7.51 |
| | \$ 12.58 | | \$ 6.24 | | F 7.44 |
| | \$ 12.46 | | \$ 6.11 | | \$ 7.32 |
| | \$ 12.37 | | F 6.02 | | \$ 7.24 |
| | 12.34 | | 6.59 | | 7.20 |
| | 12.31 | | 5.56 | | 7.17 |
| | \$ 12.30 | | \$ 5.55 | | \$ 7.16 |
| | 12.26 | | 5.51 | | 7.12 |
| | \$ 12.25 | | \$ 5.50 | | \$ 7.11 |
| | \$ 12.20 | | \$ 5.45 | | SⓈ 7.06 |
| | \$ 12.12 | | \$ 5.37 | | \$ 6.58 |
| | \$ 12.08 | | \$ 5.32 | | \$ 6.53 |
| | 12.01 | | 5.25 | | 6.46 |
| | \$ 12.00 | | \$ 5.24 | | \$ 6.45 |
| | F 11.53 | | \$ 5.17 | | \$ 6.38 |
| 10.19 | 11.51 | 2.15 | 5.13 | | 6.36 |
| 10.16 | 11.49 | 2.13 | 5.12 | 6.00 | 6.34 |
| \$ 10.15 | \$ 11.48 | \$ 2.11 | \$ 5.11 | \$ 5.59 | \$ 6.33 |
| \$ 10.12 | \$ 11.45 | \$ 2.08 | \$ 5.08 | \$ 5.56 | \$ 6.30 |
| A. M. | A. M. | P. M. | P. M. | P. M. | P. M. |
| DAILY EX. SUN. †7230 | SAT. ONLY ●7234 | DAILY EX. SUN. †7240 | DAILY EX. SUN. 7248 | DAILY EX. SUN. ●7250 | DAILY EX. SAT & SUN ●7256 |

No. 7248 will stop at Remaley's Crossing, 0.6 miles west of Export.

No. 7269 is superior by direction to No. 7256 †ER to †EP.

TURTLE CREEK BRANCH.

The Block Signal at SZ for eastward trains on Turtle Creek Branch will indicate condition of block from SZ to east end of double track only.

Eastward trains must not pass east end of double track without permission from Signalman at UJ, and must also ascertain the condition of block between the east end of double track and †BY. The normal position of switch at east end of double track is for westward track.

Westward trains having work between the east end of double track and SZ must report to the Signalman at UJ when clear of single track between †BY and the east end of double track.

No. 7206 turn engine on Blackburn Y.

Nos. 7224 and 7250 at east end of double track will back to UJ.

At Elrico all passenger trains will clear on the siding to cut the engine off and run around the train so as to push the coaches ahead from that point to Elrico or Turtle Creek Branch Junction. The derail on the siding at Elrico will be kept in position until the engine has run around the train, coupled on, air test made and is prepared to proceed to Elrico or Turtle Creek Branch Junction.

At Turtle Creek Branch Junction trains will clear on Atlantic Refining Company Siding. Telephone is located at this siding for use of trainmen.

The hand-thrown derail on the main track of the Lyons Run Branch, 850 feet east of the New York and Cleveland Gas Coal Co. tipple, is to protect cars placed on this track east of the derail for loading of coal. Trainmen will see that this derail is kept in position to derail cars except when it is necessary to use the track for shifting purposes.

SOUTH FORK, BEAVER AND LLANFAIR BRANCHES.

On double track on South Fork Branch trains will keep to the left. Rule 150 is modified accordingly.

Engineman of assisting engine pushing a train to Summit and cutting off at that point may report the train clear of the block.

The normal position of the switch at the end of double track at Windber is for the northward track.

The normal position of the switch at Windber Branch Junction, South Fork Branch, is for the Windber Branch.

The normal position of the first switch south of Old Llanfair, is for the siding.

The normal position of the switch at Curry Mill Junction on the South Fork Branch will be for Curry Mill Branch.

PAINT CREEK & SHADE CREEK BRANCHES—SOUTHWARD

| STATIONS | FIRST CLASS | | | |
|----------------------|---------------------------|--|--|--|
| | 7194 DAILY EX. SUN. | | | |
| Leave | P. M. | | | |
| PAINT CREEK BR. JCT. | 1.42 | | | |
| SHADE CREEK BR. JCT. | 1.46 | | | |
| SEANOR | S 1.50 | | | |
| HILLSBORO | F 2.11 | | | |
| COSGROVE | F 2.15 | | | |
| HUSKINS PASS. SDG. | 2.19 | | | |
| MILLER RUN | S 2.24 | | | |
| ROCKINGHAM | F 2.28 | | | |
| CAIRNBROOK | S 2.31 | | | |
| CENTRAL CITY | S 2.35 | | | |
| Arrive | P. M. | | | |
| | 7194 | | | |

PAINT CREEK & SHADE CREEK BRANCHES—NORTHWARD

| STATIONS | FIRST CLASS | | | |
|----------------------|---------------------------|--|--|--|
| | 7197 DAILY EX. SUN. | | | |
| Arrive | P. M. | | | |
| PAINT CREEK BR. JCT. | 3.30 | | | |
| SHADE CREEK BR. JCT. | S 3.25 | | | |
| SEANOR | F 3.12 | | | |
| HILLSBORO | F 3.01 | | | |
| COSGROVE | F 2.57 | | | |
| HUSKINS PASS. SDG. | 2.53 | | | |
| MILLER RUN | S 2.49 | | | |
| ROCKINGHAM | F 2.45 | | | |
| CAIRNBROOK | S 2.43 | | | |
| CENTRAL CITY | S 2.39 | | | |
| Leave | P. M. | | | |
| | DAILY EX. SUN. 7197 | | | |

PAINT CREEK & SHADE CREEK BRANCHES

No. 7197 will turn on the Y at Cairnbrook.

Block System Rules will apply for these trains on Cairnbrook Y. Trains will clear the time of these trains on Y tracks.

The normal position of the switch at Junction of Shade Creek and Paint Creek Branches will be for Shade Creek Branch.

| STATIONS | FIRST CLASS | | | |
|------------------|---------------------------|---------------------------|--|--|
| | 7182 DAILY EX. SUN. | 7184 DAILY EX. SUN. | | |
| Leave | A. M. | P. M. | | |
| WINDBER BR. JCT. | 6.07 | 8.59 | | |
| EUREKA NO. 35 | S 6.10 | F 4.03 | | |
| EUREKA NO. 36 | S 6.14 | S 4.07 | | |
| EUREKA NO. 41 | F 6.17 | F 4.10 | | |
| EUREKA NO. 42 | S 6.24 | S 4.17 | | |
| Arrive | A. M. | P. M. | | |
| | 7182 | 7184 | | |

WINDBER BRANCH—NORTHWARD

| STATIONS | FIRST CLASS | | | |
|------------------|---------------------------|---------------------------|--|--|
| | 7183 | 7185 | | |
| Arrive | A. M. | P. M. | | |
| WINDBER BR. JCT. | 6.42 | 4.38 | | |
| EUREKA NO. 35 | S 6.39 | S 4.35 | | |
| EUREKA NO. 36 | S 6.36 | S 4.31 | | |
| EUREKA NO. 41 | F 6.32 | F 4.26 | | |
| EUREKA NO. 42 | S 6.28 | S 4.20 | | |
| Leave | A. M. | P. M. | | |
| | DAILY EX. SUN. 7183 | DAILY EX. SUN. 7185 | | |

WINDBER BRANCH

The normal position of the switch at Windber Branch Junction, South Fork Branch, is for the Windber Branch.

MOTOR COACH SERVICE MANOR AND BOQUET

| STATIONS | DAILY EX. SUN. | DAILY EX. SUN. | DAILY EX. SUN. | DAILY EX. SAT. | Saturday Only | DAILY EX. SUN. | DAILY EX. SUN. |
|-----------------------|-------------------|-------------------|-------------------|-------------------|------------------|-------------------|-------------------|
| | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. |
| Manor..... Leave | 5.19 | 7.00 | 8.00 | 11.59 | 1.00 | 2.35 | 5.05 |
| Harrison City..... | 5.26 | 7.07 | 8.07 | 12.06 | 1.07 | 2.42 | 5.11 |
| McCullough..... | 5.31 | 7.12 | 8.12 | 12.11 | 1.12 | 2.47 | 5.16 |
| Clark's Crossing..... | 5.35 | 7.16 | 8.16 | 12.15 | 1.17 | 2.51 | 5.21 |
| Clairidge..... | 5.40 | 7.21 | 8.21 | 12.20 | 1.22 | 2.56 | 5.26 |
| Boquet..... Arrive | | | 8.31 | | | 3.01 | |
| Boquet... Leave | | | 8.35 | | | 3.05 | |
| Clairidge..... | 5.42 | 7.25 | 8.45 | 12.50 | 1.25 | 4.00 | 5.27 |
| Clark's Crossing..... | 5.47 | 7.30 | 8.50 | 12.55 | 1.30 | 4.05 | 5.32 |
| McCullough..... | 5.51 | 7.34 | 8.54 | 1.00 | 1.35 | 4.09 | 5.37 |
| Harrison City..... | 5.56 | 7.39 | 8.59 | 1.05 | 1.40 | 4.14 | 5.42 |
| Manor..... Arrive | 6.05 | 7.48 | 9.06 | 1.12 | 1.46 | 4.23 | 5.49 |

EXTRA STOPS BY PASSENGER TRAINS.

When No. 25 passes Johnstown after No. 685 and ahead of No. 511, No. 511 will stop at Seward and New Florence to let off passengers from east of Altoona arriving at Johnstown on No. 25, and when No. 25 passes Johnstown after Nos. 685 and 511, No. 25 will stop at Seward, New Florence and Torrance to let off passengers from east of Altoona and report from Johnstown any passengers for Conemaugh Division.

No. 3 at Old Mineral Point and No. 608 at Old Loyalhanna on request of Mail Clerk or when flagged for Parcel Post.

| Train No. | Stop on Signal to Receive or on Notice to Conductor to Discharge Employees. | For |
|------------------------|---|-----------|
| 7201 | Opposite 28th St. Engine House | Employees |
| 3 | GY and AG | Signalmen |
| 7303 | SQ and JD | Employees |
| 681 | W and SG | Employees |
| | SQ, Sunday only | |
| 55 | AO, C, SQ and JD | Signalmen |
| 685 | GY, AG and SF | Signalmen |
| 7005 | GY, AG, SF and SG | Signalmen |
| 7002 | SQ, SG, C, AO, SF, AG and GY | Signalmen |
| 7004 | JD, SQ, SG, C and AO | Signalmen |
| 600 | WG | Signalmen |
| 600-7102 7307-7293 | R | Signalmen |
| 682 | JD and SG | Signalmen |
| 608 | SQ and SG | Signalmen |
| 7301-7305 7286-7295 | RG | Signalmen |
| 7295 | MF | Signalmen |
| 4 | SQ | Signalmen |
| 932-6781 | | |
| 934-6927 | | |
| 9006-925 | VI | Employees |
| 6794-6937 | | |
| 7705 | | |
| 7710-7864 7762-7820 | AU | Employees |
| 7219 | Wynn & Star Brick Works | Freight |
| 7234 7239 | { Beaver Run { Water Station | Employees |

Trains will make an "S" stop at Ridgeview Park as indicated below:

No. 9, due at 5.53 A. M., May 29th to Oct. 15th.

TRAINS WAIT FOR CONNECTIONS

| JUNCTION | TRAIN NO. | DUE AT | WAIT UNTIL | FOR TRAIN | FROM | DUE AT |
|------------|-----------|-----------|------------|--------------|--------------|----------|
| Greensburg | 7100 | 6.42A.M. | 6.47A.M. | 9 | Altoona | 6.25A.M. |
| | | | | 19 | Altoona | 6.35A.M. |
| | 7104 | 9.45A.M. | 9.55A.M. | 510 | Pittsburgh | 9.37A.M. |
| | 7602 | 9.45A.M. | 9.55A.M. | 510 | Pittsburgh | 9.37A.M. |
| | 7604 | 5.42P.M. | 5.47P.M. | 18 | Pittsburgh | 5.40P.M. |
| | | | | 15 | Altoona | 5.38P.M. |
| | 7108 | 6.14P.M. | 6.30P.M. | 15 | Altoona | 5.38P.M. |
| | | | | 25 | Altoona | 6.09P.M. |
| | 4 | 9.14P.M. | 9.25P.M. | 7605 | Mon. Div. | 9.04P.M. |
| | | | | | | |
| Torrance | 637 | 8.18A.M. | 8.25A.M. | 6880 | Cgh. Div. | 8.13A.M. |
| | 510 | 10.06A.M. | 10.11A.M. | 6814 | Cgh. Div. | 9.50A.M. |
| | 608 | 2.46P.M. | 2.50P.M. | 6816 | Cgh. Div. | 2.30P.M. |
| | 612 | 5.40P.M. | 5.50P.M. | 6804 | Cgh. Div. | 5.30P.M. |
| | 606 | 8.32P.M. | 8.35P.M. | 6886 | Cgh. Div. | 8.25P.M. |
| South Fork | 682 | 8.30A.M. | 8.40A.M. | 7171 | Windber | 8.25A.M. |
| | 7174 | 9.30A.M. | 10.00A.M. | 3 | Altoona | 9.15A.M. |
| Cresson | 3 | 8.38A.M. | 8.45A.M. | 6603 | Cresson Div. | 8.16A.M. |
| | | | | 6651 | Cresson Div. | 8.13A.M. |
| | 685 | 4.48P.M. | 5.00P.M. | 6655 | Cresson Div. | 4.18P.M. |
| | | | | 6609 | Cresson Div. | 4.32P.M. |
| | 611 | 5.20P.M. | 5.25P.M. | 6601 | Cresson Div. | 5.10P.M. |
| | 608 | 4.55P.M. | 5.00P.M. | 6655 | Cresson Div. | 4.18P.M. |
| | | | 6609 | Cresson Div. | 4.32P.M. | |

When a passenger train is late enough that it may miss connections, Conductor will promptly notify Superintendent whether he has passengers for the connection. In cases where trains that do not run through to points west of Pittsburgh are late and have connections for such points, the destination of passengers will be given by Conductor from Johnstown if possible and from Greensburg for Mon. Div. trains in order that connecting trains at Pittsburgh may be satisfactorily handled.

LIGONIER VALLEY RAILROAD.

WEEK DAYS

LATROBE—Arrive: 7.15 A. M., 8.26 A. M., 1.26 P. M. and 5.06 P. M.

Depart: 9.20 A. M., 1.32 P. M. (Saturday only); 2.15 P. M., 5.25 P. M. (except Saturdays); 6.00 P. M.

SUNDAYS

LATROBE—Arrive: 8.26 A. M. and 5.06 P. M.

Depart: 9.20 A. M. and 6.00 P. M.

U. S. MAIL WORK

| STATIONS | EASTWARD TRAINS | | | | | | | | |
|-----------------------|-----------------|-----|----|-----|-----|----|----|---|--|
| | 24 | 322 | 3 | 324 | 303 | 46 | 13 | 6 | |
| East Liberty..... | | | E | E | E | E | E | E | |
| Homewood..... | | | | | E | | | | |
| Wilkinsburg..... | | E | | | E | | | | |
| Swissvale..... | | | | | E | | | | |
| Braddock..... | | E | | | E | | | | |
| East Pittsburgh..... | | | | | E | | E | | |
| Wilmerding..... | | | E | | E | | D | | |
| Pitcairn..... | | | | | E | | D | | |
| Trafford..... | | E | | | | | | | |
| Ardara..... | | | | | CD | | | | |
| Larimer..... | | | CD | | E | | | | |
| Irwin..... | | | E | | E | | | | |
| Manor..... | | E | CD | | E | | CD | | |
| Penn..... | | | CD | | E | | CD | | |
| Jeannette..... | | E | CD | | E | | | E | |
| Grapeville..... | | | CD | | E | | CD | | |
| Greensburg..... | D | E | E | E | E | E | E | E | |
| Latrobe..... | | E | E | E | E | E | E | E | |
| Old Loyalbanna..... | | | | | CD | | | | |
| Bradenville..... | | E | | | E | | | | |
| Derry..... | | E | | | E | | E | | |
| Hillside..... | | E | | | E | | | | |
| Torrance..... | D | E | E | E | E | | E | | |
| Bolivar..... | | E | CD | | E | | | | |
| Lockport..... | | E | | | | | | | |
| New Florence..... | | E | CD | | E | | | | |
| Seward..... | | E | CD | | E | | | | |
| Johnstown..... | E | E | E | E | E | E | E | E | |
| Conemaugh..... | | E | | | E | | | | |
| Old Mineral Pt..... | | | | | | | | | |
| South Fork..... | | E | CD | | E | | | | |
| Ehrenfeld..... | | E | | | E | | | | |
| Summerhill..... | | E | | | E | | | | |
| Wilmore..... | | E | | | E | | | | |
| Portage..... | | E | | | E | | | | |
| Cassandra..... | | E | | | E | | | | |
| Lilly..... | | E | | | E | | | | |
| Cresson..... | E | E | E | E | E | E | E | E | |
| Gallitzin..... | | E | CD | | E | | | | |
| Kittanning Point..... | | | | | | | | | |

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.

H—Pass station at reduced speed to exchange mail.

Nos. 3 and 13 will catch and deliver mail at crane just east of Bolivar for Robinson.

Rule 153 must be observed.

U. S. MAIL WORK

| STATIONS | WESTWARD TRAINS | | | | | | | | |
|-----------------------|-----------------|----|----|----|----|----|----|---|---|
| | 19 | 61 | 61 | 3 | 13 | 55 | 13 | 1 | |
| East Liberty..... | E | E | E | | E | E | E | E | |
| Homewood..... | | | | | | | | | |
| Wilkinsburg..... | | | | E | | E | E | | |
| Swissvale..... | | | | D | | | | | |
| Braddock..... | | | | E | | E | | | |
| East Pittsburgh..... | | | | E | E | E | | | |
| Wilmerding..... | | | | D | E | D | E | E | |
| Pitcairn..... | | | | E | | E | | | |
| Trafford..... | | | | E | | E | | | |
| Ardara..... | | | | | | E | | | |
| Larimer..... | | | | CD | | E | | | |
| Irwin..... | D | | D | E | | E | E | | |
| Manor..... | D | | D | E | | E | | | |
| Penn..... | | | | CD | | E | | | |
| Jeannette..... | | | D | | | E | | | |
| Grapeville..... | | | | CD | | E | C | | |
| Greensburg..... | E | | E | E | E | E | E | E | |
| Latrobe..... | E | | E | E | E | E | E | E | |
| Old Loyalbanna..... | | | | CD | | | | | |
| Bradenville..... | | | | E | | E | | | |
| Derry..... | | | | E | | E | | | |
| Hillside..... | | | | E | | E | | | |
| Torrance..... | D | | E | E | | E | E | E | |
| Bolivar..... | | | | E | | E | | | |
| Lockport..... | | | | | | E | | | |
| New Florence..... | | | | E | | E | CD | | |
| Seward..... | | | | E | | E | CD | | |
| Johnstown..... | E | | E | E | E | E | E | E | |
| Conemaugh..... | | | | E | | E | | | |
| Old Mineral Pt..... | | | | CD | | | CD | | |
| South Fork..... | | | | E | | E | E | | |
| Ehrenfeld..... | | | | D | | | | | |
| Summerhill..... | | | | E | | E | | | |
| Wilmore..... | | | | E | | E | | | |
| Portage..... | | | | D | E | E | E | | |
| Cassandra..... | | | | E | | E | | | |
| Lilly..... | | | | E | | E | | | |
| Cresson..... | | | | E | E | | E | E | E |
| Gallitzin..... | | | | E | | E | | E | |
| Kittanning Point..... | | | | | | E | | | |

Conductor will ascertain from the mail clerk at the initial terminal, amount of mail to be discharged at each station, specified on pages 86 and 87, where train is not scheduled to stop, and instruct engineman 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. letter boxes are located on platforms at East Liberty, Wilmerding, Jeannette, Greensburg, Latrobe and Johnstown. Trainmen will not start the train, until the postal clerk has made letter box collections.

ARRANGED FREIGHT TRAIN SERVICE

WESTBOUND

| TRAIN | LEAVES | | ARRIVES | | SCHED'D TIME |
|--------|--------|-------------|---------|-------------|-----------------|
| PF- 1 | BO | 12:15 A. M. | JD | 4:15 A. M. | 4h 00m |
| TRS-15 | BO | 1:30 A. M. | JD | 6:00 A. M. | 4h 30m |
| CE- 1 | BO | 1:30 A. M. | SZ | 9:00 A. M. | 7h 30m |
| SW- 1 | BO | 2:15 A. M. | SZ | 9:30 A. M. | 7h 15m |
| PG- 1 | BO | 4:00 A. M. | SZ | 12:01 P. M. | 8h 00m |
| PG-15 | BO | 5:00 A. M. | YU | 1:00 P. M. | 8h 00m |
| TRS-1 | BO | 6:00 A. M. | JD | 10:30 A. M. | 4h 30m |
| TRS-3 | BO | 7:00 A. M. | SZ | 3:00 P. M. | 8h 00m |
| ED- 1 | BO | 9:00 A. M. | JD | 12:01 P. M. | 3h 00m |
| WP-15 | BO | 10:00 A. M. | JD | 2:00 P. M. | 4h 00m |
| PG-19 | BO | 10:00 A. M. | SZ | 6:00 P. M. | 8h 00m |
| JA- 1 | BO | 1:00 P. M. | C | 6:00 P. M. | 5h 00m |
| PG-13 | BO | 3:45 P. M. | SZ | 11:45 P. M. | 8h 00m |
| NL- 1 | BO | 5:00 P. M. | JD | 8:00 P. M. | 3h 00m |
| PG- 3 | BO | 10:30 P. M. | JD | 1:15 A. M. | 2h 45m |
| PG-11 | BO | 11:00 P. M. | Wkbg. | 5:00 A. M. | 6h 00m |
| VL- 1 | BO | 11:20 P. M. | SZ | 6:05 A. M. | 6h 45m |
| PG-33 | C | 4:00 A. M. | SZ | 10:00 A. M. | 6h 00m |
| PG-31 | C | 1:30 P. M. | SZ | 6:30 P. M. | 5h 00m |
| NP- 1 | WG | 12:30 A. M. | DU | 2:45 A. M. | 2h 15m |
| PF- 3 | WG | 3:00 A. M. | VI | 5:00 A. M. | 2h 00m |
| VL- 1 | WG | 7:05 A. M. | DU | 8:20 A. M. | 1h 15m |
| WV- 3 | WG | 9:15 A. M. | VI | 10:15 A. M. | 1h 00m |
| ZB- 1 | WG | 10:00 A. M. | DU | 11:45 A. M. | 1h 45m |
| ED-55 | WG | 10:00 A. M. | VI | 12:01 P. M. | 2h 00m |
| SW- 1 | WG | 10:30 A. M. | DU | 11:45 A. M. | 1h 15m |
| FW- 3 | WG | 12:01 P. M. | DU | 2:00 P. M. | 2h 00m |
| CE- 1 | WG | 1:00 P. M. | DU | 2:45 P. M. | 1h 45m |
| PH- 5 | WG | 5:00 P. M. | DU | 6:35 P. M. | 1h 35m |
| WV- 1 | WG | 6:15 P. M. | DU | 8:00 P. M. | 1h 45m |
| TRS-3 | WG | 6:30 P. M. | DU | 8:15 P. M. | 1h 45m |
| ED-47 | WG | 8:30 P. M. | VI | 9:30 P. M. | 1h 00m |
| PW- 7 | WG | 8:30 P. M. | DU | 10:15 P. M. | 1h 45m |
| CB- 7 | WG | 9:00 P. M. | DU | 11:45 P. M. | 2h 45m |
| PB- 1 | WG | 9:30 P. M. | VI | 11:30 P. M. | 2h 00m |
| CP- 5 | WG | 11:30 P. M. | DU | 12:45 A. M. | 1h 15m |

| TRAIN | NAME |
|-------|-----------------|
| CE- 1 | The Meteor |
| PF- 1 | Star Union Line |
| TRS-1 | The Home Run |
| WV- 3 | The Standard |
| ED- 1 | The Arrow |
| FW- 3 | The White Moth |
| PG-13 | The Dividend |
| NL- 1 | The Yankee |
| PH- 5 | The Hummer |
| TRS-3 | The Refiller |
| PG-11 | The Ace |
| VL- 1 | The Comet |
| WV- 1 | Punctuality |

ARRANGED FREIGHT TRAIN SERVICE

EASTBOUND

| TRAIN | LEAVES | | ARRIVES | | SCHED'D TIME |
|--------|--------|-------------|---------|-------------|-----------------|
| VL- 2 | DU | 1:45 A. M. | WG | 2:45 A. M. | 1h 00m |
| PW-18 | DU | 2:00 A. M. | WG | 3:15 A. M. | 1h 15m |
| CB- 8 | DU | 2:30 A. M. | WG | 3:40 A. M. | 1h 00m |
| LM- 6 | DU | 9:45 A. M. | WG | 11:00 A. M. | 1h 15m |
| CE- 2 | DU | 10:15 A. M. | WG | 11:30 A. M. | 1h 15m |
| NP- 2 | DU | 10:45 A. M. | WG | 12:01 P. M. | 1h 15m |
| ZB- 2 | DU | 4:00 P. M. | WG | 5:30 P. M. | 1h 30m |
| VL- 4 | DU | 6:15 P. M. | WG | 7:15 P. M. | 1h 00m |
| VL- 6 | DU | 10:15 P. M. | WG | 11:30 P. M. | 1h 15m |
| WV- 4 | VI | 2:00 A. M. | WG | 3:45 A. M. | 1h 45m |
| PF- 4 | VI | 6:10 A. M. | WG | 8:15 A. M. | 2h 05m |
| CP- 4 | VI | 6:30 A. M. | WG | 7:30 A. M. | 1h 00m |
| PF- 6 | VI | 10:45 P. M. | WG | 12:01 A. M. | 1h 15m |
| PG- 34 | SZ | 2:00 A. M. | BO | 9:00 A. M. | 7h 00m |
| APG 10 | SZ | 2:30 A. M. | BO | 10:00 A. M. | 7h 30m |
| VL- 2 | SZ | 3:15 A. M. | BO | 9:15 A. M. | 6h 00m |
| PG- 16 | SZ | 7:00 A. M. | BO | 2:30 P. M. | 7h 30m |
| PG- 14 | SZ | 8:00 A. M. | BO | 4:00 P. M. | 8h 00m |
| LM- 6 | SZ | 12:01 P. M. | BO | 8:00 P. M. | 8h 00m |
| PG- 12 | SZ | 3:00 P. M. | BO | 10:30 P. M. | 7h 30m |
| CE- 2 | SZ | 4:15 P. M. | BO | 11:45 P. M. | 7h 30m |
| PG- 18 | SZ | 5:00 P. M. | BO | 1:30 A. M. | 8h 30m |
| PG- 4 | SZ | 5:45 P. M. | BO | 1:45 A. M. | 8h 00m |
| PG- 10 | SZ | 7:00 P. M. | BO | 3:00 A. M. | 8h 00m |
| VL- 4 | SZ | 7:45 P. M. | BO | 2:30 A. M. | 6h 45m |
| PG- 32 | SZ | 8:00 P. M. | C | 4:00 A. M. | 8h 00m |
| ED- 2 | JD | 1:45 A. M. | BO | 5:00 A. M. | 3h 15m |
| FW- 8 | JD | 7:15 A. M. | BO | 11:00 A. M. | 3h 45m |
| CMB | JD | 5:30 A. M. | BO | 8:45 A. M. | 3h 15m |
| PH- 10 | JD | 11:45 A. M. | BO | 3:00 P. M. | 3h 15m |
| WP- 10 | JD | 3:55 P. M. | BO | 7:20 P. M. | 3h 25m |
| CG- 10 | JD | 5:00 P. M. | BO | 10:00 P. M. | 5h 00m |
| PF- 2 | JD | 7:45 P. M. | BO | 12:45 A. M. | 5h 00m |
| AE- 2 | JD | 8:30 P. M. | BO | 2:00 A. M. | 5h 30m |
| PF 12 | JD | 9:30 P. M. | BO | 2:00 A. M. | 4h 30m |
| JA- 2 | C | 6:00 A. M. | BO | 10:00 A. M. | 4h 00m |

| TRAIN | NAME |
|--------|-----------------|
| ED- 2 | The Gas Wagon |
| WV- 4 | The Accelerator |
| VL- 2 | Uncle Sam |
| CMB | The Packer |
| LM- 6 | The Cincinnatus |
| PG-16 | The Champion |
| FW- 8 | Man O' War |
| CE- 2 | The Eagle |
| PH- 10 | The Greyhound |
| PG- 12 | The Ironmaster |
| WP- 10 | The Premier |
| VL- 4 | The Eclipse |
| PF- 2 | The Mercury |
| AE- 2 | The Bull Dog |
| VL- 6 | The Trailblazer |

**THE TICKET OFFICES OF STATIONS NAMED
BELOW WILL BE OPEN FOR THE
SALE OF TICKETS AS FOLLOWS---**

| Daily except Sunday | | STATIONS | Sunday | |
|---------------------|-----------------------|-------------------|--------------------|-----------------------|
| Open for Train No. | Close after Train No. | | Open for Train No. | Close after Train No. |
| 3 | 685 | GALLITZIN, W'st'd | 3 | 685 |
| 682* | 608 | GALLITZIN, E'st'd | 7004 | 608 |
| 34 | 606 | ORESSON | 34 | 606 |
| 681 | 612 | LILLY | 3 | 685 |
| 682 | 612 | PORTAGE | 7004 | 1 |
| 7002 | 612 | SUMMERHILL | | |
| 681 | 612 | SOUTH FORK | 7004 | 685 |
| Open | All Trains | LLOYDELL | | |
| Open | All Trains | WINDBER | | |
| Open | All Trains | CAIRNBROOK | | |
| 681 | 685 | CONEMAUGH | 681 | 3 |
| Open | All Trains | JOHNSTOWN | Open | All Trains |
| 682 | 612 | SEWARD | | |
| 7303 | 612 | NEW FLORENCE | | |
| 7303 | 685 | BOLIVAR | 604 | 685 |
| 51 | 4 | TORRANCE | 51 | 18 |
| 682 | 685 | DERRY | 681 | 3 |
| 9 | 1 | LATROBE | 9 | 1 |
| 7281 | 1 | GREENSBURG | 7581 | 1 |
| 7301 | 55 | GRAPEVILLE | | |
| 7281 | 4 | JEANNETTE | 51 | 1 |
| 7301 | 7286 | PENN | | |
| 7100 | 7107 | MANOR | 7305 | 612 |
| 7100 | 4 | IRWIN | 681 | 7605 |
| 682 | 7248 | TRAFFORD | 604 | 612 |
| 7203 | 7248 | N'ETH TRAFFORD | | |
| 7203 | 7269 | EXPORT | | |
| 7206 | 7269 | SLICKVILLE | | |
| 7100 | 685 | FTCAIRN | 604 | 685 |
| 7100 | 4 | WILMERDING | 600 | 4 |
| 7100 | 7107 | E. PITTSBURGH | 637 | 55 |
| 7201 | 606 | BRADDOCK | 600 | 685 |
| 7201 | 681 | COPPLAND | 7305 | 7583 |
| 608 | 7245 | | | |
| 7210 | 685 | SWISSVALE | 7305 | 7583 |
| 7210 | 7257 | EDGEWOOD | 7305 | 7583 |
| 7100 | 7295 | WILKINSBURG | 600 | 1 |
| 7210 | 7270 | HOMWOOD | 7305 | 7604 |
| 682 | 32 | EAST LIBERTY | 600 | 32 |
| 6861 | 6786 | SHADYSIDE | | |
| 6861 | **7237 | | | |
| Open | All Trains | PITTSBURGH | Open | All Trains |
| 7706 | 7713 | HAYS | | |
| 7702 | 7805 | HOMESTEAD | 7806 | 7875 |
| 7702 | 7717 | MUNHALL | | |
| 7702 | 7717 | DUQUESNE | 7806 | 7762 |
| 7706 | 7713 | S. DUQUESNE | | |

* Except No. 602.

** Saturday only.

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.

SPECIAL INSTRUCTIONS

81. A rule referred to by number, unless otherwise specified, is a rule in the book of rules.

Employees whose duties are affected by Time Tables must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES.

82. STANDARD TIME.

82A. Eastern Standard Time applies on this division as indicated on the cover and title pages.

D201. Standard clocks are located as follows:

Train Dispatcher offices, attended Block Stations, and all points where Conductors or Enginemen report for duty.

TIME TABLE.

83. SYMBOLS.

83A. The following symbols will be used as indicated by Rule 5—ⓐ ⓑ ⓒ ⓓ, etc.

D301.

ⓐ—No. 7203 take siding.

ⓑ—No. 7269 take siding.

84. LETTERS AND CHARACTERS.

84A. Rule 6 amplified:—

The following letters and characters indicate:—

- R**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail, milk, newspapers or marketing.
- G**—Regular stop, Saturday only.
- H**—Regular stop to receive passengers, Saturday only.
- J**—Regular stop to discharge passengers, Saturday only.
- K**—Regular stop, Sunday only, to receive or discharge passengers.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- ‡—Unattended Block Station.
- No baggage Service.
- ⊕—No baggage service Sunday.
- *—Passenger train—Schedule assigned to gas or gas electric rail motor cars.
- *—Passenger train—Schedule assigned to handle passenger and freight equipment.
- ♠—Passenger train—No train baggageman.
- ‡—Indicates trains that will not be operated on New Years, Memorial, Independence, Thanksgiving and Christmas Days, or on Mondays following when any of these holidays fall on Sunday. See D401.

D401.

- M**—Stop on signal daily except Sunday to discharge passengers from Pittsburgh and East Liberty.
- N**—Stop on signal to discharge passengers from Newark, N. J., and beyond.
- O**—Regular stop to discharge passengers from Harrisburg and points east and to receive passengers.
- P**—Regular stop daily except Sunday.
- T**—Stop to discharge passengers and to receive passengers for points west of Columbus.
- U**—Regular stop daily except Saturday.
- V**—Stop on signal to discharge passengers from points east of Altoona.
- W**—Stop on signal to discharge passengers from North Philadelphia and beyond.
- Y**—Stop on signal to discharge passengers from Baltimore and points south thereof.
- Z**—Regular stop Nov. 29th, Dec. 25th and Jan. 1st to receive or discharge passengers.
- Ⓐ—Will run Thursday, March 28 instead of Friday, March 29.
- †—Local mail and baggage service.
- ‡—Applies also on Labor Day
- Ⓢ—Ridgeview Park (open May 15 to Oct. 15, both inclusive.)

S5.**COLOB SIGNALS.**

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. A track covered by a slow order, other than a train order or time-table Special Instructions, will be indicated by a Yellow Flag or light placed to the right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A Green Flag or Light placed to the right of track marks the end of restricted territory.

S6.**S7.****ENGINE WHISTLE SIGNALS.**

D701. Rule 14 (m) will not apply to trains making S stops at stations.

Rule 14 (dc) and (eg) will apply on No. 5 track between OB and Hays, No. 5 track between Green Springs and PG.

Rule 14 (eh) will apply on Pull-out track at WG.

Rule 14 (dc) will apply on No. 1 track between JD and SQ, O tracks and sidings.

Rule 14 (eg) will apply on No. 5 track W to SO, No. 6 track SQ to JD, O tracks and sidings.

Rule 14 (dd) will apply on No. 1 siding at AR.

D702. 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 (c). Trainmen must be in a position to give and transmit signals.

D703. When necessary to make a road test of the air brake, the test must be completed before the Flagman is recalled.

D704. When Enginemen of passenger trains intend to stop for water they will give two long and three short blasts of the whistle when passing the last interlocking station before reaching the water station at which it is intended to stop. Signalmen on receiving this signal will immediately notify the Train Dispatcher.

S8.**S9. COMMUNICATING SIGNALS.**

D901. Passenger trains when ready, will be started by communicating signal. At Pennsylvania Station, Pittsburgh, when the 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 the rear car has an observation end, the signal will be given from the front end of car. Westward trains will be started by proper signal from Conductor. At all other points 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 the train.

D902. Rule 16 amplified:

| Sound | Indication |
|----------------|--|
| (ja) o o o o o | When standing—deplete brake pipe pressure. |

S10.**TRAIN SIGNALS.****D1001.**

D1002. Rule 21a will apply on double, three or more tracks.

Rule 21 modified:

On single track portions of the Division the display of white flags and white lights as prescribed by Rule 21 will be omitted on all extra trains except passenger extras.

A regular train will be identified by its engine number.

A train must be informed by train order as to the number of the engine on an opposing superior regular train; however, if the engine number is not received by train order, the identification will be made by a personal conference between the conductors and enginemen of trains involved.

A train will obtain from the Signalman the number of the engine on a superior regular train in the same direction it is moving.

When a regular train is named in a train order by its schedule number, the engine number must be stated in addition to the schedule number.

Signalmen must observe and record the engine number on regular trains, and when reporting them will give the engine number in addition to the train number.

D1003. Rule 17a amplified:

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that signal cannot be plainly read, head lights will be dimmed, if, in the judgment of the Engineman, his view of the signal will be improved thereby.

D1004. Rule 26 amplified:

When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the Engineman and Fireman must be notified, they must also be notified when the blue flag or blue light is removed.

D1005. Rules 19 and 24a modified.

By night, trains or engines using the Altoona Loop from UN to AR, or the Conemaugh Loop from AR to UN will display two red lights to the rear, except when engines are running backward with the headlight displayed to the rear, it will not be necessary to display any other lights as markers. By night, engines using either loop running backwards, will display two yellow lights on the rear of the tender.

S11 USE OF SIGNALS.

S11A. When a pusher engine is assisting a train coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuseses should be met by throwing the fuseses off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

D1101. Night signals will be displayed on rear of trains while passing through tunnels by day.

D1102. Referring to Rule 27, when applied to Rule 287, figure 1, with marker light out the absence of the marker light does not prevent the correct reading of the signal, but should be reported from the next point of communication where it can be done without serious delay to the train.

D1103. Fuseses will not be used west of BU and NA.

D1104. Fuseses will not be used by crews of eastward trains on Nos. 1 and 2 tracks between signals on cantilever pole immediately west of Shady Avenue overhead bridge (second overhead bridge west of East Liberty Station) and the signals located at the east end of East Liberty Station platform.

D1105. Fuseses will not be used between SF and UN on Nos. 3 and 4 tracks.

D1106. The engine whistle will not be used for calling flagmen of passenger trains at East Liberty, Greensburg and Johnstown, unless push button is out of order. Conductors will call the flagman with push button, located on station platforms, operating call bells. Standard Code will be used.

D1107. In complying with Rule 34, when calling signals, the name as it appears in the Book of Rules, shall be used, omitting the word "signal."

S12. SUPERIORITY OF TRAINS.

D1201. Unless otherwise specified on schedule pages trains are superior by direction to trains of the same class in the opposite direction as follows:

| | | |
|--------------------------------------|---|-----------------|
| Turtle Creek Branch | } | Eastward |
| North Trafford and | | |
| Turtle Creek Br. Jct. | | |
| Lyons Run Branch | | Eastward |
| No. O Track CP to MF | | Eastward |
| Youghiogheny Branch | | Northward |
| Manor Branch | | Northward |
| Alexandria Branch | | Northward |
| Jamison No. 2 Branch | | Northward |
| Dundale Branch | | Northward |
| Unity Branch | | Southward |
| Lippincott Branch | | Southward |
| Whitney Branch | | Southward |
| Bradenville Branch | | Northward |
| South Fork Branch | } | Southward |
| Windber and Arrow | | |
| Beaver Branch | | Southward |
| Llanfair Branch | | Southward |
| Paint Creek and Shade Creek Branches | | Southward |
| Windber Branch | | Southward |

S13. BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division, where all General Orders of this Division will be posted and delivered.

General Orders of other Divisions will be posted and delivered at points on this Division as indicated below:

| LOCATION | | Other Divisions | Zone |
|-----------------------------|--|---|---|
| Pittsburgh, | Crew Dispr. Office, Room 118 Penna. Station Engine House, 28th St. | Conemaugh Monongahela Allegheny Eastern Cleveland E. & A. Ft. Wayne Pan Handle Wheeling Middle | A, B A, B, C B, C A, B, C, D A, B A, B A A, B, C A, B B, |
| | Yard Master's Office 15th St. Asst. Yard Master's Office, BU Asst. Yard Master's Office, Yard D | Conemaugh Eastern Pan Handle | A A A |
| Wilkinsburg, | Yard Master's Office Asst. Yard Master's Office, East Liberty Yard | Conemaugh | A |
| E. Pittsburgh, | Yard Master's Office | | |
| Pitcairn, | Crew Dispatcher's Office Asst. Crew Dispatcher's Of- fice, Engine Storage Track Asst. Yard Master's Office, Wb Classification Yard Office West End Pitcairn— Altoona Pool Cabin Sdg. | Conemaugh Monongahela Allegheny Eastern Cleveland E. & A. Ft. Wayne Pan Handle Wheeling Middle | A, B A, C B, C A, B, C, D A A, B A A, B A, B B |
| | Asst. Yard Master's Office, Eb. Classification Yard | Conemaugh Monongahela Middle | B C B |
| | Checker's Bldg., Eb. Hump Checker's Bldg., Wb. Hump | | |
| Shafton, | Yard Master's Office | | |
| SW Junction, | Hostler's Bldg. | Monongahela | C |
| Derry, | Engine House | Conemaugh Monongahela Middle | B A, B, C B |
| Conemaugh, | Engine House | Conemaugh Monongahela Eastern Middle | A, B C A B |
| | Asst. Yard Master's Office, Woodvale | Middle | B |
| Se. Fork, | Engine House | Monongahela Middle | C B |
| Windber, | Hostler's Bldg. | | |
| Crasson, | Yard Master's Office | Middle | B |
| Gallitzin, | Supervisor's Office | Middle | B |
| Thirtieth St. South Side | Yard Master's Office | Conemaugh Monongahela Eastern Pan Handle | A A A, B, C A |
| | Howard, Thomson S. Duquesne, | Yard Master's Office Yard Master's Office Asst. Yard Master's Office | Conemaugh Monongahela Eastern Pan Handle |

S14. GENERAL ORDERS.

S14A. Rule 75 amplified.

D1401. 1. Conductors and Enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and Enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page following the instructions under caption "Miscellaneous" in each Conductor and Engineman's Home Division Time-Table must show their Home Division, Name, Occupation, and all General Order Zones over which they are qualified to run either in part or as a whole. If a Conductor or Engineman is qualified to run over a Foreign Division, the qualification page in their time-table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time-tables.

2. The Bulletin Board Attendant will supervise the handling of the Employees' Register, matters pertaining to General Orders and delivery of time slips to Conductors and Enginemen.

He must personally witness the signatures of Conductors and Enginemen on their register, personally inspect time-tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time-tables, and, after each Conductor and Engineman has registered and had his time-table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time-table and Form "Z" his time slip and Form "Z" properly prepared.

If a Conductor or Engineman is qualified to run over more than nine (9) General Order Zones, he must have in use two Forms "Z", and a notation made following his name "two cards".

If a Conductor or Engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "Last General Order" on employees' register will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a Conductor or Engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate

General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

Before going out on the first trip of each month, or after a new Time-Table is effective, card Form "Z" previously in use must be turned in to the Bulletin Board Attendant and the latter will prepare a new card as follows:

At the end of the month, with no change in Time-Table, prepare a new card for the next month in such a manner as to show the same General Order information indicated on the old card, and proper information for that trip.

In the event of a change in Time-Table the information shown on the old card need not be shown on the new one, but proper information for that trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the Engineman must show his General Orders to his Fireman, and when he has no Conductor he must also show his Form "Z" to his Fireman. The Conductor must show his General Orders to his Trainmen.

4. When Conductors and Enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

(a) Check the qualification page in each other's Time Tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's Time-Table.

(c) Compare their Forms "Z" for that trip.

5. In the application of these instructions "a pilot will be regarded the same as a Conductor or Engineman."

6. The foregoing instructions apply to Conductors and Enginemen when working in that capacity.

All qualified Conductors and Enginemen when not serving in that capacity must be provided with a Form Z, and when they register at the beginning of each day's work, present to the Bulletin Board attendant their Time Table and have necessary General Orders inserted, also present their Form Z to be punched as provided by instructions covering Conductors and Enginemen serving in that capacity.

7. Qualifications of Conductors and Enginemen will be checked when new time tables go into effect. The proper entries will be made on the qualifying pages of time tables by the Passenger Train Master for passenger trainmen and by the Assistant Train Masters and Assistant Road Foreman of Engines for freight trainmen and engine employees. These new qualifications will remain in effect until the issuance of the succeeding time table except as hereinafter specified.

A Conductor or an Engineman, who has not made a trip, either in service or a special trip in order to keep posted on the physical characteristics of the road, on his own division, or a part of it, or over connecting divisions used in interdivisional service during the time the preceding time table was in effect, must not be used on such portions of the road until he has made one or more trips. In such case it will be necessary to go over the portions of the road involved, be examined and qualified by the proper division officer.

If time tables are not issued twice a year, qualifications of Conductors and Enginemen will be checked at the expiration of six months from date of issuance of last time table.

8. Pittsburgh Division Conductors and Enginemen must have all Pittsburgh Division General Orders in their Time-Table.

D1401A. On turnaround runs, Conductors and Enginemen relieved for a period of three hours or less, are not required to present Time-Tables to Bulletin Board Attendants for examination at turning point. However, this does not relieve compliance with paragraphs 3 and 4 of D1401.

D1402. For the purpose of issuing General Orders, the Division will be subdivided into zones as follows:

Zone A. West of CP-Larimer, including Monongahela River Line.

Zone B. Between CP-Larimer and JD-Compitt Junction.

Zone C. East of JD-Compitt Junction.

General Orders for each zone will be numbered consecutively following the proper zone letter.

815 TRACK ASSIGNMENTS

D1501 Double Track:

Numbering from South to North.

NEW PORTAGE RAILROAD:

| | |
|------------------|---------------|
| No. 1, SF to Wye | Eastward Main |
| No. 2, Wye to SF | Westward Main |

PORT PERRY BRANCH:

| | |
|--------------------------------------|---------------|
| No. 1, PG to Port Perry Branch Jct., | Eastward Main |
| No. 2, Port Perry Branch Jct. to PG, | Westward Main |

TURTLE CREEK BRANCH:

| | |
|------------------------------|---------------|
| No. 1, SZ to North Trafford, | Eastward Main |
| No. 2, North Trafford to SZ, | Westward Main |

Numbering from East to West.

SOUTH FORK BRANCH:

| | |
|---------------------|----------------|
| No. 1, W to Windber | Southward Main |
| No. 2, Windber to W | Northward Main |

D1502. On three or more tracks the current of traffic is as follows:

Numbering from South to North.

Main Line:

| EASTWARD Psg'r TRACK | WESTWARD Psg'r TRACK |
|----------------------|----------------------|
| No. 1, BU to R. | No. 4, BO to GY. |
| No. 3, R to CP. | No. 3, GY to SQ. |
| No. 1, CP to RG. | No. 4, SQ to JD. |
| No. 2, RG to JD. | No. 3, JD to RG. |
| No. 3, JD to SQ. | No. 4, RG to DV. |
| No. 2, SQ to BO. | No. 2, DV to BU. |

| EASTWARD FREIGHT TRACK | WESTWARD FREIGHT TRACK |
|--|------------------------|
| No. 2, DV to R. | No. 3, BO to GY |
| No. 1, R to SZ and Signal Pole No. 3354 to CP. | No. 4, GY to SG. |
| No. 0, Jet. Port Perry Branch to WG | No. 5, W to SO. |
| No. 2, CP to RG. | No. 5, SG to JD. |
| No. 1, RG to BO. | No. 6, SG to JD. |
| No. 0, BV to DR. | No. 4, JD to RG. |
| No. 2, JD to SQ. | No. 3, RG to CP. |
| No. 0, MO to AR. | No. 2, CP to SZ. |
| | No. 2 WG to R. |
| | No. 3, R to DV. |

Brilliant Branch.

| EASTWARD Psg'r TRACK | WESTWARD Psg'r TRACK |
|------------------------|------------------------|
| No. 3, CM to VI | No. 4, VI to CM. |
| EASTWARD FREIGHT TRACK | WESTWARD FREIGHT TRACK |
| No. 1, CM to VI | No. 2, VI to CM. |

Monongahela River Line.

| EASTWARD Psg'r TRACK | WESTWARD Psg'r TRACK |
|------------------------|------------------------|
| No. 3, MB to OB. | No. 2, CR to OB. |
| No. 1, OB to CR. | No. 4, OB to MB. |
| EASTWARD FREIGHT TRACK | WESTWARD FREIGHT TRACK |
| No. 1, MB to OB. | No. 4, CR to OB. |
| No. 3, OB to CR. | No. 2, OB to MB. |

D1502

D1504. Other Assigned Tracks and Sidings.

Old No. 3 track between NA and DV will be used as an **eastward siding**.

Old No. 4 track between DV and NA will be used as a **westward siding**.

Track between Nos. 2 and 3 tracks from East Liberty Station to Wilkinsburg Yard will be used as an **eastward siding**. Westward trains may use this siding from Switch Tender box west end of Wilkinsburg Yard tracks to CM on permission from Signalman at CM.

Track between Nos. 2 and 3 tracks from east end of Wilkinsburg Yard tracks to WK will be used as an **eastward siding**. Eastward trains must not use this siding without permission from Yard Master, Wilkinsburg Yard. Westward trains may use this siding on receiving proper interlocking signal at WK. Signalman at WK must arrange with Yard Master, Wilkinsburg Yard, for proper protection of these movements.

Carnegie Steel Company trains may use No. 0 Track between telephone box, 600 feet east of their connection with No. 0 track, and the sidings at Bessemer Station, but must not use the track east of the telephone box without permission from Signalman at B and must report when clear. All trains using No. 0 track west of this telephone box must protect themselves against Carnegie Steel Company trains.

No. 0 track from WG to switches at Spring Hill overhead bridge will be used as an **eastward siding**. Westward movements may be made on this track on permission from the Signalman at WG.

Old No. 2 track from SZ to WG will be used as a **westward siding**. Eastward movements may be made on this track on permission from the Yard Master, westbound hump.

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**.

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

No. 0 track from CP to its connection with No. 1 track at MF will be used as **single track**. Trains using this track will observe Rule 93.

Youghiogheny branch between Youghiogheny Branch Junction and Youghiogheny tunnel is under control of Signalman at CP. Trains must not use this track without permission from Signalman at CP and must report when clear.

The normal position of the switch from Youghiogheny Branch to No. 0 track is for No. 0 track.

The outside track west of main track, Manor Branch from JEM to north end of siding will be used as a **northward siding**. Southward trains may use this siding under flag protection and permission from the Signalman at MF.

No. 0 track, JDO to JWS will be used as an **eastward siding**. Westward trains may use this siding under flag protection and permission from signalman at KR.

The normal position of the switch from Alexandria Branch to No. O Track is for Alexandria Branch.

No. 1 siding, 850 feet west of First St., Woodvale, to C Block Station, will be used as an **eastward siding** under direction of signalman at C. Westward trains may use this siding on permission from the signalman at C.

Eastward freight trains, except arranged service trains on No. 1 track, having work at C must stop at west end of this siding and be governed by instructions from signalman at C.

Nos. 1, 2, 3 and 4 Pit tracks, Conemaugh Yard, will be used as **eastward sidings**. Westward movements may be made on these tracks on permission from the signalman at C.

No. 0 track from the east end of the Pit tracks, Conemaugh Yard to AO will be used as an **eastward siding**. Westward movements may be made on this track on permission from the signalman at C, and under flag protection.

Westward engine track from AO to Conemaugh engine house territory terminates at the clearance point for the non-interlocked cross-over from No. 4 pit track to the westward engine track located 1000 feet east of signal bridge 2722 and will be used by engines from the east.

Eastward movements may be made on this track on permission from signalman at AO and under flag protection.

Eastward engine track from the west end of Conemaugh engine house territory to a point 700 feet east of signal bridge 2722 will be used by engines from the west. The normal position of the switch at this connection is for westward movements on the inspection pit track. Eastward engines destined to inspection pit track will use cross-over 500 feet west of old main line pits.

Westward movements may be made on this track under flag protection.

The north leg of South Fork Y from SO Interlocking to its connection with the northward South Fork Branch track, will be used as an **eastward siding**. The west leg of South Fork Y will be used as a **southward siding**. Trains must not use these sidings in the opposite direction, without permission from the signalman at SO. Such permission may be secured through Train Dispatcher at FK.

That portion of the old main line tracks between NY and its connection with No. 1 track .7 of a mile west of Cassandra will be known as No. 0 track and used as an **eastward siding**. Westward trains may use this siding under flag protection and permission from the signalman at NY.

The south siding east of LY will be used as an **eastward siding**. Westward trains may use this siding under flag protection and permission from signalman at LY.

No. 5 track between its connection with No. 4 main track at the junction of the Axle Works Branch and OB interlocking will be used as a siding for trains in both directions. Trains may use this track eastward upon receiving proper interlocking signal at OB and westward by permission from the signalman at OB, and must report when clear. Trains in both directions must run prepared to stop within range of vision.

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 re-

ceiving proper signal at PG interlocking, and eastward trains on obtaining permission from signalman at PG or hand signal from signalman at AU. Trains clearing this track at the shop yard will report clear to and get permission to enter from signalman at PG.

No. 1 yard track from the east end to the west end of South Duquesne Yard will be used as a siding for trains in both directions having work at South Duquesne Yard. Conductors of such trains must report to and secure permission to use this track from the Assistant Yard Master at South Duquesne. Trains must run prepared to stop within range of vision.

No. 0 track between its connection with No. 4 main track east of PG and west end No. 1 yard track, South Duquesne, will be used as a siding 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.

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

D1505 Passenger Trains as specified will use Tracks as follows, unless Interlocking Signals otherwise indicate.

No. 7283 use No. 4 track SW to RG to be passed by No. 63.
 No. 63 use No. 3 track RG to CP to pass No. 7281.
 No. 9 use No. 3 track R to DV.
 No. 35 use No. 3 track R to DV to pass No. 7205.
 No. 7213 use No. 5 track UJ to Pitcairn to be passed by No. 51.
 No. 51 use No. 3 track MF to CP to pass No. 7301.
 No. 7219 use No. 5 track UJ to Pitcairn to be passed by No. 7001 and No. 37.
 No. 37 use No. 3 track RG to CP to pass No. 7287.
 No. 7287 use No. 5 track UJ to Pitcairn to be passed by No. 11.
 No. 7101 use No. 3 track R to DV to pass No. 7287 and No. 6783.
 No. 7303 will clear at BH to be passed by No. 37 and at Latrobe will be passed by No. 11.
 No. 89 use No. 4 track W to SO to pass No. 681; No. 4 track C to SG to pass No. 81 and No. 3 track R to DV to pass No. 7303.
 No. 11 use No. 3 track R to DV to pass No. 7219.
 No. 61 use No. 4 track C to SG to pass Nos. 681 and 81 and No. 3 track WK to DV to pass No. 7303.
 No. 637 use No. 4 track C to SG to pass No. 681.
 No. 681 at Latrobe will be passed by No. 91.
 No. 3 at Latrobe will be passed by No. 87.
 No. 87 use No. 3 track WK to DV to pass No. 7231.
 No. 7105 use No. 3 track WK to DV to pass No. 7245.
 No. 15 at Latrobe will be passed by No. 49.
 No. 49 use No. 3 track R to DV to pass No. 7257.
 No. 685 will clear at BH to be passed by No. 511.
 No. 511 use No. 3 track WK to DV to pass No. 7267.
 No. 5 use No. 3 track WK to DV to pass No. 7293.
 No. 1 use No. 4 track SW to RG to be passed by No. 5.
 No. 7295 use No. 4 track SW to RG to be passed by No. 31, and No. 5 track UJ to Pitcairn to be passed by No. 59.
 No. 7216 use No. 2 track DV to CM.
 No. 2 use No. 2 track DV to R to pass No. 602 and No. 2 track MF to RG to pass No. 7102.
 No. 602 and 604 at SW will be passed by No. 26.
 No. 26 use No. 2 track DV to R to pass No. 7224.
 No. 44 use No. 2 track DV to R to pass No. 7230.
 No. 7300 at Latrobe will be passed by No. 48.
 No. 48 use No. 2 track DV to R to pass Nos. 7234 and 7280.
 No. 7010 use No. 2 track DV to R to pass No. 608.
 No. 608 use No. 1 track RG to SW to be passed by No. 24.
 No. 7290 use No. 2 track DV to R to be passed by Nos. 7288 and 7000.
 No. 7000 use No. 2 track DV to WK to pass No. 7288.
 No. 7254 use No. 2 track DV to CM.

No. 18 use No. 2 track DV to R to pass No. 7292.
 No. 7604 use No. 1 track RG to SW to be passed by No. 18.
 No. 7108 use No. 2 track DV to WK to pass No. 7250.
 No. 6 use No. 2 track WK to R to pass No. 7294.
 No. 38 use No. 2 track DV to WK to pass No. 7296.
 No. 62 use No. 2 track CP to RG to pass No. 7296.
 No. 7298 use No. 1 track RG to SW to be passed by No. 28.
 No. 68 use No. 2 track CP to MF to pass No. 7298.
 Nos. 7211, 81, 7103, 3, 927, 13, 901, 6787, 25, 6809, 925 and No. 1 use No. 3 track CM to DV.

Eastward passenger trains scheduled to stop at Latrobe use No. 1 track from KR to BV.

Westward passenger trains scheduled to stop at Latrobe use No. 4 track from BV to KR.

Nos. 7301 and 7305 will receive passengers at Derry on siding next to No. 1 track and use that siding between Derry Station and DR. No. 7306 will use No. 1 track DR to Derry station. Trains will clear the time of these trains on those tracks.

No. 7001 will receive and discharge passengers at Latrobe on No. 1 track.

Nos. 7300 and 7307 arrive and depart from Torrance station on Conemaugh Division tracks.

Nos. 7215, 7221 and 7265 will load and leave from No. 0 track, Swissvale.

D1506. 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 Wilkesburg Yard.

No. 0 track at CP when having work between CP and MF.

Siding from No. 1 track 2000 feet east of Radebaugh Tunnel when having work at Greensburg Freight Station.

Eastward freight trains from Alexandria Branch will use No. 0 track from IDO.

No. 0 track at BV when destined to or having work at Derry.

No. 1 track at SQ when having work at SG.

No. 1 track at SG when destined to or having work at Conemaugh.

Eastward Siding at SO when having work at South Fork.

No. 0 track west of MO when having work on southside at MO.

No. 3 track at OB when having work at Howard yard or Kenney.

No. 3 track at AU when destined via Port Perry Branch or when having work at Thomson or South Duquesne.

WESTWARD.

No. 4 track at MO when having work between MO and LY.

No. 4 track at NY when having work on No. 5 track.

No. 4 track at AO when destined to or having work at Conemaugh.

Westward engine track from AO will be used by all westward empty engines destined to Conemaugh engine house.

No. 4 track at C when having work at Morrellville.

No. 6 track at SG when having work at Laurel Run Yard.

No. 4 track at BH when destined to or having work at Derry.

Pull-in track at Millwood when destined to Derry Yard.

No. 4 track from KR when destined to Alexandria Branch or having work at Donohoe.

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

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

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

S16 MOVEMENT OF TRAINS.

D1601. Location Train Dispatchers and Train Directors,

PITTSBURGH—Train Dispatchers in charge of Main Line, Pittsburgh to BO and MB to CR, Eastward and Westward Freight tracks DU to MB, Brilliant Branch CM to VI, Port Perry Branch, McKeesport Branch, Turtle Creek Branch, Youghioghney Branch Jet. to North end Youghioghney Tunnel, Alexandria Branch, Unity Branch, Bradenville Branch and New Portage R. R., SF to Wye.

US TOWER—Train Director in charge of Duquesne Way Branch.

SOUTH FORK—Train Dispatcher in charge of South Fork Branch and Branches except that between 10.00 P. M. and 6.00 A. M. daily and 6.00 A. M. and 10.00 P. M. Sunday; Train Dispatcher at Pittsburgh will have charge.

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 and trains crossing to or from the Metal Yard at Trafford 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 Train Director at Trafford and procure orders.

S16A. Rules 83 and 83a.

D1602. Rule 83. Written clearance C. T. 1246, issued by Signalman or Train Order, issued by Dispatcher.

Rule 83a. Verbal or by signal.

S16B. Rule 98.

D1603. In accordance with Rule 98 trains on the Johnstown Branch must approach the Conemaugh and Black Lick R. R. grade crossing at south end of Conemaugh River Bridge prepared to stop, unless signal to proceed is received from the crossing watchman.

Signals for P. R. R. trains will be given with a green flag by day and a green light by night. Signals for Conemaugh and Black Lick R. R. trains will be given by a red flag by day and by a red light by night.

S16C. Rules 106 and 106a.

D1604. At the following stations trains on all tracks are relieved from observing Rule 106.

| | | |
|--------------|-----------------|--------------|
| Shadyside | Bessemer | Greensburg |
| Roup | East Pittsburgh | Donohoe |
| East Liberty | Wilmerding | Latrobe |
| Homewood | Pitcairn | Torrance |
| Wilksburg | Irwin | Bolivar |
| Edgewood | Shafton | New Florence |
| Swissvale | Manor | Seward |
| Hawkins | Penn | Johnstown |
| Copeland | Jeannette | Portage |
| Braddock | Grapeville | Cresson |

At the following stations trains on tracks as specified are relieved from observing Rule 106.

| | |
|--------------|-------------------------------------|
| Turtle Creek | on No. 0, 1, 2 and 3 tracks. |
| Trafford | " " 1, 2 and 3 tracks. |
| Ardara | " " 1, 2 and 3 tracks. |
| Larimer | " " 1, 2 and 3 tracks. |
| Radebaugh | " " 3 and 4 tracks. |
| Bradenville | " " 4 track |
| Ehrenfeld | " " 1 and South Fork Branch tracks. |
| Lilly | " " 4 track. |
| Gallitzin | " " 3 and 4 tracks. |

At the following stations trains are relieved from observing Rule 106 so far as it pertains to trains in the opposite direction.

| | | |
|-----------------|----------|------------|
| Beatty | Hillside | Sumnerhill |
| Millwood | Gray | Wilmore |
| ⓄRidgeview Park | Lockport | Cassandra |

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

Westward trains will stop at the west end of the fence at all stations except Lilly, Portage, Bolivar, Penn and Homewood, where they will stop at the east end of the fence.

Eastward trains will stop at east end of fence at all stations except Edgewood, Wilmerding, Torrance, Bolivar, and Seward. At Edgewood and Seward eastward trains will stop at west end of fence. At Torrance trains on No. 1 track will stop opposite the subway. At Wilmerding trains on Nos. 1 and 2 tracks and at Bolivar on No. 1 track opposite the station.

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

At Latrobe, trains on No. 4 track with vestibule equipment, receiving or discharging passengers, must have all the side and trap doors on south side of train closed. Trains with non-vestibule equipment, must, if practicable, prevent passengers that are being discharged from alighting on No. 3 track, or if this is not practicable, must protect such passengers against trains approaching on that track until their train has left the station.

Trains on No. 1 track, with vestibule equipment, must have all the side and trap doors on north side of train closed. Trains with non-vestibule equipment, must, if practicable, prevent pas-

sengers that are being discharged from alighting on No. 2 track, or if this is impracticable, must protect such passengers against trains approaching on that track until their train has left the station.

Rule 106-A must be observed.

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

Trains with refrigerator cars with contents to discharge at Johnstown, that clear on siding between Nos. 2 and 3 tracks will open door after clearing main track before going alongside of platform.

At South Fork, trains on all tracks are relieved from observing Rule 106, except that trains on South Fork Branch tracks must observe this rule so far as it pertains to South Fork Branch passenger trains.

Numbers are located on the platforms at Shadyside, East Liberty, Wilksburg, East Pittsburgh and Johnstown. Engineer will stop engine opposite the number corresponding to the number of cars in train unless otherwise instructed by the Conductor, except that at East Liberty on tracks Nos. 1 and 2 eastward passenger trains containing pullman equipment will stop with the first working car at the east end of the platform. Trains composed of not more than five cars will stop with the engine opposite marker No. 9.

At Trafford, when there is no eastward passenger train at the station, a westward passenger train on No. 4 track, stopping at Trafford, will pull west of track fence between Nos. 3 and 4 tracks with all of its equipment except passenger cars. When a westward passenger train is at the station in such a position, an eastward passenger train stopping at Trafford will not pull into station until the westward train departs.

Westward passenger trains on No. 4 track stopping at Larimer, Ardara, Trafford and 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.

Passenger trains destined to Kennywood Park will unload and load passengers on station platform located on south side of No. 1 track just east of AU interlocking.

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.

S16D. Rules 251, 253, 254.

D1605. (DOUBLE, THREE OR MORE TRACKS) Rules 251, 253 and 254 are in effect.

D1605A. At irregular coal and water stations, taking coal or water will be considered as work under the provisions of Rule 253.

D1606. Rule 97a modified.

(DOUBLE, THREE OR MORE TRACKS) When proper signal is displayed or permission is given by Signalman, trains with passenger equipment will run passenger extra without train orders

On Monday, empty train to be used for No. 7203, will leave UJ 3.15 A. M., and run to (E. D. T.) North Trafford for movement to Saltsburg.

Empty train to be used for No. 7253 will leave UJ 4.30 P. M., backing train to (E. D. T.) North Trafford.

No. 7003 at Johnstown will back train to C.

No. 88 having loaded express car for Johnstown will leave car at west end of platform on siding between Nos. 2 and 3 tracks.

Train of No. 7003 at Johnstown will use siding between Nos. 2 and 3 tracks, when clear, but it must not be used by other trains without an order from the Superintendent.

No. 681 having Express cars on rear for Cresson will arrange to cut same off on main track while making station stop and leave in charge of shifting crew.

No. 681 will move loaded express car from siding between Nos. 2 and 3 tracks at Johnstown.

No. 7206 having express cars on rear for East Pittsburgh or Wilmerding will set them off at WG.

No. 602 will move empty express cars from Cresson when first out.

No. 7205, at Pittsburgh will back train to WK.

Nos. 7211, 7213 and 7221 at Pittsburgh will back train to UJ.

Nos. 7252 and 7254 at Swissvale, will back train to Pittsburgh.

Empty equipment of No. 7254 returning to Pittsburgh, will stop at East Liberty for mail.

No. 7260 at Swissvale will back empty train to CM, turn on Y and back to Swissvale for No. 7265.

No. 7219 will clear at UJ to pick up cars.

No. 7283 at WK will clear on O track to be used for No. 7215.

No. 7256 will clear at UJ to set off cars and exchange engines.

Passenger trains held on the O track at WK will, when they get the signal to proceed westward, run Passenger Extra and make all stops, Swissvale to Pittsburgh, unless otherwise instructed

D1607. Helping engines coupled to the rear of westward freight trains at Port Perry Branch Junction will cut off before passing Automatic Block Stop 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. Enginemen must arrange with the signalman to protect the return movement on westward track.

When a helper is coupled to the rear 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.

Eastward trains requiring helper at PG will stop at Automatic Block Stop Signal just west of Port Perry tunnel and will not proceed until helper has been coupled on.

Helping engines on freight trains will assist to point ordered, but, if necessary to remain with the train beyond that point the Engineman will be governed by orders from 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 of the train is passing the block station, which will be information to the signalman that a helping engine has been cut off. Pushing engines cutting off under these conditions will follow the rear of the train carefully to the home signal, and if signal is in stop position, will immediately report by telephone 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 any other points than at block stations, they will be governed by the special instructions in each case.

Eastward trains from Brilliant Branch:

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.

Eastward trains destined to Youngwood via Radebaugh Branch:

Youngwood helpers will remain coupled to Youngwood.

Derry and Pitcairn helpers will cut off at crossing switch at Radebaugh Old Scales, Radebaugh Branch, and will report to the signalman at RG.

Eastward trains destined to Derry or beyond:

Helpers on the rear of trains will push through DR Interlocking, cut off at the Westward Home Signal Bridge and be governed by the Dwarf Interlocking Signal for reverse movement.

Eastward trains destined beyond Gallitzin:

Helpers on the rear will cut off at the Summit, east of home signal bridge at Gallitzin and if destined to Gallitzin will return to the dwarf signal governing reverse movement through AR Interlocking, if destined east of Gallitzin will return to a point west of home signal bridge at Gallitzin and be governed by Interlocking signals for further movement. Rule 365a and 505c, are modified accordingly.

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

Westward trains destined beyond Gallitzin:

Regular helpers on Cresson Division trains will remain coupled.

Helpers when pushing will cut off at UN.

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

When a helping engine in Altoona-South Fork Coal train service overtakes a train ahead on the South Fork Branch between W and ISM, the engineman must promptly report to the train dispatcher at South Fork, and be governed by his instructions.

Enginemen of extra helpers assisting northward trains on South Fork Branch must promptly report to train dispatcher at South Fork for instructions on arrival at Summit.

Westward trains from Derry:

Westward trains on No. 4 track with ninety (90) cars or less stopping west of DR Interlocking for helping engine to couple on to the rear will stop so as not to foul the switch leading from the west end of Derry Westbound Classification Yard.

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

Pitcairn or Derry helpers assisting Youngwood trains will cut off at SW.

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

Helpers on trains destined to East Pittsburgh, or via Port Perry Br., will not assist west of SZ.

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

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.

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

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

Westward passenger trains with helping engines except Nos. 61 and 69, when stopping at East Liberty, will cut off helper at that point and helper will run extra to Pittsburgh. When the engine next the train is a Class E type both engines will remain coupled to Pittsburgh.

D1608. On account of close overhead clearances, Conductors and Enginemen of trains hauling derricks, open loads, or equipment of excessive dimensions, must know they have proper clearance at the following points:

Overhead highway bridge at Lilly on the Lilly Branch.

Eureka No. 35 tipple on the Windber Branch.

Brinton arch on the East Pittsburgh Branch.

D1609. At Pittsburgh and Altoona, Station Master is authorized to verbally instruct Conductor to display signals for a following section. Conductor will instruct Enginemen.

D1610. When making a movement on No. 1 pit track, Pennsylvania Station, the crews will arrange to protect the crossing at the west end of the station by placing a member of the crew on the ground to warn the street traffic in and out of the basement.

D1611. Trains must not use main tracks between †RO and NA without permission from Signalman at NA.

Signalman at NA, after making necessary arrangements and providing proper protection, is authorized to make movements against the current of traffic, between †RO and NA.

D1612. Trains using eastward or westward siding (old Nos. 3 and 4 tracks) between NA and DV must run prepared to stop within range of vision and must stop before fouling switches at Modoc Building, or 33rd Street, unless signal to proceed is received from switch tender and must stop before fouling any other switches between NA and DV, unless the track is seen to be clear and the switches properly set.

Reverse movements may be made on these tracks on receiving the proper interlocking signal at DV, NA or hand signal from switchtender in charge of switches at Modoc Building or 33rd Street.

Assistant Yard Master at Yard D will be responsible for authorizing reverse movements and arranging for proper protection.

No movement will be made from the Engine Storage Yard or Engine Running Track to westward siding without permission from the signalman at NA or switchtender at 33rd Street.

D1613. 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.

Westward trains on the Port Perry Branch and trains from the Brinton "U" must not foul any switch at Brinton "T" 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.

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

D1614. Westward trains on No. 2 track having work in East Pittsburgh Yard will stop at east end of Commodity Yard and ask for instructions.

D1615. Trains on Nos. 0 and 1 tracks must stop before fouling crossing switch at Spring Hill Overhead Bridge, unless signal to proceed is received from Switch Tender.

D1616. Trains using westward siding (old No. 2 track) between SZ and WG must run prepared to stop within range of vision, and must stop before fouling switches leading from the westward siding to the Westbound Receiving Yard west of SZ, 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 properly set.

Trains from the Westbound Receiving Yard must not use this track without permission from Yard Master, Westbound Hump.

D1617. The facing point switch leading from No. 1 track to the West End of Greensburg Freight Station Siding, located 2000 feet east of Radebaugh Tunnel is equipped with an electric lock. Trainmen wishing to use switch will receive unlock from signalman at RG.

D1618. The facing point switch leading from No. 1 track to the Old Line, located 1975 feet east of Summerhill Station, is equipped with an electric lock. Trainmen wishing to use switch will receive unlock from signalman at W.

D1619. The switch connecting the Shop Siding with No. 0 track, located 685 feet west of AR Tower, is equipped with an electric lock. Trainmen wishing to use switch will receive unlock from signalman at AR.

D1620. All trains using No. 0 track †DO to †WS must not proceed through Carney Tunnel unless track is seen or known to be clear.

D1621 When a train has permission to shift within the limits of the interlocking signals at Ligonier Valley Junction and the signals set to permit such movements are changed to stop position, the Conductor or Engineman of the train must immediately report by telephone to the Signalman at KR.

D1622. The crew of freight engines running light will report to the Yard Master at Conemaugh and Derry. The crew of Eastward engines running light will report to the Assistant Yard Master east end of Pitcairn Yard.

D1623. In Conemaugh Yard, eastward trains on Pit tracks will approach switches at the east end of these tracks and trains on No. 1 track will approach the cross-overs from Pit tracks to No. 1 track, and trains on westward engine track will approach the cross-over from No. 4 Pit track to the westward engine track prepared to stop unless the route they are to use is seen to be clear and the switches properly set.

The two cross-overs leading from No. 1 Pit track to No. 1 main track and the cross-over from No. 4 Pit track to the westward engine track must be left in normal position. All other Pit track switches at the east end of the main line Pit tracks may be left as used. Conductors of eastward freight trains on No. 1 track and Pit tracks will report by telephone from the east end of the Pit tracks to Signalman at C when ready to go, except trains from Conemaugh Yard that have already reported to the Signalman at C from Woodvale and have permission to go.

Engine crews destined to engine house will not be relieved until they have placed their engines on the inspection pit track west of the connection of the eastward engine track.

D1625. Conductors of freight trains arriving at yards where work is to be done must be at the front end of their train.

When it is known in advance that trains will exchange engines at Gallitzin, the Conductor will be on the front end of the train on arrival.

D1626. Eastern slope freight helpers becoming bunched at Gallitzin, or at any block station between AR and BO, will couple and remain coupled to East Altoona. Western slope freight helpers coupled arriving at Gallitzin will remain coupled; or becoming bunched at Gallitzin or at any block station between UN and AO, will couple and remain coupled to Conemaugh. Helpers returning from Gallitzin destined to points other than Conemaugh will report destination to Signalman at UN.

D1627. Scheduled passenger trains detoured via New Portage R. R. will run passenger extra, AR to Wye; or Wye to SF. Eastward trains will not pass crossing switches just west of Wye without permission from Signalman at Wye.

D1628. Conductors and Enginemen, in addition to complying with Rule 103a, must arrange that each and every movement over public grade crossings at the following locations are protected by having a flagman precede such movement to warn the public:

Siding 336-B, St. Thomas and Forest Streets, Gallitzin.

All grade crossings in Lilly Borough.

Main Street Crossing, Portage, Bens Creek Branch.

Caldwell Avenue Crossing, Portage, Martin Branch.

Mountain Avenue Crossing, Portage, Martin Branch.

Siding F-125, Reitz No. 4.

Siding F-142, Somerset Windber C. Co., Eureka No. 31 Br.

Siding F-124, Loyalhanna No. 7.

Maple Avenue Crossing, Woodvale Conemaugh Yard.

Siding 375, Freedom Coal Mining Company.

Siding BO (North side) undergrade, Bolivar.

Siding 393-A, Seger Bros. and Barnett Coal Co.

Fourth Avenue Crossing, Derry, Sandy Rock Siding.

Burd's Crossing, Derry, Derry to Donohoe New Line.

Siding 410, Greensburg Freight Station.

Siding No. 5352, Dorothy Coke Works.

Siding 5423, Claridge Coal Company.

Lincoln Highway Crossing Youghiogheny Branch at Irwin.

Wall Avenue Crossing, Pitcairn, East Pittsburgh Branch.

D1629. All trains using No. 0 track between CP and MF must stop and send a flagman ahead before proceeding over Main Street crossing Irwin and crews will so arrange their work that the crossing will be open for passengers enroute to trains.

D1630. Trains must approach the switch leading to the Monongahela Connecting R. R., west of 30th Street scale office and cross-over 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 cross-over 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.

D1631. Trains of sufficient length to block grade crossings through Homestead, receiving an approach signal on No. 4 track at signal bridge M-75 east of Munhall station, will stop and communicate by telephone from Heisel street with yard master at Howard for instructions before proceeding.

D1632. At Homestead, Conductors of passenger trains will ascertain the approximate time required to do their work, and if the stop is to be more than 2 minutes, they will arrange to give the crossing watchman a signal so that he will raise his gates and permit street traffic to move while the passenger train is at the station.

The person giving the crossing watchman the signal must remain at the crossing and see that the gates are lowered before permitting train to proceed.

D1633. When starting a freight train on an ascending grade, having a helper on the rear, the front engineman will signal for the return of the flagman. When the flagman returns, the engineman of rear helper will signal to release brakes. Steam should then be applied gradually to avoid rough handling of the train. The leading engine should be moved carefully for a distance of one car length for each 20 or 25 cars the engine will start.

When necessary to take the slack to start the train, the front engineman will do so, after giving the whistle signal as prescribed by Rule 14(a). If not successful in starting the train after taking the slack with the front engine, the rear engineman will take the slack, after giving the whistle signal as prescribed by Rule 14 (a). 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.

When starting a freight train on a descending grade, having a helper on the rear, after proper signals have been transmitted and the brakes released, the helping engineman on the rear will start the train. The engineman must use care and avoid rough handling. If for any reason the helping engine on the rear cannot start the train the engineman on the hauling engine, on receiving proper signals will use steam gradually until the train is started. The engineman of the hauling engine should exercise extreme care when taking up the slack; When necessary, the independent brake should be used to control the speed until the entire train is in motion.

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

When starting a single engine train, or a train without a helper on the rear, on an ascending grade, on a level, or on a descending grade, the engine will be moved carefully for a distance of one car length for each 20 or 25 cars in the train, using the independent brake if necessary to control the speed until the entire train is in motion.

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

D1634. When backing trains out of the Pennsylvania Station, Pittsburgh, with road power, Engineman will not start until three distinct sounds of the communicating signal are heard and, in addition, a hand signal has been received from the trainman who is to ride the rear of the train. If, 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 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, trainmen will notify Engineman personally of movements to be made.

D1637. IRREGULAR COALING STATIONS.

YOUGHIOGHENY BRANCH.

ADAMS—Westmoreland Coal Co.

Shafton shifting engines will take a full supply.

Enginemen taking coal at this coaling station, will make out two coal checks, Form M. P. 189. They will give the original to the tippie man and attach duplicate to their time cards.

MAIN LINE PITS, CONEMAUGH, ALL TRACKS.

EASTWARD. Freight trains will take only sufficient coal to take the trains to Altoona or Hollidaysburg.

WESTWARD. Freight trains destined to Shire Oaks will take sufficient coal to take train to destination. Other westward freight trains will not take coal at this station unless absolutely necessary and in such case will notify Train Dispatcher before passing NY.

Enginemen will not give coal checks for coal taken but will instruct the man in charge of the chutes when sufficient coal has been placed on the tender.

317. MOVEMENT BY TRAIN ORDERS.

D1701. Enginemen of helping engines, except Enginemen of pushing engines must be provided with a copy of orders affecting the movement of their trains.

D1702. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a.

318. YARDS AND YARD INSTRUCTIONS.

318A.

D1801. Rules 93 and 317d amplified.

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by time table schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 15 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1801A. Rule 93a amplified.

(DOUBLE, THREE OR MORE TRACKS) Engines using main track within yard limits will display one yellow flag by day and one red light by night to indicate the rear of train.

D1802. Yards indicated by Yard Limit boards are located at:

PITTSBURGH YARD—Pittsburgh Division west of DV.

WILKINSBURG YARD—DV to WK.

EAST PITTSBURGH YARD—R to WG and U Junction, including East Pittsburgh Branch west of WG.

PITCAIRN YARD—WG to Signal Bridge No. 3354 and Turtle Creek Branch SZ to east end Blackburn Storage Sidings.

SHAFTON YARD—No. O track CP to MF, Youghiogheny Branch to North end Youghiogheny Tunnel and Manor Branch MF to †PW.

EXPORT YARD—Remaley Siding 5447 to †WV.

DONOHUE YARD—Donohue (both legs of Y) to Sowash and No. O track between †DO and †WS.

UNITY BRANCH YARD—KR to St. Vincent.

DERRY YARD—BV to a point 1818 feet east of Millwood and Bradenville Branch to a point 2000 feet north of Junction.

LAUREL RUN YARD—Nos. 5 and 6 tracks between SG and a point 1.8 miles west of SG.

MORRELLVILLE YARD—SG to Johnstown Stone Bridge.

CONEMAUGH YARD—Johnstown Stone Bridge to AO and Johnstown Branch.

SOUTH FORK YARD—Viaduct west of SO to Summerhill, and South Fork Branch to the Junction of Beaver Branch.

PAINT CREEK YARD—Paint Creek Branch Junction to Shade Creek Branch Junction, including Eureka No. 37 Branch.

WINDBER YARD—Siding F25 to Siding F36, including Eureka Colliery No. 32, Siding F158 and Windber Branch, WF to GS.

CRESSON YARD—West end No. 5 track to a point 2350 feet east of MO.

ALTOONA YARD—Ends at division post west of BO.

PITTSBURGH SOUTH SIDE YARD—MB 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, including McKeesport Branch and Port Perry Branch to U Junction.

D1804. Trains moving on yard tracks, industrial sidings and tracks designated as branches but not operated under block signal rules or by train orders, must run prepared to stop within range of vision, unless tracks are seen or known to be clear and switches properly set.

S19 SPEED TABLE.

| Time per Mile Min. Sec. | Miles Per Hour | Time per Mile Min. Sec. | Miles Per Hour | Time per Mile Min. Sec. | Miles Per Hour | Time per Mile Min. Sec. | Miles Per Hour |
|----------------------------|----------------|----------------------------|----------------|----------------------------|----------------|----------------------------|----------------|
| | | | | | | | |
| 0.52 | 69.73 | 1.28 | 40.91 | 2.03 | 29.27 | 2.38 | 22.78 |
| 0.53 | 67.92 | 1.29 | 40.45 | 2.04 | 29.03 | 2.39 | 22.64 |
| 0.54 | 66.66 | 1.30 | 40.00 | 2.05 | 28.80 | 2.40 | 22.50 |
| 0.55 | 65.45 | 1.31 | 39.56 | 2.06 | 28.57 | 2.41 | 22.36 |
| 0.56 | 64.29 | 1.32 | 39.13 | 2.07 | 28.34 | 2.42 | 22.22 |
| 0.57 | 63.16 | 1.33 | 38.71 | 2.08 | 28.12 | 2.43 | 22.08 |
| 0.58 | 62.07 | 1.34 | 38.29 | 2.09 | 27.91 | 2.44 | 21.95 |
| 0.59 | 61.02 | 1.35 | 37.89 | 2.10 | 27.69 | 2.45 | 21.82 |
| 1.00 | 60.00 | 1.36 | 37.50 | 2.11 | 27.48 | 2.46 | 21.69 |
| 1.01 | 59.02 | 1.37 | 37.11 | 2.12 | 27.27 | 2.47 | 21.56 |
| 1.02 | 58.06 | 1.38 | 36.73 | 2.13 | 27.09 | 2.48 | 21.43 |
| 1.03 | 57.14 | 1.39 | 36.36 | 2.14 | 26.87 | 2.49 | 21.30 |
| 1.04 | 56.25 | 1.40 | 36.00 | 2.15 | 26.67 | 2.50 | 21.17 |
| 1.05 | 55.38 | 1.41 | 35.64 | 2.16 | 26.47 | 2.51 | 21.05 |
| 1.06 | 54.55 | 1.42 | 35.29 | 2.17 | 26.28 | 2.52 | 20.93 |
| 1.07 | 53.73 | 1.43 | 34.95 | 2.18 | 26.09 | 2.53 | 20.81 |
| 1.08 | 52.94 | 1.44 | 34.61 | 2.19 | 25.90 | 2.54 | 20.70 |
| 1.09 | 52.17 | 1.45 | 34.28 | 2.20 | 25.71 | 2.55 | 20.58 |
| 1.10 | 51.43 | 1.46 | 33.96 | 2.21 | 25.53 | 2.56 | 20.45 |
| 1.11 | 50.70 | 1.47 | 33.64 | 2.22 | 25.35 | 2.57 | 20.34 |
| 1.12 | 50.00 | 1.48 | 33.33 | 2.23 | 25.17 | 2.58 | 20.22 |
| 1.13 | 49.31 | 1.49 | 33.03 | 2.24 | 25.00 | 2.59 | 20.11 |
| 1.14 | 48.65 | 1.50 | 32.73 | 2.25 | 24.83 | 3.00 | 20.00 |
| 1.15 | 48.00 | 1.51 | 32.43 | 2.26 | 24.66 | 3.15 | 18.46 |
| 1.16 | 47.37 | 1.52 | 32.14 | 2.27 | 24.49 | 3.30 | 17.14 |
| 1.17 | 46.74 | 1.53 | 31.86 | 2.28 | 24.32 | 3.45 | 16.00 |
| 1.18 | 46.15 | 1.54 | 31.58 | 2.29 | 24.16 | 4.00 | 15.00 |
| 1.19 | 45.57 | 1.55 | 31.30 | 2.30 | 24.00 | 5.00 | 12.00 |
| 1.20 | 45.00 | 1.56 | 31.04 | 2.31 | 23.84 | 6.00 | 10.00 |
| 1.21 | 44.44 | 1.57 | 30.77 | 2.32 | 23.68 | 6.40 | 9.00 |
| 1.22 | 43.90 | 1.58 | 30.51 | 2.33 | 23.53 | 7.30 | 8.00 |
| 1.23 | 43.37 | 1.59 | 30.25 | 2.34 | 23.38 | 8.34 | 7.02 |
| 1.24 | 42.86 | 2.00 | 30.00 | 2.35 | 23.23 | 10.00 | 6.00 |
| 1.25 | 42.35 | 2.01 | 29.75 | 2.36 | 23.08 | 12.00 | 5.00 |
| 1.26 | 41.86 | | | | | | |

S20. SPEED RESTRICTIONS.

S20A. On account of braking arrangement, when passenger trains have class X-25, X-29, R-7, RF or other types of freight cars, equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars operated, the lading of which is less than 25,000 pounds, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply, and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in car load lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Company.

Class R-7 milk cars average 215 cans, maximum 225 cans. A forty-quart can of milk weighs 100 pounds, a forty-six quart can 125 pounds, ice 5 tons, so that the weight of lading would be less than 50,000 pounds. R-7 cars equipped with shelves will carry 400 cans of milk; if these are of forty-quart capacity, weight of lading and ice will be 50,000 pounds; forty-six quart capacity, weight of lading and ice will be 60,000 pounds based on full load.

Freight cars to comply with the above instructions must be equipped with steam heat line, air signal line, ten-inch air brake cylinder, three position retaining valve, E-7 safety valve, H-2 triple valve and steel wheels.

D2001: Maximum Speed:

Miles
Per Hour

| | | |
|-----------------------|---|----|
| | Main Line: | |
| | With passenger engines..... | 70 |
| | With freight engines..... | 40 |
| | New Portage R. R..... | 20 |
| | Monongahela River Line | |
| | With passenger engines..... | 60 |
| Passenger Trains..... | With freight engines..... | 40 |
| | Brilliant Branch..... | 40 |
| | Turtle Creek Branch..... | 30 |
| | South Fork Br. and Branches..... | 30 |
| | Branches not listed above: | |
| | Passenger trains must conform to speed shown for freight trains | |

Miles
Per Hour

| | | |
|---------------------|-------------------------------------|----|
| | Unless Otherwise Specified | |
| | Main Line..... | 40 |
| | New Portage R. R..... | 16 |
| | Monongahela River Line..... | 40 |
| | Brilliant Branch..... | 18 |
| | Port Perry Branch..... | 20 |
| | McKeesport Branch..... | 15 |
| Freight Trains..... | Turtle Creek Branch..... | 20 |
| | Manor Branch..... | 15 |
| | Alexandria Branch and Branches..... | 20 |
| | Unity Branch and Branches.. | 20 |
| | Bradenville Branch..... | 15 |
| | South Fork Br and Brs..... | 20 |
| | Branches not listed above.... | 15 |

Unless otherwise specified:

| | | |
|---------------------|------------------------------|----|
| | Arranged Service..... | |
| Arranged | Main Line..... | 40 |
| Freight Trains..... | New Portage R. R..... | 16 |
| | Monongahela River Line..... | 40 |
| | Port Perry Branch..... | 20 |
| | Brilliant Branch..... | 18 |
| | Circus Trains..... | 30 |
| | Wreck Trains { Main Line.... | 30 |
| | { Branches..... | 20 |
| | Track Cars..... | 20 |

| | | |
|-----------------|--|----|
| All Trains..... | Where movement is restricted to run prepared to stop within range of vision..... | 15 |
|-----------------|--|----|

D2002. Speed indicated below must not be exceeded between stations named; on curves and over bridges:

Miles
Per Hour

Main Line:

| | |
|---|----|
| Through US Interlocking { Class I, K and N engines.... | 5 |
| { All other engines..... | 10 |
| Between CM and WK, Nos. 1, 2, 3 and 4 tracks..... | 60 |
| Connection to or from east end middle siding at WK | 10 |
| Between fDO and fWS, No. 0 track..... | 12 |
| Between BV and DR, No. 0 track..... | 30 |
| Between SG and JD, Class HC1 engines Nos. 5 and 6 tracks..... | 15 |
| Between SG and JD Nos. 5 and 6 } Passenger trains | 25 |
| tracks (except as noted above.) } Freight trains.... | 35 |
| Between Donohoe and SW, Nos. 3 and 4 tracks..... | 60 |
| Between Donohoe and BV, Nos. 1 and 2 tracks..... | 60 |
| Between DR and KR, Nos. 3 and 4 tracks..... | 60 |
| Approaching automatic signal bridge 3052, first signal bridge east of Millwood, Nos. 1 and 2 tracks..... | 60 |
| Between signal bridge 3026 and BH, Nos. 1 and 2 tracks | 60 |
| Between MO and First Home Signal Bridge for AR, Nos. 1 and 2 tracks..... | 60 |
| Gallitzin Loop, I1 and L1 engines..... | 15 |
| Maximum Speed for Eastward Passenger Trains and Light Engines: | |
| Between AR and SF..... | 35 |
| Between SF and AG (except from first Automatic signal east of SF to Mile Post 107 east of Bennington Curve) | 30 |
| Between the first Automatic signal east of SF and Mile Post 107 east of Bennington Curve..... | 20 |
| Between AG and Kittanning Point..... | 35 |
| Between Kittanning Point and GY..... | 40 |
| Between GY and BO..... | 45 |
| Approaching automatic signal bridge 2373, first signal bridge west of BO Nos. 3 and 4 tracks..... | 30 |
| Between Third Street signal bridge and MB..... | 15 |
| Between Thirtieth St Station and Twenty-Sixth St. class I-1, M-1, N-1, and N-2 engines..... | 20 |
| Through OB Interlocking..... | 30 |
| Between signal bridge No. 111 west of South Duquesne and signal pole No. 103, No. 2 track..... | 50 |

Branches

| | |
|--|----|
| Between Keeblers's Summit, one-half mile west of Slickville and fIK; freight trains..... | 15 |
| Between Scalp Level and Bridge No. 16.98 south of Windber..... | 10 |
| Between fJK and South Fork Passenger Station..... | 5 |
| Between Windber Branch Jet. and Eureka No. 35..... | 10 |

Class M1 Engines must not exceed a speed of 5 miles per hour through No. 8 crossovers or turnouts. This will apply to all hand thrown crossovers and turnouts and the following interlocking crossovers or turnouts.

Tail track to No. 0 track at AR.

Westbound Receiving Yard to No. 4 track at C.

Siding to Siding S-1 at west end of C.

All crossovers and turnouts at SW, except those between Nos. 1, 2, 3 and 4 tracks at east and west end of Interlocking, Larimer Station Siding to No. 1 track at CP.

Eastward Freight track to Westward Pull-in track at west end of SZ Interlocking.

Inside crossovers UJ Passenger Yard.

No. 0 track to No. 1 track at R.

No. 0 to Union Switch & Signal Siding WK.

Eastward Siding to No. 2 and No. 3 track at WK.

West Leg of Wye to No. 4 track at CM.

No. 4 track to Industrial track at CM.

Gulf Refining and Duquesne Reduction Sidings to No. 4 track at DV.

Crossovers and turnouts at BU and west thereof Pittsburgh Passenger Yard.

All crossovers and turnouts PG.

M1 engines and K2S engines with all driving wheels flanged must not exceed a speed of 10 miles per hour on the Brilliant Branch Connection to Aspinwall and 5 miles per hour at the following points:

Gallitsin Loop.

Conemaugh Loop at Gallitsin.

Cresson Jump-over.

Cresson Wye—Cresson Division.

Lilly Branch—East Leg of Wye.

Sonman Branch—East Leg of Sonman Wye.

South Fork Branch—East Leg of Wye.

First Curve north of MP 14.

Beaver Branch—Second curve south of MP 4.

Fifth curve south of MP 4.

Llanfair Branch—First curve north of MP 5.

Paint Creek Branch—Curve south end of Branch.

Shade Creek Branch—Cairnbrook Wye.

Curve at MP 4.

First curve south of MP 7.

First curve north of MP 9.

First curve north of MP 11.

Second curve south of MP 11.

Eureka Branch No. 31—Curve at junction.

Eureka Branch No. 37—Fifth curve south of junction with Paint Creek Branch.

Eureka Branch No. 40.

Windber Branch—Curve at junction with South Fork Branch at Windber.

Torrance Wye.

Bradenville Branch—Curve at connection with west end Derry Yard and north end of Long Spur to Atlantic Crushed Coke Co. works.

Donohoe—East Leg of Wye.

Bull Run Branch—Curve at junction with main line and third curve north of junction.

Brilliant Branch—West leg of Wye.

Duquesne Way Elevated—Curve at junction with main line.

Port Perry Branch—West leg of Wye.

McKeesport Branch—Curve west end Monongahela River Bridge No. 12.19.

First curve east of east end Monongahela River Bridge No. 12.19.

MINIMUM NUMBER OF MINUTES BETWEEN STATIONS

| | | WESTWARD | | | EASTWARD | | |
|-----------|----------------|------------|-----------------------|----------------|---------------|-----------|------|
| Passenger | Freight Trains | STATIONS | Miles betw'n Stations | Freight Trains | Light Engines | Passenger | |
| | | Mins. | Mins. | Mins. | Mins. | Mins. | Sec. |
| | | BO | | | | | |
| | 4 | GY | 2.4 | 9 | 4 | | 3.30 |
| | 4 | Old KN | 2.1 | 7 | 4 | | 3.30 |
| 21 | 5 | AG | 2.6 | 10 | 5 | | 6.0 |
| | 7 | SF | 2.9 | 12 | 7 | | 7.0 |
| | 3 | 3 Track | 1.1 | 5 | 2 | | 2.0 |
| | 10 | 4 Track | | | | | |
| | | UN-AR | | | | | |
| | | UN-AR | | | | | |
| | 3 | MO | 2.0 | 3 | | | |
| 17 | 6 | LY | 4.3 | 6 | | | 17 |
| | 5 | NY | 3.6 | 5 | | | |
| | 7 | W | 4.6 | 7 | | | |
| | 3 | SO | 2.0 | 3 | | | |
| 7 | 8 | AO | 5.1 | 8 | | | 7 |
| 3 | 3 | C | 2.0 | 3 | | | 3 |
| | 6 | SG | 4.1 | 6 | | | |
| | | SG | | | | | |
| | 11 | Old DP | 6.5 | | | | 10 |
| 10 | 12 | JD | 7.0 | | | | |
| | | SG | | | | | |
| | 5 | SQ | 3.0 | 5 | | | |
| | 15 | JD | 9.9 | 15 | | | |
| 25 | 14 | BH | 9.3 | 14 | | | 25 |
| | 12 | DR | 7.5 | 12 | | | |
| | 4 | BV | 2.4 | 4 | | | |
| | 4 | KB | 2.4 | 4 | | | 14 |
| 14 | 12 | SW | 8.3 | 12 | | | |
| | 7 | BG | 3.4 | 7 | | | |
| | 8 | MF | 5.2 | 8 | | | |
| | 3 | CP | 2.3 | 3 | | | |
| | 6 | SZ | 3.5 | 5 | | | |
| | 2 | UJ | 1.1 | 2 | | | |
| | 4 | WG | 2.6 | 4 | | | |
| | 3 | B | 1.8 | 3 | | | |
| | 6 | R | 3.8 | 6 | | | 5 |
| 38 | 5 | WK | | | | | 38 |
| | 3 | CM | 1.7 | 7 | | | 4 |
| | | VI | | | | | |
| | | WK | | | | | |
| | 4 | CM | 2.6 | 4 | | | |
| | 4 | DV | 2.4 | 4 | | | |
| 3 | | BU | 2.1 | | | | 3 |
| | | UF | 0.4 | | | | |
| | | PITTSBURGH | 0.2 | | | | |

NEW PORTAGE RAILROAD

| WESTWARD | | | EASTWARD | | | |
|----------|---------|-----------|----------|------------------------|--------------------------------|---------|
| | Freight | Passenger | STATIONS | Miles between Stations | Pass. Trains and Light Engines | Freight |
| | Min. | Min. | | | Min. | Min. |
| | 25 | 23 | WYE | 7.6 | 23 | 28 |
| | 29 | 23 | MS | 7.7 | 23 | 29 |
| | | | SF | | | |

MONONGAHELA RIVER LINE

| WESTWARD | | | EASTWARD | | | |
|----------|----------------|-----------|------------|------------------------|-----------|----------------|
| | Freight Trains | Passenger | STATIONS | Miles between Stations | Passenger | Freight Trains |
| | Min. | Min. | | | Min. | Min. |
| | 4 | 4 | PITTSBURGH | 1.0 | 4 | 4 |
| | 6 | 6 | MB | 2.9 | 6 | 6 |
| | 11 | 7 | OB | 6.4 | 7 | 11 |
| | 2 | 1 | AU | .8 | 1 | 2 |
| | 8 | 5 | PG | 3.6 | 5 | 8 |
| | | | CB | | | |

Minimum running time for passenger trains in either direction between Pittsburgh and BO.

| | |
|---------------------------------|------------|
| Between Pittsburgh and SW | 38 minutes |
| “ SW and DR | 14 “ |
| “ DR and SQ | 25 “ |
| “ SQ and SO | 20 “ |
| “ SO and AR-UN | 17 “ |
| “ AR-UN and BO | 21 “ |

Total.....2 hours 15 minutes

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

CURVES:

Trains must not exceed the following speed on curves:

| CURVES: | Miles per Hour |
|---|----------------|
| Denny and Junction R. R..... | 40 |
| East of DV..... | 45 |
| East Liberty..... | 40 |
| East of Swissvale | 50 |
| Between Copeland and Braddock..... | 40 |
| East of Braddock | 50 |
| Between Bessemer and Turtle Creek..... | 40 |
| West of Wilmerding..... | 40 |
| Between MF and Signal Bridge 3284, east of Manor.... | 50 |
| Penn | 60 |
| East and West of Radebaugh Tunnel, No. 4 track | 30 |
| West leg of Y at SW..... | 20 |
| East leg of Y at SW..... | 30 |
| Duck-under track at SW..... | 20 |
| Torrance, Nos. 1 and 2 tracks | 50 |
| West of Pack Saddle..... | 50 |
| Goats Point and Bolivar | 45 |
| Lockport..... | 50 |
| <hr/> | |
| Seward No. 2 track..... | 50 |
| West of Dornock Point..... | 40 |
| Dornock Point No. 1 track..... | 30 |
| Dornock Point Nos. 2 and 3 tracks | 35 |
| West of SG..... | 45 |
| Between Haws Brick Works and Signal Bridge 2744 east of Johnstown | 40 |
| Between Conemaugh and SO..... | 40 |
| South Fork | 50 |
| <hr/> | |
| Ehrenfeld, Nos 2, 3 and 4 tracks | 50 |
| Jump-over curve east of Ehrenfeld | 50 |
| Between W and SO No. 5 track | 30 |
| East of MO..... | 45 |
| No. 0 track just east of First Home Signal Bridge for AR..... | 15 |
| East of UN Nos. 3 and 4 tracks | 40 |
| Between SF and AG (except Bennington Curve)..... | 20 |
| Bennington Curve..... | 20 |
| Between AG and GY, except the Horseshoe Curve.... | 35 |
| Horseshoe Curve..... | 30 |
| Between GY and BO | 40 |

Monongahela River Line.

| | |
|---|----|
| Twelfth Street | 40 |
| Thirtieth Street | 40 |
| At B. & O. bridge east of Hays, Nos. 3 and 4 tracks.... | 40 |
| First curve west of Thomson..... | 50 |
| Between AU and Duquesne, Nos. 3 and 4 tracks..... | 30 |

Turtle Creek Branch.

| | |
|--|----|
| Trafford..... | 15 |
| First three curves east of west end Wynn Brick Works, east of Blackburn..... | 12 |
| First four curves east of Saunders | 12 |
| First curve west of Murraysville | 25 |
| Second curve east of Murraysville | 15 |

| | Miles per Hour |
|---|-------------------|
| Unity Branch. | |
| Lippincott Branch Jct..... | 15 |
| South Fork Branch. | |
| First curve North of Scalp Level..... | 20 |
| Mile Post 17, South of Windber..... | 15 |
| Shade Creek Branch. | |
| First curve south of Mile Post No. 2..... | 15 |
| Mile Post No. 3, Shoemaker's Cut Curve..... | 15 |
| Mile Post No. 4, Red Cut Curve..... | 15 |
| Seanor Curve, just south of bridge No. 539, Viaduct.... | 15 |
| First curve south of Eureka No. 39 switch..... | 15 |
| Naugle Run curve, ½ mile north of Hillsboro..... | 15 |
| North and South ends of Huskins Passing Siding..... | 15 |

BRIDGES.

| Location | Class of Engine | | | | | | | |
|--|-----------------------------|------------------------------|-----------|-------------------------------|-----|-----|----|-----|
| | H10 I1 L1 N1 N2 | E G H I1 K L1 | I1 HC1 | B D E3 F G4 H6 | M-1 | N-1 | I1 | N-2 |
| | Miles per Hour | | | | | | | |
| Bridge 345.08 Swissvale..... | | | 30 | | 40 | | | 15 |
| Bridge 10.50 Port Perry Br. | | 10 | | | | | | |
| Bridge 11.17 Brinton U..... | | | | | | | | 15 |
| Bridge 0.96 Unity Br. | | | 15 | | | | | |
| South Fork Jump-over B'ge | | | | 20 | | | | |
| Bridge 10.81 north of New Alexandria..... | | | | | | | | |

| D2903. Various. | Miles per Hour |
|---|-------------------|
| Passenger trains when taking water from track troughs | 45 |
| Switches Port Perry Jct., Nos. O. 1 and 2 tracks..... | 30 |
| Electrically equipped multiple unit cars moved dead-head in steam trains and motors not removed..... | 20 |
| A train with steam derrick.. { with boom trailing..... | 30 |
| { with boom forward..... | 20 |
| Trains with derricks must observe restrictions applying to freight trains, where such restrictions provide for a lower rate of speed than indicated for trains with steam derricks. | |
| Over any turnout or cross-over not interlocked (Except with M1 engines)..... | 15 |
| Over all track scales..... | 4 |
| Approaching and moving onto all turntables..... | 6 |
| East and west leg of Thomson Y | 15 |
| Brinton U | 10 |
| Sonman Y tracks | 5 |
| Northward freight trains on Llanfair Branch..... | 6 |
| Northward freight trains, { M. P. 5 to M. P. 3..... | 6 |
| Beaver Branch: { M. P. 3 to Lovett..... | 10 |
| Northward freight trains Summit to Lovett..... | 10 |
| When crossing from New Portage R. R. to No. 4 track at SF..... | 10 |

| | Miles per Hour |
|---|-------------------|
| On Nos. 1, 2, 3 and 4 tracks, passing Wilkinsburg elevated platform and on Nos. 2, 3 and 4 tracks passing Johnstown elevated platform, class N1 and N2 engines..... | 5 |
| Dead engines of a design having two or three pairs of drivers and no trucks | 20 |
| Dead engines of a design having four pairs of drivers and no trucks | 25 |
| Two or more such dead engines in the same train will be separated by one or more cars. | |
| Track cars when moving through crossovers or turn-outs, or when hauling a trailer..... | 10 |
| Maximum speed for passenger trains when diverted to main line freight tracks is as follows: | |
| Nos. 2 and 3 tracks DV to R..... | 70 |
| Nos. 1 and 2 tracks R to WG..... | 30 |
| No. 1 track, SZ to CP..... | 40 |
| Nos. 2 and 3 tracks CP to RG..... | 70 |
| No. 2 track CP to SZ | 50 |
| Nos. 1 and 4 tracks DR to JD..... | 50 |
| No. 1 track, JD to SQ..... | 40 |
| No. 2 track JD to SQ..... | 50 |
| No. 1 track SQ to Johnstown..... | 50 |
| No. 1 track, Johnstown to NY..... | 40 |
| No. 4 track C to SG..... | 50 |
| No. 1 track NY to AR..... | 50 |
| No. 0 track, MO to AR | 30 |
| No. 1 track, AR to BO..... | 30 |
| No. 3 track, BO to GY..... | 30 |
| No. 4 track, GY to SF..... | 40 |
| Other Main Line freight tracks..... | 60 |
| Maximum speed for passenger trains on Monongahela River Line when diverted to freight tracks..... | 50 |

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

| CLASS | FORWARD | | BACK- WARD. |
|-----------------------|------------|-------|----------------|
| | With train | Light | |
| | Psgr. | Frt. | |
| A..... | | 15 | 15 |
| B..... | | 20 | 20 |
| C-1, CC-1, CC-2..... | | 20 | 20 |
| D..... | 70 | 40 | 50 |
| E..... | 70 | 40 | 50 |
| F..... | 50 | 40 | 40 |
| G-4, 4s, 5s..... | 70 | 40 | 50 |
| H-3..... | 30 | 30 | 30 |
| H-5, 6, 8, 9, 10..... | 40 | 40 | 30 |
| HH-1..... | | 25 | 25 |
| HC-1..... | | 25 | 25 |
| I..... | 40 | 40 | 30 |
| J..... | 70 | 40 | 50 |
| K..... | 70 | 40 | 50 |
| L..... | 40 | 40 | 30 |
| M-1..... | 70 | 40 | 50 |
| N-1..... | 35 | 35 | 30 |
| N-2..... | 40 | 35 | 30 |

D2004. Eastward freight trains composed of more than 10 cars will not exceed a speed of 8 miles per hour on Nos. 1 and 2 tracks, when the engine is passing out of the east end of Gallitsin Tunnel.

On account of the close clearance of large cars in Gallitzin Eastward Tunnel, all trains containing foreign box, stock or refrigerator cars, using Nos. 1 and 2 tracks between AR and SF, must not exceed a speed of 10 miles per hour until the entire train has cleared the tunnel.

D2005. Westward freight trains on No. 3 track through Gallitsin tunnel will reduce speed to not exceed 20 miles per hour when the rear of the train leaves the tunnel so the Flagman may safely cut the air hose and release pushing engines from the train.

D2007. Snow plows and flangers must not exceed a speed of 4 miles per hour passing passenger stations and must stop before meeting or being passed by passenger trains.

831 SIGNAL ASPECTS.

D2101. Signal Aspects not standard.



INDICATION—PROCEED AT NOT EXCEEDING 15 MILES PER HOUR WITH CAUTION PREPARED TO STOP SHORT OF TRAIN OR OBSTRUCTION. WHEN DISPLAYED AT "UF" SWITCH IS SET FOR "X" TRACK SPECIAL CAR SIDING WEST OF "UF", WHEN DISPLAYED AT "BU" SWITCH IS SET FOR TURNABLE.

NAME—CAUTION—SLOW—SPEED—SIGNAL.

Rule 278 amplified at UF and BU Interlockings accordingly.

D2102. In applying Rule 282 Caution-Signal and Rule 283 Approach-Signal the speed of train should not exceed one-half its maximum authorized speed when passing the signal. Where signal cannot be seen to do so, reduce as soon as proper handling will permit, which requires a reduction of speed immediately upon the signal being in sight.

D2103.

Slowboards used in lieu of distant signals to home or block signals at the following locations:

Home signal for Ligonier Valley Main Track at KR block station.

INDICATION—APPROACH NEXT SIGNAL PREPARED TO STOP. A TRAIN EXCEEDING ONE-HALF ITS MAXIMUM AUTHORIZED SPEED AT POINT INVOLVED MUST AT ONCE REDUCE TO NOT EXCEEDING THAT SPEED.

832. BLOCK SIGNAL RULES.

D2201. When a train clears a block between block stations, the flagman may, when authorized by the Conductor or Engineer, report clear to the Signalman.

D2202. Four wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman.

833. MANUAL BLOCK SYSTEM.

D2301. Rules 301 to 375, inclusive, are in effect as follows, except that rules 317a, 317b, 318a and 318b, will apply only on portions of the Division as specified.

Main Line between BU and BO, except on No. 3 track between SG and SO.

No. 5 track, Cresson yard.

MB and CR.

Port Perry Branch.

New Portage Railroad.

Brilliant Branch.

Turtle Creek Branch between SZ and †SB.

No. O track CP to MF.

Manor Branch between MF and †CL.

No. O track between †DO and †WS.

Alexandria Branch between Alexandria Branch Junction and †PN.

Jamison No. 2 Branch, between Jamison No. 2 Branch Jct. and †FS

Dundale Branch between Dundale Branch Jct. and †UD.

Unity, Whitney and Lippincott Branches between Unity Branch Jct. and Whitney and between Palmer and Jet Baggeley Works.

South Fork Branch between W and †RK.

Beaver Branch between Beaver Branch Junction and †DL.

Llanfair Branch between Beaver Branch Junction and †LF.

Windber Branch between Windber Branch Jct. and †KA.

Paint Creek and Shade Creek Branches between Paint Creek Branch Jct. and †CW.

McKeesport Branch between †SD and †MK.

D2302. Rule 317a will apply for movements against the current of traffic:

Between RG and SW on No. 4 track and from Signal Bridge 3232 East End Radebaugh Tunnel to SW on No. 3 track.

Between SW and RG on Nos. 1 and 2 tracks.

Between SF and AR and between UN and SF.

Between PG and U Jct.

D2303. Rule 317b 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 317a applies.

D2304. Rule 318a will apply:

On Nos. 1, 2 and 3 tracks, between RG home signals on signal bridge 3239, west end Radebaugh tunnel, and automatic signals on signal bridge 3232, east end Radebaugh tunnel.

On No. 1 track between SF home signal at the west end of the tunnel and SF block signal of New Portage Railroad, and between SF home signal at west end of the tunnel and the first

automatic signal east of SF.

On No. 2 track between SF home signal at the west end of the tunnel and the first automatic signal east of SF and on Nos. 3 and 4 tracks between SF and the first home signals at UN.

D2305. Rule 318b will apply:

No. 0 track from †DO to †WS.

No. 0 track from BV to DR.

Nos. 5 and 6 tracks SG to DR.

No. 5 track from W to SO.

No. 0 track from MO to AR.

Between SF and Wye.

Between SZ and end of double track on Turtle Creek Branch.

Between W and Windber on South Fork Branch.

D2305A. A train stopped at a Home or 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.

D2305B. No. 1 track, between WG 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.

D2305C From SF to BO Block Stations, trains will be permitted to follow one another under Automatic Block Signal Rules, except a freight train having more than ten cars will not be permitted to follow a passenger train until the passenger train has passed the next Block Station in advance.

S23A. UNATTENDED BLOCK STATIONS.

An unattended block station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2306. Unattended block stations are controlled by the Signalman specified in time-table, or Special Instructions.

The sign indicating an unattended block station will display by day the station call, and, in addition, by night a red light and a yellow light horizontal, the yellow light next to the main track.

The signalman may give a train oral permission to enter one block, and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and Conductor or Engineman must obtain permission from the Signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, Conductor or Engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time-table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors and Enginemen finding an unattended block station sign imperfectly displayed, or absent, must if practicable, correct it, or replace the light, and report the fact to the Superintendent.

Where a Block Station is attended a portion of the time, and unattended the remainder of the time, during a 24-hour period, the Unattended Sign will be installed and light on sign extinguished during the time the Station is attended.

| | | |
|---|--|------------------|
| FORM K | THE PENNSYLVANIA RAILROAD CLEARANCE CARD | FORM K |
| Block Station _____ M. 19 _____ | | |
| To Conductor and Engineman: Train _____ | | |
| Proceed at _____ as though _____ signal was displayed. | | |
| Report clear at _____ | | |
| Signalman | | |
| <p><i>The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over block mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.</i></p> <p><i>The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.</i></p> | | |

D2307 A train receiving Clearance card (Form K) to pass an unattended block station, and arriving at such station after the time for it to become an open block station, must identify the train to the signalman before accepting a signal to proceed at that station, as Clearance card (Form K) is thereby annulled.

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401. Rules 401 to 473 inclusive, except Rule 417a are in effect as follows:

No. 3 track between SG and SO.

Movements will be made in either direction under proper Block Signal.

Rule 417b will govern opposing movements and automatic Block Signal Rules, except Rule 505a, will govern for following movements in either direction.

Rule 432 will not apply for eastward trains on No. 3 track SG to SO.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Rules 501 and 505, 505b to 514 inclusive are in effect as follows:

Nos. 1 and 2 tracks between BU and DV.

Nos. 1, 2, 3 and 4 tracks between DV and BO, except between AR and SF, between SF and UN, and on No. 1 track between WG and SZ.

No. 3 track against the current of traffic between RG and signal bridge 3232 east end Radebaugh tunnel and between SG and SO.

To be printed on green paper, size 5 1/2 x 3 1/8

Brilliant Branch.

Nos. 1, 2, 3 and 4 tracks between MB and CR.

Port Perry Branch.

D2502. The following signals in Automatic Block System territory must not be passed while in stop position without a train order.

The dwarf signals for westward movement on Nos. 1 and 2 tracks at east end of Radebaugh Tunnel.

The following signals in Automatic Block System territory must not be passed while in stop position without a clearance card (Form C) or as provided in Rule 509.

The Automatic Block Stop Signals for Nos. 1 and 2 tracks located on cantilever pole immediately west of Shady Avenue overhead bridge (second overhead bridge west of East Liberty Station)

The Automatic Block Stop Signal for No. 4 track at east end of Radebaugh Tunnel.

The Automatic Block Stop Signals at east end and west end of Port Perry Tunnel.

D2503. (DOUBLE, THREE OR MORE TRACKS) In Automatic Block System territory at Interlockings where there is no Block Signal that governs the use of the block from the limits of the interlocking, the home signals governing routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next Block Signal beyond the interlocking.

D2504. Unless it is known that gasoline motor cars, and cars of similar type or construction will operate automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block Signal territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2505. In Automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

S25A.**S25B. AUTOMATIC TRAIN CONTROL.**

Enginemen in charge of engines equipped with automatic train control, dispatched from points where test tracks are located, to operate over territory where train control is in service, will test automatic train control apparatus in accordance with instructions issued by Road Foreman of Engines.

On all engines dispatched from Pittsburgh to operate over train control territory east of Altoona, including through helping engines operating over Pittsburgh Division, enginemen will make the departure tests, both electrically and pneumatically, before leaving 28th Street Enginehouse. The pneumatic feature of the train control will be cut out and the electric feature kept in operation over the Pittsburgh Division.

Immediately after passing BO Block Station the engineman (the leading engineman if train is double headed) will place the brake valve handle in lap position, operate acknowledging switch, and, after five (5) seconds, move cut-out cock handle on brake valve to cut in position, after which move brake valve handle to any position desired.

Test circuits are located on Nos. 1, 2, 3 and 4 tracks entering JK Interlocking Middle Division and the engineman of a Pittsburgh Division eastward train arriving on the test circuit should receive an approach cab signal indication, irrespective of the indication of the wayside signal. Leaving the test section, a caution slow speed cab signal indication should be received. Warning whistle will then sound and acknowledgment must be made, thus forestalling a brake application. If these indications are received it will show that the automatic train control equipment is operative and the engineman will so advise the Middle Division engineman.

At Altoona westward, an engineman taking charge of a through engine must break the seal and turn cut-out cock in cut out position in the presence of the engineman being relieved.

Engines leaving automatic train control territory will have the main switch located at the front of the engine in the "Off" position, and the generator will not be run except to provide light.

S25C. GRADE SIGNALS.

D2506. Location of Grade Signals.

No. 3 track between R and WK.

Nos. 1 and 2 tracks between signal bridges No. 3276 East of Penn and No. 3248 East of RG.

Nos. 1 and 2 tracks between SW and Donohoe.

Nos. 1 and 2 tracks between signal bridge No. 2784, eastward distant signal for SG, and signal bridge No. 2686, fourth signal bridge east of AO.

Nos. 1 and 2 tracks between NY and AR.

Nos. 3 and 4 tracks between BO and SF.

Nos. 3 and 4 tracks between signal bridges No. 2955 west of Bolivar and No. 3020 west of Gray.

Nos. 3 and 4 tracks between KR and Donohoe.

Nos. 2 and 4 tracks between VI and CM.

No. 2 track, Port Perry Branch:—Bracket Pole No. P123 located at Jct. Port Perry Branch.

Nos. 2 and 4 tracks, first two signal bridges west of OB.

A tonnage freight train is one having 90% or over of the authorized slow freight engine rating.

The conductor must advise the engineman before entering the territory where Grade Signals are in use, the authorized slow freight engine rating, the exact tonnage in train and of any changes due to setting off or picking up cars.

S. 26 INTERLOCKING RULES.

D2601. At Pennsylvania Station when a train extends beyond the signal in such position that the indication cannot be seen by the engine crew, the train must not be moved until either the engineman or fireman has observed the signal or until one of their trainmen has personally notified them that the signal is in the proceed position. If after the signal has been displayed and it is found necessary to take the signal away, the switches must not be changed nor signal cleared for any conflicting route until proper arrangements have been made with the crew of the train for which signals were displayed.

D2602. Signalman at AG must not make crossing movements with passenger trains that interfere with any tracks if a freight

having more than ten cars has passed SF on any of the tracks that would be interfered with by the crossing movement unless the freight train has come to a stop at AG Home Signal.

S27.—

S28. TRACK CARS.

D2801. Definition of Track Car as shown on page 8, Book of Rules, amplified:

Track Car—A hand car or self-propelled car or truck, which may be manually moved to or from the track.

Paragraph 10 of Rule 829 modified:

He must not permit track cars to be operated except as prescribed by Rule 80, when so provided on the Time Table.

D2802. Track cars will be operated as per Rule 80 as follows:

Turtle Creek Branch and Branches.

Manor Branch.

Alexandria Branch and Branches.

Unity Branch and Branches.

Bradenville Branch.

Nos. 5 and 6 tracks, SG and JD.

South Fork Branch and Branches.

Martin Branch.

Sonman Branch.

Ben's Creek Branch.

Lilly Branch.

Between SF, UN and AR.

New Portage Railroad.

D2803. The last three numerals of the present M. W. number shall be known as the running number. A naught (0), however, should not be used as the first numeral of the running number, even if necessary to use the last four figures. Train orders or instructions issued to hand cars must have the prefix letters H. C. in addition to the M. W. number.

D2804. In Automatic Block System territory Track Cars must be operated under Manual Block protection.

D2805. Rule 80 amplified.

When approaching road crossings, crossings at grade or derrails must proceed with caution, prepared to stop short of crossing or derail.

When Track Cars are approaching road crossings at grade, trackmen's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing.

D2806. Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three or more tracks, on a track against the current of traffic. They must not use a track under conditions when an approaching train cannot be seen in ample time to clear the track for the train, except in cases of emergency, and then not until after a flagman has been placed in a position where train can be stopped before reaching the pony truck.

In yards they must not be used except by permission of the Yard Master and under proper protection.

Velocipedes to be operated by authority of the Superintendent.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. Equipment as designated must not be permitted on tracks, bridges, etc. named.

Restrictions in the Use of Various Classes of Engines

A letter or symbol under class of engine indicates restriction in the use thereof and refers to a note below in explanation.

Absence of letter or symbol indicates no restriction.

| LINE OR BRANCH | HC1 | N1 N2 | CC2 | I1 | M1 | L1 | H10 H8 E8 G5 | K4 K3 K2 | H6 E2 E3 G4 | C1 |
|---------------------------------|-----|----------|-----|----|----|----|-----------------------|----------------|----------------------|----|
| Main Line Altoona to Pittsburgh | X | | A | | | | | | | |
| New Portage R. R. | C | | A | | | | | | | |
| Gaithrie Loop | | | A | | | | | | | |
| Conemaugh Loop at Gaithrie | C | | A | | | | | | | |
| Cresson Jump-Over | R | | A | | | | | | | |
| Cresson Y—Cresson Division | C | | A | | | | | | | |
| Lilly Branch | C | | A | | | | | | | |
| Ben's Creek Branch | C | C | A | Q | Q | | | | | |
| Martin Branch | C | C | A | | | | | | | |
| Sonman Branch | O | O | A | | | | | | | |
| Old Line Wilmore | C | R | A | | | | | | | |
| Summerhill Branch | C | | A | | | | | | | |
| South Fork Jump Over Bridge | | B | A | | | | | | | |
| South Fork Branch | C | D | A | D | D | D | | | | |
| South Fork Y—West Leg | C | C | A | | | | | | | |
| Steelman Siding | C | R | A | C | C | C | G | C | | |
| Beaver Branch | P | C | R | A | L | L | L | | | L |
| Lansair Branch | P | C | R | A | C | R | C | R | | |
| Paint Creek Branch | P | C | R | A | | | | | | |
| Paint Creek Junction Y | P | C | R | A | | | | | | |
| Shade Creek Branch | P | C | R | A | C | R | C | R | | |
| Reitz Branch | P | C | R | A | C | R | C | R | | |
| Eureka Branch No. 31 | P | B | A | B | B | B | | B | | B |
| Eureka Branch No. 32 | P | C | R | A | C | R | C | R | | |
| Eureka Branch No. 37 | P | R | A | | | | | | | |
| Eureka Branch No. 38 | P | C | R | A | C | R | C | R | | |
| Eureka Branch No. 49 | P | R | A | | | | | | | |
| Windber Branch | P | R | A | | | | | | | |
| Windber Y | P | R | A | C | C | | | | | |
| Curry Mill Branch | P | B | A | B | B | B | | B | | B |
| Jehantown Branch | C | B | A | T | T | T | | T | | |
| Song Harlow Extension | | | A | | | | | | | |
| New Florence Branch | R | C | A | S | S | S | S | S | | S |
| Bellver Branch | B | G | B | C | B | C | B | C | B | G |
| Torrence Y—Conemaugh Div. | C | C | A | C | C | | | | | |
| Sandy Rock Siding | C | C | A | C | C | C | C | C | | |
| Bradenville Branch | L | C | A | C | C | L | L | L | | |
| Superior Spur | L | C | A | C | C | L | L | L | | |
| Unity Branch | R | B | A | L | L | | | | | L |
| Whitney Branch | C | R | C | A | O | R | C | R | C | R |
| Lippincott Branch | C | R | C | A | C | R | C | R | C | R |
| Steel Works Spur | C | R | C | A | C | R | C | R | C | R |
| Unity Branch Extension | B | R | A | R | R | R | R | R | | |

| LINE OR BRANCH | HC1 | N1 N2 | CC2 | I1 | M1 | L1 | H10 H8 H6 E6 E5 | K4 K3 K2 | H6 E3 E4 | C1 |
|---------------------------------------|-----|----------|-----|----|----|----|-----------------------------|----------------|----------------|----|
| Alexandria Branch..... | N | R | A | N | N | N | N | N | | N |
| Jamison Branches Nos 1 & 2..... | R | R | A | R | R | R | R | R | | |
| Dundale Branch..... | CR | CR | A | CR | CR | CR | CR | CR | | |
| Dundale Y..... | CR | CR | A | CR | CR | CR | CR | CR | | |
| Crows Nest Siding..... | | B | A | | | | | | | |
| Donohoe, East Leg of Y..... | O | O | A | O | C | | | | | |
| Donohoe, West Leg of Y..... | C | C | A | O | C | | | | | |
| Southwest Jct.—West Leg of Y..... | C | | A | | | | | | | |
| Brush Creek Branch..... | O | C | A | C | C | C | | | | |
| Bell Run Branch..... | C | C | A | C | C | C | | | | |
| Jeanette Branch..... | BC | BC | A | BC | BC | BC | BC | BC | | B |
| Manor Branch..... | O | O | A | | | | | | | |
| Youghiogheny Branch..... | CR | C | A | C | C | C | | | | |
| Turtle Creek Br. & Blackburn Y..... | O | | A | O | C | | | | | |
| Turtle Cr'k Br & Blk'bn Y to end..... | BC | BC | A | BC | BC | | | BC | | B |
| Blackburn Y..... | O | C | A | O | C | | | | | |
| Lyons Run Branch..... | O | C | A | O | B | B | B | B | | |
| Easler Branch..... | O | C | A | O | B | B | B | B | | |
| East Pittsburgh Branch..... | BC | B | | | | | | | | |
| East Pittsburgh WQ Conn..... | BC | B | | | | | | | | |
| Brilliant Branch..... | O | | M | | | | | | | |
| Brilliant Br West Leg of Y, CM..... | O | C | C | | | | | | | |
| Brilliant Br Conn. to Coleman..... | O | O | | | | | | | | |
| Brilliant Br. Conn. to Asplawet..... | B | | | | | | | | | |
| Denay Siding..... | GR | GR | OR | GR | OR | GR | OR | CR | CR | |
| Through US Interlocking..... | | | | | C | | | | | |
| Duquesne Way Elevated..... | OF | OF | BC | OF | F | | | | | F |
| Short Street Branch..... | OF | OF | O | OF | F | | | | | F |
| MB to CR..... | B | E | U | Z | E | | | | | |
| MB East Leg of Y..... | C | C | C | C | C | | | | | |
| Whitehall Branch..... | C | B | O | O | O | C | C | O | C | |
| Axle Works Branch..... | BC | BC | BC | BC | BC | BC | BC | BC | | |
| Streets Run Branch..... | BC | BC | BC | BC | BC | BC | BC | BC | | B |
| Brinton "U"..... | C | B | C | | O | | | | | |
| Port Perry Branch..... | B | | H | | | | | | | |
| McKeesport Branch..... | B | B | B | B | B | B | B | B | G | B |

NOTE—HH1 engine No. 3396 and CC1 engine No. 3397 may be used on the main line only between Altoona, UN and AR, K29s engine No. 3395 may be used on the main line between Altoona and Pittsburgh, the New Portage Railroad, and on the Turtle Creek Branch to Blackburn Y.

A—Use prohibited east of Pitcairn and on account of close clearance of elevated station platforms, can be operated through Wilkesburg only on the Eastward Siding, and through Pittsburgh Yard where dwarf signals will not interfere.

B—Use prohibited on account of light bridges.

C—Use prohibited on account of curvature, except H-6 engines may be operated over main track Whitehall Branch and I-1 and L-1 engines may be operated over the Unity Branch Extension between †PL and a point 200 feet south of the south end of Palmers Storage track.

D—Use permitted as far as mile post No. 16.

E—Use prohibited passing transfer or coal chutes on inbound or outbound engine running tracks, 30th Street Yard, on account of close clearance.

F—Use prohibited on account of close clearance of bridges.

G—When two or more engines are used over bridge 12.19, McKeesport Branch, there must be at least eight cars between engines.

H—Use prohibited over bridge span over B. & O. tracks, bridge No. 10.50, Port Perry Branch.

L—Use permitted on Main Track and Company Sidings of these Branches, but prohibited on Industrial Sidings therefrom on account of light rail and curvature.

M—Cylinders will not clear half through girders over Hamilton Street and Kelly Street, near CM.

N—Use permitted to a limit board located about one mile from Junction, prohibited beyond that point on account of bridges, light rail and curvature.

P—Not accessible on account of restrictions on South Fork Branch.

Q—Use permitted from NY to Junction with Main Line, west of Cassandra and on old portion of Branch to the east end of Siding No. 5238.

R—Use prohibited on account of light rail, except I-1 and L-1 engines may be operated over Unity Branch Extension between †PL and a point 200 feet south of the south end of Palmers storage track.

S—Use permitted from connection in main track at Lockport to Siding No. 5326, Piney Run Mine, restricted east of that point to connection with main track west of New Florence account of light rail.

T—Use prohibited over bridge No. 0.67, Johnstown Branch.

U—Use prohibited over bridge 1.78, 27th Street, South Side, Pittsburgh.

X—Use permitted on the main line only between Altoona and C Tower.

Z—Cylinders will not clear half through girders on bridge 1.51, 23rd Street, Pittsburgh.

The use of M1 engines and K2S engines with all driving wheels flanged is prohibited on account of curvature as follows:

Lilly Branch—West Leg of Wye.

Bens Creek Branch—First curve east of Sonman Wye.

Martin Branch.

South Fork Branch—West Leg of Wye.

Paint Creek Junction Wye.

Eureka Branch No. 32.

Windber Wye.

South Fork Branch—South of MP 16.

Superior Spur—Junction with main line.

Donohoe—West Leg of Wye.

Southwest Junction—West Leg of Wye

Brush Creek Branch.

Bull Run Branch—Curve at north end of Branch.

Manor Branch—North of first curve north of junction with main line.

Youghiogheny Branch—Second curve south of junction with main line at Shafton and over Brush Creek at Irwin.

Turtle Creek Branch.

Easler Branch.

Brilliant Branch—Jumpover (No. 3) track.

Brilliant Branch connection to Coleman.

Crossover in front of US tower.

Duquesne Way Elevated—West of Stanwix (5th) Street.

Short Street Branch.

MB—East Leg of Wye.

Brinton U.

S30.—

S31. EMPLOYE'S REGISTER

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or operator, when register is signed at a Block Station, who will witness the signatures.

D3101. Registers for this purpose are located as follows:

| | |
|-----------------|--|
| Pittsburgh. | { Room 115 Penna. Station. Yard Master's Office, 15th St. Asst. Yard Master's Office, BU. Engine House, 28th St. Engine House, 30th St. Yard Master's Office, 30th St. |
| Wilkinsburg. | Yard Master's Office. |
| EastPittsburgh. | Yard Master's Office. |
| Pitcairn. | { Crew Dispatcher's Office. Asst. Crew Dispatcher's Office, Engine Storage Yard. Office West End Pitcairn-Altoona pool cabin siding. Asst. Yard Master's Office, Eastbound Classification Yard. Asst. Yard Master's Office, Westbound Classification Yard. Checker's Building, Eastbound and Westbound Humps. |
| Shafton. | Yard Master's Office. |
| South West Jct. | Hostler's Building. |
| Derry. | Engine House. |
| Conemaugh. | Engine House. |
| South Fork. | { Yard Master's Office. Engine House. |
| Windber. | Hostler's Building. |
| Thomson. | { Yard Master's Office. Hostler's Building. |

Also at any other points where train or engine crews report.

D3102. Train and Engine Crews Report for Duty.**Train Crews Passenger Service.****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.

WINDBER

Fifteen minutes before schedule leaving time of trains at Windber.

OTHER TERMINALS

Crews starting from other points on the initial trip will register 10 minutes before schedule leaving time.

Local crews will not register when there is less than 45 minutes between schedule arriving and leaving time. No crews will be permitted to register before one hour of schedule leaving time and must register by the time specified, except when necessary, through baggage masters may register 2 hours before schedule leaving time.

All crews will be relieved 10 minutes after the arriving time unless their train responsibility requires longer time, when the actual time relieved of such responsibility will be used. In case it becomes necessary to consume more than 10 minutes the reason for the same will be noted on the Time Card.

Engine Crews Passenger Service.**PITTSBURGH, 28th STREET.**

Through—One hour and thirty minutes before the leaving time of train from Pennsylvania Station.

Local—One hour before the leaving time of train from Pennsylvania Station.

PITTSBURGH, S. S., 30th STREET.

One hour and twenty minutes before the leaving time of train from Pennsylvania Station.

OTHER TERMINALS.

At Pitcairn, South West Junction, Conemaugh and Windber: thirty minutes before leaving time of train.

DERRY.

One hour before the leaving time of train when the crew takes charge of the engine at the Engine House. Forty minutes before the leaving time of train when the crew takes charge of the engine in the yard against the train.

CONEMAUGH

One hour before the leaving time of train when the crew takes charge of the engine at the Engine House. Thirty minutes before the leaving time of train when the crew takes charge of the engine in the yard against the train.

When engine crews are relieved by hostlers between trips at Pitcairn, South West Junction, Derry, Conemaugh or Windber, they will report for the subsequent trip fifteen minutes before the leaving time of train.

Freight, Work and Wreck Train Service.

Unless otherwise ordered:

At 28th Street Pittsburgh, Pitcairn, Derry, Conemaugh, South Fork and 30th Street, S. S. Pittsburgh fifteen minutes before the specified leaving time of the engine from the Enginehouse or Storage Yard.

At these terminals the lubricators will be filled and the trip allowance of engine oil and the proper amount of hard grease will be put on the engine and the hand oiler will be filled. The hard grease cups will be filled and the caps secured. The tank will be filled with water if the engine is received beyond the water plug. The sand box will be filled, the headlight, marker and hand lamps will be in proper con-

dition. Sand traps and sand pipes will be free of obstruction, and the stoker will be in working order, and all repairs necessary to the machinery, tender and the appliances thereto will have been made. A complement of tools will be in the place provided, if not an M. P. 10-A will be placed in the tool locker showing the missing articles. The fire will be in condition for preparation for the road and the boiler will have a sufficient head of steam to permit the engine to be moved promptly.

When an engine crew takes charge of an engine, the engine-man will try the air brake, note the pressure on the air gauges, the pressure on the steam gauge, examine the fire-box, test the injectors and water pump, try the gauge cocks, blow out the glass water gauge, start the generator, and test out the lights and assure himself that there is sufficient water in the tank. The fire-man will inspect the ash pan, the grates, start the lubricator to feed, try the stoker, examine the water in the tank, see that the hand lamps and flags are in condition for use, also see that the required number of torpedoes and fuses are on the engine. The crew is relieved of all other inspection.

The engineman will oil the various parts that should be lubricated with machinery oil, including the filling of the valve stem and the piston rod cups, but if the oiling is not finished before the leaving time of the engine, this part of the work will be deferred until a more opportune time, but the oiling must be done before leaving the departure yard.

The engine crew will be responsible for taking proper care of the engine while enroute and for making the necessary inspection and reports at the end of the trip.

Yard Service.

Single crewed yard engine, unless otherwise ordered—thirty minutes before the set time to commence the day's work.

Double and triple crewed yard engines (when the crews do not relieve each other) unless otherwise ordered—thirty minutes before the set time to commence the day's work.

Crews of double and triple crewed yard engines, who relieve each other in the yard, will report, before going on duty, to the Engine Dispatcher, Yard Master or other person in charge, as locally arranged. If either enginemen or firemen of double and triple crewed yard engines are not relieved at the regular relieving time, they will notify the Engine Dispatcher, Yard Master or other person in charge, in order that a relief may be provided.

533. PERSONAL INJURIES.

533A. Emergency calls for Surgeons will have preference over other business, except train orders.

Employees injured on company property, or while on company business, will be treated by the nearest physician named below, without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practical, to one of the hospitals named below.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

DEPT. MEDICAL EXAMINERS AND COMPANY SURGEONS.

| LOCATION | NAME AND ADDRESS | TELEPHONE NUMBER |
|---------------|---|---|
| PITTSBURGH | O. C. GAUB, M. D. | Atlantic 4883 |
| | J. H. ALEXANDER, M. D., Westinghouse Bldg., Penn. Ave. & 9th St. | |
| | J. C. BURT, M. D., Westinghouse Bldg., Penn. Ave. and 9th St. | Atlantic 3338 |
| | E. B. HECKEL, M. D., Jenkins Arcade Bldg., Fifth St. and Penn. Ave. | Atlantic 7067 |
| | THOMAS H. MANLEY, M. D., Jenkins Arcade Bldg., Fifth St. and Penn. Ave. | |
| | W. O'N. SHERMAN, M. D., Carnegie Building, Fifth Avenue. | Atlantic 5100 |
| | H. C. WESTERVELT, M. D., 5306 Westminister Street. | Mayflower 1011 |
| | J. P. KERR, M. D., Wabash Bldg. | Court 1775 |
| | N. H. BENNETT, M. D., 1912 Carson Street, South Side. | Hemlock 0321 |
| | HARVEY BARTLE, M. D., Medical Examiner, 1155 Liberty Avenue. | OD 291 |
| EAST LIBERTY | VERNON D. THOMAS, M. D., Hill and Building. | Montrose 5655 Montrose 1932 |
| | W. M. B. HETZEL, M. D., 124 North Homewood Avenue. | Atlantic 1626 Highland 3305 |
| BRADDOCK | CHAS. H. CLIFFORD, M. D., 316 Eighth Street. | Braddock 1480 |
| WILMERDING | G. L. BESWICK, M. D., 200 Caldwell Street. | Valley 543 |
| PITCAIRN | W. H. MONTGOMERY, M. D., Cor. Second Street and Wall Avenue. | Pitcairn 107 |
| | E. F. MESCHER, M. D., Medical Examiner, Medical Examiner's Office | Pitcairn, 201 |
| IRWIN | J. L. SOWASH, M. D., 304 Sixth St. | Bell, 23 |
| GREENSBURG | J. J. SINGER, M. D., 446 West Pittsburgh Street. | Bell, 651 |
| | Coulter Bldg. | Bell, 1577 |
| | D. RAY MURDOCK, M. D., Union Trust Bldg. | Bell 808 |
| LATROBE | Residence 534 East Pittsburgh St. | Bell, 45 |
| | L. C. THOMAS, M. D., Ligonier St. | Bell, 49 and 217 |
| DERRY | J. W. BLAIR, M. D., 106 Depot St. | Bell, 84 |
| | B. HAUGHWOUT, M. D., Chestnut Street. | Bell, 65 Bell, 255 |
| NEW FLORENCE | C. W. BANKS, M. D., Medical Examiner, Medical Examiner's Office | J'nat'n Local 15B Bell, Bolivar 52R5 Johnstown Tel. Co's Phone, 619 |
| | H. W. TITTLER, M. D., Ligonier St. | |
| JOHNSTOWN | B. E. LONGWELL, M. D., 441 Locust Street. | Phone 205 1082J Westmont J. T. 190-J—197B Bell Tel. 4 J'nat'n |
| | JOHN B. LOWMAN, M. D., U. S. Bank Building, Franklin St. | |
| | Residence, 735 Luzerne Street. | |
| DONEMAUGH | J. SWAN TAYLOR, M. D., 408 Franklin Street. | Johnstown Tel. Co's Phone 4016 |
| | S. A. E. BRALLIER, M. D., 312 Greave Street. | P. R. R. 26 |
| | R. D. SAUL, M. D., Medical Examiner, Medical Examiner's Office. | |
| SOUTH FORK | D. W. TRUSCOTT, M. D., Maple and Main Street. | Bell, 46 |
| PORTAGE | CLYDE J. BIBB, M. D., 904 Main St. | Bell, 124 |
| OREGON | H. T. PRIDEAUX, M. D. | P. R. R. 54. |
| | J. A. LYNCH, M. D. | Bell 210-E. |
| GALLITZIN | J. D. BROWN, M. D. | P. R. R. 33. |
| | S. P. GLOVER, M. D., 1118 12th Ave. | Bell, 6332 |
| ALTOONA | JOS. D. FINDLEY, M. D., 1121 13th Av. | Res. Bell 4679 Ofce. Bell 2-7739 |
| | W. H. HOWELL, M. D., 1108 13th Ave. | Bell, 2-7425 |
| | SPENCER W. HURST, M. D., Medical Examiner, 1223 11th Ave. | P. R. R. 106 Ngt. P. R. R. 364 |
| | G. I. ROBINSON, M. D., Asst. Frt. Train Masters Office Bldg., Res. 114 Walnut Street. | Office P. R. R. 15 Res. P. R. R. 27 |
| HOLLIDAYSBURG | H. J. SOMMER, M. D., Blair County Hospital. | |
| WINDBER | O. J. SHANK, M. D., Twelfth St. | Bell, 39-J |
| | W. S. WHEELING, M. D., Windber Hospital. | Bell, 34 |
| HOMESTEAD | A. M. BARTON, M. D., 106 E. 9th Avenue. | Homest'd 2215-J |
| DUQUESNE | L. K. BOTKIN, M. D., Kennedy Avenue and Second Street. | Bell, Duquesne 6376 |
| McKEESPORT | W. C. HEISEY, M. D., 205 Masonic Building. | Bell, McKeesport 3-0319 |

| D3202. HOSPITALS | | |
|------------------|--|---------------------------|
| LOCATION | NAME AND ADDRESS | TELEPHONE NUMBER |
| PITTSBURGH | ALLEGHENY GENERAL HOSPITAL, 109-110 Stockton Avenue. | Fairfax 2010 |
| | ST. JOSEPH'S HOSPITAL, 3117 Carson Street | Hemlock 0238 |
| WILKINSBURG | COLUMBIA HOSPITAL, Penn Avenue | Franklin 0870 |
| GREENSBURG | WESTMORELAND HOSPITAL, Pittsburgh Street | Greensburg 9498 |
| LATROBE | LATROBE HOSPITAL, Second Avenue | Latrobe 400, 401, 1180 |
| JOHNSTOWN | BETHLEHEM STEEL CO. HOSPITAL, Middle Avenue and New Street | Johnstown 47 |
| WINDBER | WINDBER HOSPITAL ASSOCIATION | Bell 34 |
| McKEESPORT | McKEESPORT HOSPITAL, Fifth Avenue | McKeesport 2800 |
| ALTOONA | ALTOONA HOSPITAL, Howard Ave. and Seventh St. | Bell 5156 P. R. R. 500 |

**D3203. First Aid Boxes, location of, and Stretchers in cars:
First Aid Boxes:**

In baggage, combined cars and in flagman's equipment box on trains not hauling such cars.

At each passenger and freight station.

At yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. Cabins, wreck trains, shops, engine houses, camp cars, and on each track and hand car.

Stretchers:

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

533. USE OF TELEPHONES.

533A. Employees using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication, to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangements pertaining to the movement of trains by trainmen, the conductor or engineman must personally receive all orders, on the telephone and make all verbal arrangements pertaining to the movement of his train, 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.

D3301. List of Telephones.

Telephones for emergency use are located at block stations, on or close to signal bridges, at offices of agents, supervisors, and yard master and water station power plants.

DISTRICTS ADDITIONAL TELEPHONES.

West of DV Duquesne Elevated, East of Third Street, box.
Duquesne Elevated, over 9th Street, box.
Duquesne Elevated, south end of bridge, box.
East end of tail track, 28th Street, box
West of Modoc Building, box.
Denny curve, switch tender box.

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 room.
East Liberty, east end eastbound platform, box.
Foot of Torrens Street, box.
Yard Office, Jump-over bridge west of CM.

CM to VI West end of Lincoln Avenue Bridge, box.
Brown Coal Co. Siding, west of Larimer Avenue Bridge, box.
Larimer Avenue Signal Bridge, box.
Midway between Larimer Avenue and VI, box.

CM to WK East end of Dallas Yard, box.
Homewood, west end of westbound platform, box.
West end of Wilkinsburg Yard, Switchtenders' booth.
Wilkinsburg, both platforms, box on elevator shaft.
Wilkinsburg, 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.
Water Plug, East Pittsburgh Wagon Bridge, box.
Yard Office, East Pittsburgh Yard.
Westward Distant Signal No. 4 track, east of East Pittsburgh, box.
East End, East Pittsburgh Commodity Yard, Switchtender's booth.

WG to SZ Between Nos. 1 and 2 tracks, Wilmerding Baggage crossing, box.
Wilmerding Station platform, box.
Spring Hill Bridge Switchtender, booth.
West end Pitcairn Passenger Yard, box.
Pitcairn Passenger Yard water plug, box.
Pitcairn Passenger Yard east end, box.
Switchtender west of SZ. booth.

| DISTRICTS | ADDITIONAL TELEPHONES |
|------------------|--|
| T. C. Br. | On pole opposite westward home signal SZ. box. East end North Trafford station, box. Pitcairn Yard limit board, box. Murraysville station, box. West end of Export sidings, box. Export, Westmoreland Coal Co.'s office. Delmont Mine, Pgh. Coal Co. box. Junction Salem Branch, box. Water Plug east of Delmont, box. West end of Slickville empty car sidings, booth. Irwin Gas Coal Co. siding, box. Louise Mine, box. Atlantic Refining Co. Siding, box. |
| SZ to CP | East end Pitcairn E. advance yard, booth. |
| CP to MF | West end of O track, east of CP, box. Shafton Car Inspector's office. Shafton Hostler's Office. Trainmen's room, Shafton. |
| Manor Br. | Boquet Branch Jct., box. Claridge Station. |
| MF to RG | Penn station, box. Myers Siding, box. West Jeannette Water Bridge, box. Jeannette Warehouse Siding, booth. Bull Run Branch Jct., box. Brush Creek Branch Jct., box. Grapeville, Watchman's box. Grapeville Water Bridge, box. |
| RG to SW | Greensburg Coll No. 3 Siding, box. Hawksworth Mine Siding, box. Switch No. 1 track 2,000 feet east of tunnel, box. Greensburg Warehouse siding, tool house, box. East end tail track, Greensburg Warehouse siding, box on signal pole. Greensburg passenger station, both platforms, box. |
| SW to KR | Hostler's Building S. W. Jct. West End K. C. & C. Co. Mine Siding, box. Crows' Nest, Siding box. West leg, Donohoe Y, box. West end storage tracks Donohoe old line, box. |
| Alex. Br. | Tool House, Donohoe, box. North end Donohoe yard, box. Jamison No. 1 Jct., box. South end Lennodo siding, box. South end Hannastown siding, box. North Crab Tree Tipple, box. North end Crab Tree works, box. Tool House, North leg of New Alexandria Y, box. South end, Salem Colliery siding, box. |
| Unity Br. | Car Inspectors' office, outside, Unity Branch, box. South end Unity Branch Yard tracks, box. |

| DISTRICTS | ADDITIONAL TELEPHONES |
|--|---|
| KR to BV | Second Floor, KR Tower. Latrobe, East End East bound platform, box. West leg Ligonier Valley Jct. Y, booth. East leg Ligonier Valley Jct. Y, Car Inspectors' office. |
| BV to DR | Bradenville, west of undergrade, box. Assistant Yard Masters' office, W. end new yard. East end of Derry westward classification yard, booth. Hump, east end new yard, box. Eastward dwarf signal No. 0 track west of eastward Home Signal Bridge, box. |
| DR to BH | Switch leading from No. 1 track to siding, East of DR, booth. No. 10 Switch, West End Receiving Yard, box. West end Derry Westward receiving yard, booth. Car Inspector's office, Derry. Scale office, Derry. East end Westward receiving yard, box. Middle switches, east of Derry, box. Car Inspectors' building, E. E. east yard Derry. Pull-in switch, Millwood, box. Pull out switch, east of Millwood, box. Ridgeview station. Hillside Water Bridge, box. |
| BH to JD | West of Packsaddle, watchman's box. Packsaddle stone watch box. Lacolle Coal Mining Co., West of Bolivar, box. Lockport station, box. Eastward home sig. from Conemaugh div. JD. box. |
| JD to SQ | Old line Connection, New Florence, Car Inspectors' Building. Loam siding, east of New Florence, box. Old Line Switch So. Side West of Seward, box. Seward, watchman's box. |
| JD to SG (Nos. 5 and 6 tracks) | Tool House, Centreville, box. Robindale Coal Co., loaded siding, booth. Old DP, box. Wild Cat Water Plug, box. 1.7 miles West of Laurel Run yard, box. West end Laurel Run yard, booth. |
| SQ to SG | Sang Hollow water plug, box. |
| SG to C | Johnstown City Siding, Morrellville. Yard Master's office Morrellville yard, booth. A. J. Haws & Sons, siding, box. Johnstown Psgr Station, E. both platforms, box. Johnstown Psgr Siding, East and West end, box. East end Johnstown freight yard, box. West end Pull-out track new yard, Conemaugh, box. Pull-in track West end Woodvale siding, Conemaugh, box. Trainmen's Building, Conemaugh Hump. |
| C to AO | Pull-in Track, Conemaugh Station, box. South Side Main Track, Conemaugh Station box. Conemaugh Eastward Ash Pit, booth. Crossover switches East End of Pit Tracks East of Conemaugh, box. |
| AO to NY | West end of O track, east of SO, box. West end Wilmore Old Line, box. Eastward Water Bridge, West of NY, box. |

| DISTRICTS | ADDITIONAL TELEPHONES |
|--------------------------------|--|
| So. Fork Br. | North end jump-over bridge, box. South Fork Branch shelter shed, South Fork, box. Car Inspectors' office South Fork yard. South End No. 8 Track, South Fork Yard, box. High Hill crossover switches, box. St. Michaels, booth. Lovett Crossover Switches, box. Junction of Beaver Branch, booth. Eureka No. 31 Jct., box. Hostler's Building, Windber. Eureka No. 35, box. Eureka No. 37 Jct., booth. Scalp Level No. 1 siding, box. Eureka No. 39, box. South end Huskins passing siding, box. McGregor mine switch, Cairnbrook. |
| NY to LY | Portage freight station, booth. Junction Bens Creek branch, booth. Overhead Bridge, east of Cassandra box. |
| LY to MO | Overhead Bridge, west of Lilly Station, box. West end of Lilly north storage siding, box. West end of No. 5 track, West of Cresson, box. |
| MO to AR | East of MO, booth. Switches at Signal bridge 2494, west of AR, booth. Car Inspector's office west of AR. |
| AR to BO | Gallitsin coal tipple. Water Plugs on loop tracks, booth. Eastward station, Gallitsin, box. Water Plug, east of old KN, box. |
| UN to SF | Gallitsin Undergrade, booth. Ventilating plant west of SF. |
| N. Portage R. R. | West end Patch siding, box. Tool House East end Patch siding, box. Div. Foreman's House, East end Patch siding. 1.8 miles east of SF, box. Old AH, box. Tool House, 2 miles west of †MS, box. 1.5 miles west of †MS, box. Water Plug, east of †MS, box. Tool House, East end Mule Shoe passing siding, box. 2.5 miles East of †MS, box. Crossover Switch, 3.5 miles west of Duncansville, box. Tool House, 1.5 miles West of Wye, box. |
| MONONGAHELA RIVER LINE. | |
| MB to OB | West end Carson street yard, box. North side 18th Street yard, West end, box. North side 18th Street yard, East end, box. South side 18th Street yard, East end, box. Water Plug at 33rd St., Thirtieth St. Yard, box. Car Inspector's Shanty, east end Thirtieth Street Yard. |

| DISTRICTS | ADDITIONAL TELEPHONES |
|--|---|
| OB to AU | Hays crossover between Nos. 3 and 4 tracks, box. Hays crossover between Nos. 1 and 2 tracks, box. Howard, trainmen's room. Howard station, box. Howard yard, East end, box. |
| Howard Yard Office | Watchman's box, Heisel Street, Homestead. |
| AU, PG and CR | Watchman's box, Grant Ave. crossing, Duquesne. West end South Duquesne yard, box. Trainmen's room South Duquesne yard office. |
| Port Perry Branch | West end Port Perry Bridge, box. Brinton "U" Junction, box. |
| 834. MISCELLANEOUS | |
| <p>D3401. When passenger enginemen find it necessary to ask for assistance or to exchange engines, they will notify the Superintendent by wire from the first telegraph office after it is known that assistance or a change of engines is required, and in notifying the Superintendent will use the red and white envelope G302-a and a mimeograph form that is supplied with the envelope. Each passenger engineman will carry a supply of these envelopes and forms, which can be secured by making application to the engine dispatcher.</p> <p>When it is necessary to use these forms, enginemen will attract the attention of the Signalman by four short blasts of the whistle and the message will be thrown off without stopping.</p> <p>D3402. When it is necessary for a train to make an unusual stop by reason of an equipment failure, such stop should be made at a block station, if possible. All unusual delays and the cause thereof, whether at block stations or between block stations, must be promptly reported to the signalman at the nearest block station, who will report the same to the Superintendent. When freight trains are delayed by reason of defective equipment, or when it is necessary to set off cars for repairs, Conductors will, in addition, make report on Form C. T. 235 addressed to the Freight Train Master and Assistant Train Master in whose territory the car is set off, for every defective car set off and deliver the same to the signalman at the first telegraph or telephone office. When cars contain export shipments, or the lading consists of perishable freight, or other commodities that should be given special attention, this information should be given on Form C T. 235 under the head of "Remarks." Signalman must promptly transmit the information on Form C. T. 235 to the Freight Train Master and proper Assistant Train Master, and will also give the Train Dispatcher on the train wire the initial, number, lading and destination of cars set off.</p> <p>D3403. To give advance information to Car Inspectors at Pitcairn, Derry and Conemaugh, relative to attention to be given air brake equipment, hot boxes, etc., on engines or cars, signalmen at WK, KR and SQ for eastward trains and SO, BH 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.</p> | |

Stop at Pitcairn should be made opposite yard master's office, Pitcairn passenger yard, and at South West Junction with car requiring attention, opposite tool box and hydrant 700 feet east of SW tower.

Eastward passenger trains stopping at Conemaugh for attention by the Car Inspectors, should stop with the engine opposite the Assistant Train Master's office, and westward passenger trains, requiring attention by the Car Inspectors, should stop with rear of the train opposite the Assistant Train Master's office.

D3404. 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 Engineman 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 Penna. 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.

When improper communicating signal sounds on the engine, Engineman will call for signal (Rule 14j). Trainmen will promptly repeat proper signal. If communicating signal to stop sounds at 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.

D3405. When electric lights fail on Passenger Trains, advance information of failure should be sent to East Liberty, Greensburg, Latrobe, Johnstown or Cresson, at which points emergency candle lamps may be secured.

D3406. When trains are hauled by two or more engines, the engine next to the train will be designated on the car reports, time cards and train orders as the Hauler. All other engines will be designated as Helpers.

D3407. When engines are passing over trestles or open-floor bridges, poker or scraper must not be used, grates shaken or coal put on the fire.

D3408. Conductors moving trains between SG Block Station and Conpitt Junction will show route of trains on their car reports and time cards either via Sang Hollow Extension or New Florence.

Enginemen of all westward trains and empty engines, freight or passenger, will show on the face of time card and mileage stub the route used west of SG, either via Sang Hollow Extension or New Florence.

D3409. 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. When placing loaded cars traveling under seals on outlying

sidings where there is no Agent and on other sidings during the hours Agent is not on duty, Conductor will furnish record of seals for such cars to the Agent having jurisdiction. 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. 362 will be used for making these reports, other than seal records, and form C. T. 143 for seal records, but Conductors not having these blanks are not relieved from furnishing the agent with this information. Card way-bills will not be used to furnish this information.

D3410. 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.

D3411. 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.

D3412. Switches leading into all shop tracks will be locked with a special lock, and the keys will be in charge of the foreman of car repairs. When repairs have been completed and inspector's flags or lamps removed, the foreman can remove the locks, unless the use of the tracks is otherwise restricted.

D3413. Copies of train orders must be preserved by Conductors and Enginemen receiving them, endorsing on the face of the 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 320, 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 320, Pennsylvania Station, Pittsburgh.

D3414. Fuel will not be applied to the fire, the grates will not be shaken, nor the scraper used when passing through tunnels.

Engine crews will be governed as follows when passing through No. 4 track tunnel at Gallitzin:

Fuel will not be applied to the fire while passing between SF tower and the west end of the tunnel. The fire door must be kept open while passing through the tunnel. On freight trains having two engines ahead, the engineman of the second engine will apply the blower lightly and will close the throttle on entering the tunnel and will not use steam until after the west end of the tunnel is reached, unless signalled by two sounds of the whistle from the leading engine to prevent stalling. When smoke appears in the cab of the leading engine, the engineman will signal the engineman of the second engine by four sounds of the whistle to close his throttle. These signals must be repeated until answered by the same signal by the engineman of the second engine.

The speed of the train must not exceed eight miles per hour until the entire train has passed through the tunnel (five minutes should be consumed in passing through the tunnel.)

The leading engine will keep behind the smoke which is driven westward by the fans and it may be necessary, under adverse atmospheric conditions to go slower than eight miles per hour and in extreme cases stop, until the smoke is blown ahead. The pushing engine will assist in the usual manner. If there is more than one pushing engine, the enginemen of all engines, except the one next to the train, will apply the blower lightly and use only sufficient steam to keep against the engine ahead while passing through the tunnel.

When trains with three pushing engines are moved through No. 3 track tunnel, the first pusher will not use steam while in the tunnel.

D3415. When a train has more coaches than are required for the accomodation of passengers, the coaches not required for service will be kept closed while there are double seats vacant in cars open for service, exclusive of the smoking car. Passengers will not be moved from a car for the purpose of closing it.

D3416. On through passenger trains passing Horse Shoe Curve in daylight train crews will keep a lookout when approaching the curve and if they find that the view will be unobstructed the following announcement will be made:

WESTWARD: "Train is about to pass around Horse Shoe Curve. View can be had from the left side of the car."

EASTWARD: "Train is about to pass around Horse Shoe Curve. View can be had from the right side of the car."

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

D3417. Local passenger trains will be governed by instructions applicable to through trains except between Shadyside and Pitcairn and between Fourth Avenue and Duquesne, the side and trap doors will remain open on the station platform side of the train, and where the next station stop is on the opposite side, all side and trap doors must be closed and opened on the side from which passengers will be received and discharged at the next station stop. All side and trap doors must be kept closed on the opposite side of the station platform except trains on No. 5 track at Pitcairn will open one door on the north side nearest the crossing.

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

If smoking car is equipped with two toilets, both must be open for service.

D3418. In handling trains, the following is supplementary to Air Brake and Train Air Signal Instructions, No. 99-A-1, and supersedes any instructions conflicting herewith.

A standard brake club is part of a freight trainman's equipment and must be used when necessary.

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.

The Federal Law permits trains to be moved with airbrakes operative on 85 per cent. of the cars, but no trains having less than 100 per cent. will be dispatched from a terminal.

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

| NUMBER OF CARS IN TRAINS | MAXIMUM NUMBER OF CARS ALLOWED WITHOUT EFFECTIVE AIR BRAKES |
|-----------------------------|--|
| 6 cars or less | 0 cars |
| 7 cars to 13 cars inclusive | 1 " |
| 14 " to 19 " " | 2 " |
| 20 " to 26 " " | 3 " |
| 27 " to 33 " " | 4 " |
| 34 " to 39 " " | 5 " |
| 40 " to 46 " " | 6 " |
| 47 " to 53 " " | 7 " |
| 54 " to 59 " " | 8 " |
| 60 " to 66 " " | 9 " |
| 67 " to 73 " " | 10 " |
| 74 " to 79 " " | 11 " |
| 80 " to 86 " " | 12 " |
| 87 " to 93 " " | 13 " |
| 94 " to 99 " " | 14 " |
| 100 " to 106 " " | 15 " |
| 107 " to 113 " " | 16 " |
| 114 " to 119 " " | 17 " |
| 120 " to 126 " " | 18 " |
| 127 " to 133 " " | 19 " |
| 134 " to 139 " " | 20 " |
| 140 " to 146 " " | 21 " |

The Conductors, Brakemen and Enginemen will be responsible for making tests as per Instruction No. 5 of the Air Brake and Train Air Signal Instruction Book No. 99 A-1. 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.

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

When making terminal test of the air brakes at points where trains are made up, the required brake pipe pressure on loaded freight trains which will descend the grades from Gallitsin to BO or Wye, from Summit on South Fork Branch to Lovett; on Llanfair and Beaver Branches; from Keebler's Summit on Turtle Creek Branch to Turtle Creek Branch Junction and on Brilliant Branch from CM to VI will be 95 to 100 pounds.

Before descending grades from Keebler's Summit on Turtle Creek Branch to Turtle Creek Branch Jct. and on Brilliant Branch from CM to VI, trains of loaded cars must have brake pipe pressure of 100 pounds, to be obtained by placing the engineer's brake valve in the full release position except when the engine is equipped with an M3A brake pipe feed valve in which instance the engineman will turn the adjusting nut on the brake pipe feed valve to the right until the guide strikes the stop, close the stop cock or valve in the low pressure governor pipe located near the brake valve. By making these adjustments the brake pipe pressure will be 95 pounds and the main reservoir pressure 130 pounds. 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.

When descending these grades the pressure retaining valves on loaded trains will be used on all cars.

On empty trains pressure retaining valves must be used in low pressure position, on 30 to 50 per cent. of the cars as required.

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

Eastward freight trains will not exceed a speed of eight (8) miles per hour between MO and AR for the purpose of turning up retaining valves.

If in the judgment of Conductors, weather conditions or the character of the lading of cars in their trains are such as to prohibit the turning up of retaining valves with safety while trains are in motion, trains will be stopped at Gallitsin for this purpose.

Trains will not stop at Gallitsin for inspection.

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

The following will govern westward trains from Gallitsin to Conemaugh, and eastward trains from Donohoe to Latrobe:

Before descending the western slope with loaded freight trains of 3,000 tons or more, and before descending the grade from Donohoe to Latrobe with loaded freight trains of 4,000 tons or more the brake pipe pressure will be 100 pounds, to be obtained by placing the engineer's brake valve in full release position, except when the locomotive is equipped with an M3A brake pipe feed valve, in which instance the engineman will turn the adjusting nut on the brake pipe feed valve to the right until the guide strikes the stop, close the stop cock or valve in the low pressure governor pipe located near the brake valve. By making these adjustments the brake pipe pressure will be 100 pounds and the main reservoir pressure 130 pounds. 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. At the first stop after descending these grades the brake pipe pressure must be reduced to the standard 70 pounds before starting.

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 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.

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.

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.

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. Enginemen of eastward passenger trains will also make a running test of the air brakes as described above just before passing over the summit east of AR.

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

When descending the eastern slope with passenger trains, brake pipe reductions should be made consistent with the time to be consumed and the speed to be maintained with a view of making, as nearly as possible, a uniform run.

In order to avoid rough handling, westward passenger trains with helping engines to be detached at UN will approach the west end of Gallitsin Tunnel at a speed of 12 to 15 miles per hour. This should be accomplished by all engines except the leading engine shutting off a sufficient distance east of the west end of the tunnel so as to permit the leading engine to control the speed by using a light throttle valve. When using No. 3 track an initial brake pipe reduction of eight pounds should be made at a point between Gallitsin Station and the subway, followed by further light reductions as may be necessary to stop the train before passing the home signal. The reductions should be spaced so that the full braking effect of the first reduction is obtained before the second reduction is made.

When using No. 4 track tunnel, due allowance will have to be made when shutting off in the tunnel and when making the first brake pipe reduction in order to stop at the home signal.

Engineman of northward freight trains on the South Fork Branch having trains under control approaching \dagger LV so that they can operate safely with the air brake without the use of the retaining valves, and not intending to stop at \dagger LV, will give

whistle signal to release brakes, which will be a signal to the trainmen to release the retaining valves commencing at the rear end. Retaining valves on the front portion of trains must not be released until the train is under control or stopped at \dagger CO.

D3418A. Instructions supplementary to the Air Brake and Train Air Signal Instruction Book No. 99-A-1, for controlling freight trains with power brakes on the following descending grades:

Gallitzin to BO or Wye.

LOCOMOTIVE EQUIPMENT.

1. No locomotive shall be used to handle a train of more than 1600 gross tons, and the length of train must not exceed 40 cars, unless the locomotive is equipped with a cross-compound compressor and Duplex main reservoir regulation.

2. The air brake equipment on the locomotive must be inspected, tested and repaired in accordance with Locomotive Maintenance Instructions, and the enginehouse foreman must at all times know these instructions are properly followed.

3. The engineman must also inspect and test the air brake equipment on his locomotive prior to departing from the engine terminal and test the locomotive and train brakes prior to departure from the yard terminal, in accordance with The Air Brake and Train Air Signal Instruction Book No. 99-A-1.

INSTRUCTIONS TO CAR INSPECTORS

4. The air brake equipment on all cars in trains dispatched for movement over the above grade must be inspected, tested and repaired in accordance with the following instructions:

5. **PISTON ADJUSTMENT:** The piston travel must be adjusted on all cars to not less than 7 inches nor more than 9 inches, properly equalized on both trucks.

6. **BRAKE PIPE LEAKAGE:** Charge the brake pipe to not less than 70 pounds, after which make a 15-pound brake pipe reduction and note the leakage, which must not exceed 5 pounds per minute.

7. **BRAKE CYLINDER AND RETAINING VALVE TEST:** The brake cylinder and retaining valve leakage must not exceed an amount which will permit the brake cylinder pressure to leak off in 3 minutes with retaining valve handle in horizontal position (crosswise of the pipe) and triple valve in release position. In making retaining valve tests, the car inspectors must wait 3 minutes after the train brakes have been released, before making their inspection, and all brakes that have leaked off during this period of time, or there is no discharge of air from the retaining valve when the handle is moved to release position, must be considered as ineffective air brakes when computing the number of tons per car with effective brakes. The two-position retaining valve may be computed as an effective grade brake for 75 tons, and the three-position retaining valve for 105 tons. Example, multiply the total number of two-position retaining valves that hold 3 minutes by 75 tons, and the total number of three-position retaining valves by 105 tons, and the sum of the two will equal the retaining valve value of the train, which must be equal to, or greater than the gross tonnage of the train.

To determine the tons per effective brake, divide the total

number of effective grade brakes into the gross tonnage of the train.

The foreman of car inspectors will be held responsible for the condition of the air brake equipment on cars in trains dispatched from his respective terminals.

8. **AIR BRAKE CLEARANCE CARD:** After tests and repairs have been completed, the foreman of car inspectors, or his representative, will fill out an Air Brake Clearance Card in triplicate, as outlined below, showing the condition of air brake equipment on cars in each train dispatched, delivering one copy to Conductor, retaining a carbon copy for his file, and sending one copy to Freight Train Master, Room 324 Pennsylvania Station, Pittsburgh, Pa.

THE PENNSYLVANIA RAILROAD

M. P. 261.

AIR BRAKE CLEARANCE CARD FOR FREIGHT TRAINS OPERATING ON HEAVY DESCENDING GRADES

| | | |
|---|-----------------------------|---------------------|
| Place..... | Date..... | |
| Locomotive No..... | No. of cars in Train-Loaded | |
| Empty..... | Total..... | |
| Was Piston Travel Adjusted as per Special Instructions..... | | |
| No. of 2-position | | |
| Retaining Valves..... | No. Effective..... | x 50 tons..... |
| | | x 75 tons..... |
| No. of 3-Position | | |
| Retaining Valves..... | No. Effective..... | x 95 tons..... |
| | | x 105 tons..... |
| | | Total Re- |
| | | tain- |
| | | ing |
| | | Valve |
| | | Value in |
| | Total..... | Total... Tons |
| Gross Tonnage of Train..... | | |
| Brake Pipe Leakage..... Lbs. per Minute | | |
| Tons per Effective Brake..... | | |
| Conductor | | |
| Engineman | | |
| | | |
| Foreman of Car Inspectors. | | |

NOTE: Gross Tonnage of Train MUST NOT Exceed Retaining Valve Value. The maximum of 75 and 105 tons only applies between Gallitzin and BO or Wye.

INSTRUCTIONS TO CONDUCTORS AND ENGINEMEN

9. The Engineman and Conductor moving trains over this Grade must know that the air brake equipment on the locomotive and cars is in a serviceable condition to safely control the speed of trains: Gallitzin to BO or Wye.

10. After the brake pipe pressure is charged to the standard pressure, the Engineman will then make a 15-pound brake pipe reduction and note the brake pipe leakage which must not exceed 7-pounds per minute. The train crew will place the handle of the pressure retaining valve on the cars in a horizontal position (crosswise of the pipe) which is the minimum pressure retained by the retaining valve, after which the engineman will make a 25 pound brake pipe reduction and release the brakes. The trainmen must wait 2½ minutes after the train brakes have been released before making their inspection, and all brakes

that have leaked off during this period of time, or there is no discharge of air from the retaining valve when the handle is moved to release position, must be considered as ineffective air brakes when computing the number of tons per car with effective brakes. In making retaining valve tests, trainmen will record each retaining valve which blows as the handle is turned down as an effective brake. It is permissible to compute one two-position type retaining valve passing the prescribed test as one effective brake for 75 tons, and one three-position type retaining valve passing the prescribed test as one effective grade brake for 105 tons. Example, multiply the total number of two-position retaining valves that will hold $2\frac{1}{2}$ minutes by 75 tons and the total number of three-position retaining valves that will hold $2\frac{1}{2}$ minutes by 105 tons, and the sum of the two will equal the retaining valve value of the train, which must be equal to, or greater than the gross tonnage of the train, except that it will not be necessary for trainmen to make the retaining valve test on trains for which an Air Brake Clearance Card has been furnished by foreman of car inspectors.

11. The conductor in charge of the train will fill out an Air Brake Clearance Card, M. P. 261, after the air brake test has been completed at the designated point, showing the condition of the train brakes, which must be signed by him and turned over to the engineman, with any additional written comments he may have to make as to the condition of the train brakes, together with the number of tons per effective brake, except when Air Brake Clearance Card is made out by foreman of car inspectors, conductor will sign that card and deliver to engineman, who will sign and deliver it with his time card.

12. All trains originating west of Conemaugh must have a terminal test of the train brakes made at Conemaugh.

Enginemen of eastward freight trains will, on arrival at the Main Line Pits, and before uncoupling engine from the train, make a train-line leakage test as prescribed in Paragraph 10. If the leakage exceeds 7 lbs. per minute, the engineman will report the amount of leakage to the car inspector who will be at the front end of the train.

Trains delayed at any point a sufficient length of time to endanger the safety of the train air brake, after the grade brake test has been made, a road test must be made. If anything should occur to prevent the proper operation of the train brakes, such as not being able to safely control the speed of the train, or apply and release the train brakes from the locomotive, a terminal test of the brakes must be made.

13. On trains of loaded cars the brake pipe pressure must not be less than 95 to 100 pounds before descending grade between Gallitzin and BO or Wye. The brake pipe pressure on locomotives not equipped with the double pressure feed valves (M3A) to be obtained by placing the automatic brake valve in full release position after passing Lilly in order to obtain 100 pounds brake pipe pressure before reaching AR. On locomotives equipped with the M3A brake pipe feed valve the engineman will turn the adjusting nut on the brake pipe feed valve to the right until the guide strikes the stop, close the stop cock or valve in the low pressure governor pipe located near the brake valve. By making these adjustments the brake pipe pressure will be 95 pounds and the main reservoir pressure 130 pounds.

This adjustment must be made just after passing Lilly in order to obtain the required brake pipe pressure before reaching AR. When the pushing engine next to the train has passed MO the engineman will observe the brake pipe pressure and if it is not less than 85 pounds he will give the whistle signal to release brakes. If the brake pipe pressure on the pushing engine next to the train registers less than 85 pounds the engineman will give the whistle signal to apply brakes and the train will stop before fouling switches just west of AR, and not proceed until the required pressure has been obtained and a road test of the brakes has been made.

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

The Flagman must observe the brake pipe pressure shown on the cabin gauge so that he too may know that the required brake pipe pressure was obtained. The engineman must operate the air brakes in such a manner as to maintain a brake pipe pressure of not less than 70 pounds at all times.

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

14 On trains of empty cars, the brake pipe pressure should be the standard, 70-pounds. The pressure retaining valves must be operated in low pressure position on 30 to 50 per cent. of the cars in empty trains as may be necessary. On trains of loaded cars the pressure retaining valves must be used as follows:

ARRANGED SERVICE FREIGHT TRAINS WHEN THE TONS PER EFFECTIVE BRAKE DO NOT EXCEED 75.

When the tons per effective brake do not exceed 75, sufficient retaining valves will be used in the low pressure position, commencing at the front of the train, to provide a retaining valve value equal to the gross tonnage of the train, except when cars loaded with coal or other heavy freight are on the front end; the retaining valves on these heavily loaded cars will be used in the high pressure position.

Example: Gross tonnage—4035. Number of cars—85. Number of retaining valves non-effective—5.

4035 gross tons, divided by 75, retaining valve value, equals 54, plus 5 non-effective retaining valves, equals 59, the number of retaining valves to be used.

ARRANGED SERVICE FREIGHT TRAINS WHEN THE TONS PER EFFECTIVE BRAKE EXCEED 75, AND ALL SLOW FREIGHT TRAINS

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

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

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

The conductor and engineman will confer and agree on the number of retaining valves to be left in release position according to these instructions, and will make notation on back of their forms MP 281 showing the number of retaining valves left in release position.

15. The schedule running time for freight trains will be as follows:

Gallitsin to BO

| | |
|--------------------|------------|
| AR to SF | 5 minutes |
| SF to AG | 12 minutes |
| AG to Old KN | 10 minutes |
| Old KN to GY | 7 minutes |
| GY to BO | 9 minutes |

Gallitsin to Wye

| | |
|----------------|------------|
| AR to SF | 5 minutes |
| SF to MS | 29 minutes |
| MS to Wye..... | 28 minutes |

In the event of trains stopping between points, the number of minutes delayed must be added to the running time specified.

16. In order to avoid exceeding the maximum allowable speed, the engineman must make a brake application as soon as practicable after locomotive passes over the Summit, followed by additional applications of a sufficient number to keep the speed uniform. When making brake applications, the brake valve handle should be moved from running to service position promptly and held on lap as conditions may require, then moved to release position. To control the speed as required by the schedule, it will require frequent brake applications to maintain the desired pressures and allow maximum time for recharging of the auxiliary reservoirs on the cars.

17. Should it become evident to the engineman when operating on the grade that the brake is not controlling the train effectively, or in attempting to do so, he is running the risk of depleting the air supply below 70-pounds brake pipe pressure, he must immediately stop the train, and if the brake pipe pressure cannot be restored to the maximum, he will arrange with the Conductor for correcting the defect or for the necessary assistance in order that he may proceed to his destination. When a train is stopped for any cause on the grade, trainmen must immediately apply sufficient hand brakes to hold the train. Air brakes must be released and not used to secure the train on the grade. When trains are detained, due to defective brakes, a telephone report must at once be made to the Superintendent, in order that arrangements can be made for a prompt inspection and test of the train brakes upon arrival at the first available inspection point.

18. Retaining valves must not be released when approaching the foot of the grade, until a signal is received from the engineman to release them

19. In starting freight trains descending Eastern Slope of the Mountain, when stopped at SF or between SF and BO, or Wye, the following instructions will govern:

SLOW FREIGHT TRAINS OF LESS THAN 65 CARS AND ALL ARRANGED SERVICE FREIGHT TRAINS

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

SLOW FREIGHT TRAINS OF 65 CARS OR MORE

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

If stopped at SF or between SF and Mile Post 107, when ready to proceed, the Engineman must make a full service application and release of the brakes, then signal the Trainmen with two sounds of the whistle to release and re-set retaining valves on all cars except the first 15 and the first 20 back of the middle of the train, which should not be released. If stopped at other points between SF and BO, or Wye, the retaining valves will be released and re-set on all cars except the first 5, or more if necessary, and the first 20 back of the middle of the train, which should not be released.

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

Eastward freight trains composed of more than 10 cars will not exceed a speed of 8 miles per hour on Nos. 1 and 2 tracks when the engine is passing out of the east end of Gallitzin Tunnel. Enginemen of pushing engines will approach the Summit, east of AR, with the slack pushed up, but without exerting sufficient force to increase the speed of the hauling engine.

In order that the Engineman may know when the rear of the train has passed over the Summit east of Gallitzin, two location boards are placed on the right side of No. 1 track, east of the Eastward Tunnel, the first one indicating when the rear of an 80 car train, and the second one indicating when the rear of a 100 car train has passed over the Summit.

SOUTH FORK BRANCH—SUMMIT TO LOVETT.

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

Running time as follows:

Summitt to Lovett, 25 minutes.

Beaver and Llanfair Branches:

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

Running time as follows:

Beaver Branch

M. P. 5 to M. P. 3..... 20 minutes

M. P. 3 to Lovett 18 minutes

Llanfair Branch

The time between each Mile Post must not be less than 10 minutes.

D3419. Freight trains stopping for water at Jeannette, will be governed as follows:

EASTWARD:—Hauling engines at the plug east of Grapeville.
Pushing engines at the plug west of Jeannette.

WESTWARD:—Hauling engines destined to points west of Pitcairn at the plug west of Jeannette.
Pushing engines at the plug east of Grapeville.

When necessary to stop at Hillside for water, westward freight trains will stop at east end of station platform, out off and proceed to water plug.

Eastward freight trains will not stop at Gallitsin for water unless they do not have sufficient to go to Altoona or Hollidaysburg.

Westward freight trains consisting of 50 cars or less stopping at Kittanning Point for water will stop with pusher just west of the middle stand pipe and trains with more than 50 cars will stop with the pusher just clear of lower water plug at Scotts Run fill.

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

D3420. Rule 701 amplified:

At track troughs, markers are located to the right of track governed, 30 feet beyond the entering end of trough and 75 feet before reaching the leaving end, in normal direction of traffic.

When making reverse movements over the troughs, scoop must be raised at a point 50 feet before reaching the marker at the leaving end of trough.

Freight trains may take water without detaching the engine, at the following stations:

Homewood, westward.

New Florence.

Wildcat.

South Duquesne.

Thomson, Nos. 1 and 2 tracks.

Howard on No. 4 track.

Care must be exercised in making the stops, to avoid rough handling and damage to equipment.

D3421. Freight trains leaving coaling or watering stations will move at a speed so as to permit the train crew to make inspection of train as it passes. The speed should be reduced sufficiently to insure safety to the members of the crew making the inspection, getting on the rear end of the train.

D3422. Rule 702 modified.

The end of car toward which the cylinder push rod travels shall be known as "B" end and the opposite end shall be known as "A" end.

D3423. Rule 737 amplified. Trains Nos. 28, 29, 30, 31, 40, 41, 58, 59, 65, 66, 68 and 69 will carry electric illuminated tail signs on rear.

D3424. Crew shifting tracks or placing cars on tracks, which are equipped with concrete bumpers, will leave a space of 24 inches between the car and bumper so as to relieve the strain on the draft gear when car is coupled.

D3425. INSTRUCTIONS FOR THE HANDLING OF LOCOMOTIVE CRANES, DERRICKS, STEAM SHOVELS, MINING MACHINERY WITH CUTTING ARMS, AND OTHER PIVOTED MACHINERY, WITH OR WITHOUT BOOMS DETACHED, EITHER ON THEIR OWN WHEELS OR ON CARS.

(a) Before moving locomotive cranes, derricks, steam shovels, mining machinery with cutting arms or machinery of various kinds, parts of which are of a pivoted or swinging character, which, if not properly secured, may foul an adjoining track; also other pivoted machinery with or without booms detached, either on their own wheels or on cars in revenue trains from point of origin on our own tracks or at junction points with foreign railroads, they must be inspected by a Car Inspector to insure that the requirements of A. R. A. Loading Rules are complied with.

When a machine or parts of machinery is protected by a covering of any kind by the shipper, the Agent and Car Inspector must assure themselves that such covered parts comply with the above rules before the shipment is moved.

(b) After a Car Inspector has inspected pivoted machinery of any kind and finds that it meets all requirements of A. R. A. Loading Rules, he must sign forms C. T. 310A and C. T. 310 and give them to the Agent or others responsible for billing or carding, who will attach Form C. T. 310, one on each side of the pivoted machinery when moving on its own wheels, or to the car upon which it may be loaded, and attach Form C. T. 310A to the billing.

(c) Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form C. T. 310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form C. T. 310A to the billing. When such shipments are set off for repairs that may affect the requirements of A. R. A. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until after proper inspection, and billing has been endorsed by Agent or Yardmaster "Reinspected at..... and loaded as per A.R.A Loading Rules."

Conductors when setting off such shipments for repairs must notify the proper officer that it is pivoted machinery.

(d) For all such company-owned or rented equipment, whether in the M. of W. or M. of E. Department, the following notice, signed by the officer designated by the Superintendent, must be posted under glass in the operator's cab:

FOR MOVEMENT IN NON-REVENUE TRAINS

Notice to state what anchors or other apparatus are to be applied, and how; to give a list of such anchors; that they are to be kept on the equipment at all times; that operators are responsible for having the anchors, etc., replaced immediately on loss or breakage; that operators will apply the anchors.

GENERAL ORDERS
THE PENNSYLVANIA RAILROAD—CENTRAL REGION
PITTSBURGH DIVISION

Pittsburgh, Pa., September 20, 1928

GENERAL ORDER No. 801, ZONE A

GENERAL ORDER No. 801, ZONE B

GENERAL ORDER No. 801, ZONE C

Effective 3.30 A. M., Sunday, September 30, 1928.

Time-table No. 8 takes effect 3.30 A. M., Sunday, Sept. 30, 1928, and contains the necessary instructions issued in General Orders up to and including:

No. 712 Zone A

No. 713 Zone B

No. 710 Zone C, all of which must be removed from bulletin boards.

Each employe must carefully examine Time-table No. 8 to see that his copy is complete, with all schedule pages properly lined up and note the changes.

Employes must turn in old Time-tables to Bulletin Board Attendants after Time-table No. 8 takes effect.

—————
Effective at same time:

(a) Maximum speed of slow freight trains on the Monongahela River Line is forty (40) miles per hour.

—————
(b) Maximum speed between SG and JD, Nos. 5 and 6 Trains, is as follows:

Passenger Trains 25 miles per hour.

Freight Trains 35 miles per hour.

—————
(c) Rule 737 amplified:

Search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

This General Order will not be issued in sticker form.

J. A. APPLETON,
Superintendent.

THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

Pittsburgh, Pa., December 11, 1928.

GENERAL ORDER No. 808, ZONE A

GENERAL ORDER No. 806, ZONE B

GENERAL ORDER No. 807, ZONE C

Supplement No. 2 to Time Table No. 8 in effect 12:01 A.M., Monday, December 17, 1928, changing the time of trains Nos. 7108 and 7250.

All persons interested must provide themselves with a copy of this supplement and the page must be pasted over corresponding page of Time Table No. 8.

Effective at same time and during continuance of Time Table No. 8:

No. 7301 make an "F" stop at Shafton, due at 7:26 A.M.

The following changes will be effective on Page 90:
Derry; Sundays, open for No. 681 close after No. 3.

Open for No. 608 close after No. 685.

J. A. APPLETON,
Superintendent.

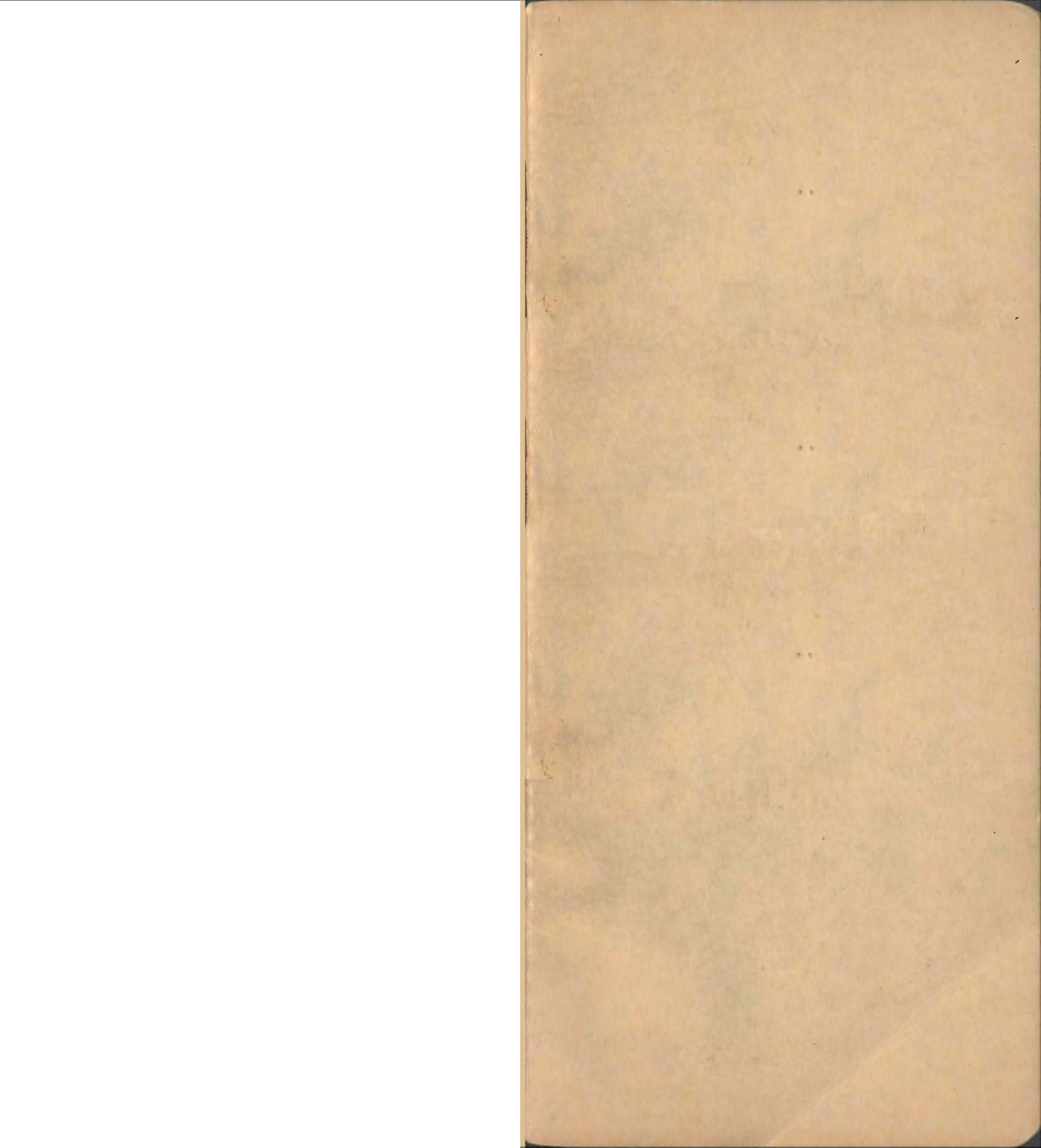
THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION

GENERAL ORDER NO. 809, ZONE C

Pittsburgh, Pa., December 29, 1928.

Effective 12:01 A. M., January 2, 1929, passenger train service between Windber and Central City abandoned; trains 7195, 7194, 7197, 7196, will be withdrawn.

J. A. APPLETON,
Superintendent.





Safety is of the
first importance
in...the
discharge
of duty