

PITTSBURGH DIVISION
TIME TABLE NO. 25.

In Effect 12.01 P. M., SUNDAY, NOV. 30, 1913.

Eastern Time

Special Instructions

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

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

TRAIN RULES

STANDARD TIME

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

TIME TABLE

Symbols

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

Letters and Characters

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

- A—Stop on signal to receive passengers.
- B—Stop on signal to discharge passengers.
- C—Regular stop to receive passengers.
- D—Regular stop to discharge passengers.
- E—Regular stop for express, mail or newspapers.
- F—Stop on signal to receive or discharge passengers.
- G—Stop to receive passengers or discharge passengers from points east of Altoona.
- H—Stop on signal to receive or discharge express or milk.
- J—Regular stop daily except Saturday.
- K—Regular Saturday stop.
- L—Stop to discharge passengers and to receive passengers for points west of Pittsburgh and Allegheny.
- M—Stop daily except Saturday and Sunday.
- N—Stop on signal to discharge passengers from Altoona and points East and Daily to discharge express.
- P—Regular stop to receive 2nd class passengers for Philadelphia and New York.
- Q—Stop on signal to receive 2nd class passengers for Philadelphia and New York.
- R—Stop on signal to discharge passengers from Altoona and points East.
- S—Regular stop.
- T—Stop to discharge passengers from west of Pittsburgh and Allegheny and to receive passengers.
- U—Stop to discharge passengers, mail, milk or express.
- V—Sunday stop only.
- Z—Stop on signal to discharge passengers from New York.
- X—Reduce speed or stop as may be necessary for safe delivery of mail or newspapers.
- ‡—Unattended Block Station.
- No baggage service.

SIGNAL RULES

VISIBLE SIGNALS

Color Signals

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

7 By day, the display of a blue signal as prescribed by Rule 26, may be provided for by the use of a tin banner painted blue on both sides.

Rules 8 and 26 are amplified accordingly.

8 Purple light where used indicates a derail.

Hand, Flag and Lamp Signals

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

11 Fusees will not be used west of BU and NA.

AUDIBLE SIGNALS

Engine Whistle Signals

— — — — o o (No. 1 track between JD and SQ, O tracks and sidings) flagmen return from west or south.

— — — — — o o (No. 5 track W to SO, No. 6 track RU to JD and sidings) flagmen return from east or north.

Rule 14 is amplified accordingly.

16 Emergency whistles at Interlockings are used as follows: One sound indicates that all trains moving within the limits of that Interlocking must stop immediately.

Two sounds indicate that trains after having stopped may proceed after receiving proper Interlocking Signal.

Three sounds for testing whistle.

Communicating Signals

20 One sound of the communicating signal is a signal from the Conductor to the Engineman that the brakes are sticking. The Engineman will answer as per rule 14g, after which the Conductor will repeat the signal. The Engineman will then attempt to release the brakes by first making a fifteen-pound brake pipe reduction and a proper release. If they do not release, the Conductor will signal the Engineman to stop to examine and release the brakes.

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

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

TRAIN SIGNALS

30 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 green lights on the rear of the tender. Rules 19a and 24a are modified accordingly.

31 Marker lamps, unlighted, will be displayed by day to indicate the rear of train. Rules 19 19a and 19b are modified accordingly.

32 On all passenger equipment cars with open platforms or observation ends, the markers must be displayed from the socket located on the eave facings of the hood.

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

33 Markers will not be displayed by trains engaged in yard work on Nos. 3 and 4 tracks between NA and Crossing Switch at Denny Curve and on No. 1 track between Signal Bridge No. 24 and SZ. Rule 19b is modified accordingly.

34 Rule 21a will apply on all portions of the Division INCLUDING SINGLE TRACK. The last section of a schedule will be identified by the character of the equipment in the train.

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

36 A passenger train will have the headlight displayed when leaving its initial terminal at a time when it will not reach its destination until after sunset. A passenger train leaving its initial terminal at a time when it is necessary to have the headlight displayed, and not stopping enroute, will not extinguish the light until after arrival at destination.

A freight train will display the headlight not more than one hour before sunset and will extinguish the light immediately after sunrise.

It is to be understood that these instructions are not to conflict with the last sentence of Rule 9, which reads:

"When weather or other conditions obscure day signals, night signals must be used in addition," except that it will not be necessary to display the head light when passing through tunnels between sunrise and sunset.

USE OF SIGNALS

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

41 During cold and stormy weather when approaching Saxman, Sang Hollow and Wilmore water stations, the whistle must be sounded as prescribed by Rule 14-l.

42 All passenger trains on Nos. 1 and 2 tracks will sound the engine whistle approaching Conemaugh main line ash pits, for the purpose of warning workmen at that point as prescribed by Rule 14-l.

43 Passenger trains making S stops will not whistle approaching stations. Rule 14-m is modified accordingly.

SUPERIORITY OF TRAINS

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

46 On single track, where all the schedules are represented by one engine and crew, if a regular train is delayed it becomes superior to all other regular trains, unless otherwise directed by the Superintendent.

BULLETIN BOARDS

50 Bulletin Boards are located as follows:

PITTSBURGH	{ Crew Dispatcher's Office, Room 107, Pennsylvania Station. Yard Master's Office, 15th St. Ass't Yard Master's Office, BU Tower. Ass't Yard Master's Office, 32d Street. Ass't Yard Master's Office, Yard D. Engine House, 28th Street.
CM TOWER	Ass't Yard Master's Office.
WILKINSB'G YD.:	Yard Master's Office.
E. PITTSBURGH :	Yard Master's Office.
PITCAIRN	{ Yard Master's Office. Engine House. Ass't Yard Master's Office, W. C. Yard. Ass't Yard Master's Office, E. C. Yard. Passenger Yard, Hostler's Building. E. Storage Yard, Eng. Disp'rs Bldg.
SHAFTON:	Yard Master's Office.
SOUTH WEST JCT.	Hostler's Building.
DERRY	{ Yard Master's Office. Engine House.
CONEMAUGH	{ Yard Master's Office. Engine House.
SOUTH FORK	{ Train Director's Office. Engine House.
WINDBER:	Hostler's Building.
CRESSON:	Yard Master's Office.
GALLITZIN:	Supervisor's Office.
ALTOONA	{ Station Master's Office. Engine House.
EAST ALTOONA	{ Reading Room RV Office. Engine House.
HOLLIDAYSBURG	{ Yard Master's Office. Engine House.
YOUNGWOOD	{ Yard Master's Office. Engine House.
SCOTSDALE BR. JCT.	SY Office.
EVERSON:	Engine House.
UNIONTOWN PSGR. SDG.	Hostler's Building.
RAINEY YARD	{ Yard Master's Office. Engine House.
FAIRCHANCE :	Passenger Station.

GENERAL ORDERS

51 The system of signing for General Orders is abolished, except for those issued by the Pennsylvania Lines West of Pittsburgh.

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

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

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

A supply of receipt cards, Form C. T. 1422, Pittsburgh Division, have been placed at all Bulletin Boards and Conductors and Enginemen must make application on this card for all General Orders issued pertaining to territory over which they are qualified to run; present same to Bulletin Board attendant, who will insert sticker form of General Order in the proper Time Table.

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

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

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

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

MOVEMENT OF TRAINS

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

PITTSBURGH—Train Dispatchers in charge of Main Line, Brilliant Branch CM to VI, Turtle Creek Branch, Manor Branch, Alexandria Branch, Unity Branch, Bradenville Branch and New Portage R. R., SF to SN.

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

SOUTH FORK—Train Director in charge of South Fork Branch and Branches.

YOUNGWOOD—Train Dispatchers in charge of South West, Sewickley, Boyer Run, Brinker Run, Mammoth, Bessemer, Yukon, Hunter Run, Whyel, Scottdale, Morewood, Broadford, Opossum Run, Hempfield, Andrews Run, Radebaugh and Youghiogheny Branches.

RAINEY YARD—Train Director in charge of Coal Lick Run and Rainey Branches.

56 Trains must not use the tracks of the Westinghouse Inter-works Railway without orders from their Train Director located at Trafford, who is on duty from 7.00 A. M. until 7.00 P. M. daily, except Sunday.

Trains using these tracks on Sundays and between the hours of 7.00 P. M. and 7.00 A. M. weekdays will do so under flag protection, except trains crossing over to Turtle Creek Siding at Turtle Creek Junction, have the right to cross over at that point regardless of trains in either direction.

When a train using the Westinghouse Interworks Railway on Sundays and between the hours of 7.00 P. M. and 7.00 A. M. weekdays is still on the Railway at 7.00 A. M., the Conductor must call up from the nearest telephone booth and procure orders.

57 When a sudden or severe application of the brakes takes place all tracks must be protected immediately.

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

59 A flagman signalling a train having two or more engines in front will notify each Engineman why he is being flagged.

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

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

62 Conductors and Wreck Masters, when using steam derricks at accidents, or for any other purpose, must not permit them to obstruct adjoining tracks that are not blocked by the accident without permission from the Signalman, who will not give the permission until authorized by the Train Dispatcher, and the latter will notify all trains using the tracks so obstructed to run carefully passing the obstruction.

Conductors and Wreck Masters are not relieved from providing full flag protection, and must promptly report to Signalman when derrick is clear of the track obstructed.

63 On account of close overhead clearances, conductors and enginemen of trains hauling derricks must see that derricks clear at the following points:

Overhead highway bridge at Lilly on the Lilly Branch.
Eureka No. 35 tipple on the South Fork Branch.
Brinton arch on the East Pittsburgh Branch.

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

65 When a passenger train or train with passenger equipment is backed over any part of its run, it must be equipped with and use a backup hose.

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

67 Between UF, FZ, US, BU and NA, Pittsburgh Yard, the fireman will ride on top of rear end of tender of engine, when running backward, except slope tender engines, where he can be plainly seen by Engineman and give signals when necessary to stop.

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

70 Trains from the Conemaugh Division must stop before fouling any switch at VI, unless signal to proceed is received from Switch Tender, in addition to the proper Block signal, after which they will be governed by Rule 302a.

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

71 Westward trains may use Siding between Nos. 2 and 3 tracks Wilkinsburg Yard to CM after getting permission from Signalman at CM.

72 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.

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

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

75 Trains on No. 2 track must stop before fouling switches at switch box west of Signal Bridge No. 27, and switches at Signal Bridge No. 24, unless signal to proceed is received from Switch Tender and must stop before fouling any other switches between SZ and WG, unless the track is seen to be clear and the switches right.

76 All trains using No. 0 track must come to a full stop before proceeding over the public road at the stone arch one-half mile east of George's Cut.

77 In Conemaugh yard; eastward trains from pit tracks and No. 0 track and trains on No. 1 track will approach switches east of Conemaugh Station prepared to stop unless the route they are to use is seen to be clear. Conductors of eastward freight trains except trains using No. 2 track will report by telephone from east end of the yard tracks to Signalman at C when ready to go.

78 Eastward freight trains will stop at Conemaugh and eastward slow freight trains at Gallitzin for inspection.

80 When a helper on the rear of an eastward freight train is destined to a point east of Gallitzin, the Conductor must notify the Signalman at AR, giving destination of helper and its location in the train.

81 Trains using No. 0 track, No. 1 track or No. 1 siding west of AR must stop before fouling switches at Signal Bridge No. 2478 unless signal to proceed is received from Switch Tender.

The Switch Tender at Signal Bridge 2478 will report to Signalman at AR when trains moving from No. 0 track to No. 1 Track at that point are clear of No. 0 track.

82 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 west of C will report destination to Signalman at UN.

83 Trains representing a passenger schedule detoured via New Portage R. R. will run as passenger extras, eastward AR to SN; westward SN to SF. Eastward they will not pass crossing switches just west of SN without permission from signalman at SN.

MOVEMENT BY TRAIN ORDERS

90 Enginemen of helpers must be provided with a copy of orders pertaining to the movement of their trains.

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

92 Helpers on passenger trains will assist to the point designated, without further orders.

93 Helping engines assisting westward passenger trains on Brilliant Branch and destined to CM Block Station will cut off at Home Signal on west leg of Y.

100 YARDS AND YARD INSTRUCTIONS

PITTSBURGH YARD—Pittsburgh Division west of DV.

WILKINSBURG YARD—DV to WK.

EAST PITTSBURGH YARD—R to WG, Port Perry Branch from the division board between the Pittsburgh and Monongahela Divisions to the Junction with the Main Line, all yard tracks on the north side of the Port Perry Branch and East Pittsburgh Branch west of WG.

PITCAIRN YARD—WG to Signal Bridge No. 30 and Turtle Creek Branch SZ to east end Blackburn Storage Sidings.

SHAFTON YARD—No. 0 track CP to MF.

MANOR BRANCH YARD—MF to north end of Siding 5362 (Pittsburgh & Westmoreland Coal Co.)

DONOHUE YARD—Donohue (both legs of Y) to North end of Siding 406. Also No. 0 track, and all sidings on old line between †WQ and †WS.

UNITY BRANCH YARD—KR to south end of Siding 5322.

DERRY YARD—BV to Millwood and Bradenville Branch to Yard Limit Board 2000 feet north of Junction.

LAUREL RUN YARD—No. 5 track SG to RU and No. 5 and 6 tracks RU to a point 3000 feet west of RU.

MORRELLVILLE YARD—SG to Johnstown Stone Bridge.

CONEMAUGH YARD—Johnstown to AO and Johnstown Branch.

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

WINDBER YARD—Siding 5470—Eureka Colliery No. 31 (Berwind-White Coal Mining Co.) to Siding 5473a—W. P. Kelly Brick Co., including Siding 5473—Eureka Colliery No. 32 (Berwind-White Coal Mining Co.)

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

ALTOONA YARD—Ends at division post west of BO.

YOUNGWOOD YARD—CJ (both legs of Y) to mile post 6 and to South end double track on Sewickley Branch.

EVERSON YARD—Mile post 16 to mile post 19, on Scottsdale Branch to north end storage sidings and on Broadford Branch to Siding 5731—(American Sheet and Tin Plate Co. No. 9.)

CONNELLSVILLE WEST SIDE YARD—South end Youghioghney river bridge to south end Connelssville West Side Passing Siding and on the Opossum Run Branch to Yard Limit Board 300 feet south of P. & L. E. R. R. Junction.

RAINEY YARD—From Redstone Junction (both legs of Y) to North end of Uniontown Passenger Siding and on Coal Lick Run Branch to south end of Continental No. 2 Passing Siding.

101 On single track within yard limits, trains not representing a schedule will run extra (or Passenger extra, if train consists of passenger equipment,) on the main track without train orders, clearing first-class trains as prescribed by the rules, and must move prepared to stop, unless the main track is seen or known to be clear, except that between RS and VA and between VA and RJ southward extra trains must not use the main track without train orders. Rule 97 is modified accordingly.

102 On single track within yard limits where Manual Block System Rules are in effect, Signalmen may permit trains other than passenger trains to make shifting and other yard movements in either direction under permissive signal, ahead of trains other than passenger trains that have been admitted to the block under permissive signal, and signalmen may admit such trains to the block under permissive signal while such shifting and other yard movements are being made under permissive signal. Rule 317a is modified accordingly and Rule 93 must be observed. Trainmen must explain to signalman when desiring to make a movement entirely within such limits.

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

STARTING TRAINS.

110 Passenger trains 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 on Pittsburgh Division 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 where the rear brakeman has been called and is returning to the train, the signal may be given from rear end of train.

111 The system of terminal starting signals at Pennsylvania Station, Pittsburgh, governing tracks No. 4 to 17, inclusive, operates as follows:

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

Ticket Examiner will, at the proper time, close the gate and clear the starting signal.

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

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

Car Inspectors will notify the conductor when they have completed their inspection of the train. The baggage department will notify the conductor when all U. S. mail has been loaded. The conductor will not start the train without this information.

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

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

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

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

113 In starting a freight train having a helper on the rear, the front engineman will give whistle signal to release brakes, but will not use steam until the Engineman of the helper has signalled for the return of the flagman from the rear and given the proper signal to proceed. Steam should then be applied gradually to avoid rough handling of the train.

When necessary to take the slack to start the train, the front engineman will do so, after having first given the whistle signal to apply brakes. If not successful in starting the train after having taken the slack with the front engine the rear engineman will take the slack, after having given the whistle signal to apply brakes. When there are two engines on the front end of a train, the leading engineman only will take the slack, and when there are two helpers on the rear the rear engineman only will take the slack. In starting the train under either of the above conditions, the engineman next to the train will not use steam until necessary to supplement the other engine. Enginemen must use care and good judgment to avoid damage to the train.

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

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

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

COAL AND WATER.

120 Freight trains having more than ten cars stopping for coal or water, the engines must be detached from the train and the brakeman must promptly give necessary assistance.

Conductors and Enginemen of westward trains with more than 50 cars, intending to stop at Grapeville for water, will notify the signalman at RG tower before passing that point and will not proceed until permission has been received from him.

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

122 Engines will take a supply of water at initial terminals where facilities are provided.

REGULAR WATER STATIONS

TRACK TROUGHS—

Saxman—Nos. 1, 2, 3 and 4 tracks.

Sang Hollow—Nos. 1, 2 and 3 tracks.

Wilmore—Nos. 1, 2, 3 and 4 tracks.

WATER PLUGS—

Grapeville—Westward, for engines destined to points west of Pitcairn.

Conemaugh—Eastward.

Gallitzin—Eastward.

Gallitzin Loop Tracks—Eastern and western slope helpers.

OTHER WATER STATIONS ARE IRREGULAR.

At irregular water stations, taking water will be considered as work under the provisions of Rules 86 and 302-a.

123 Eastward freight trains originating in Pitcairn yard will not take water at Grapeville without orders from the Superintendent.

124 A freight train taking water at Saxman or Wilmore track troughs will be governed as follows:

The engine hauling a train will drop the scoop at a point 100 feet before reaching the center of the trough; the first helper on the rear one-third the way over, and the second helper on the rear as soon as it reaches the trough.

When there are two engines hauling a train and one helper on the rear, the engine next to the train will drop the scoop one-third the way over, the leading engine at the center, and the helper when it reaches the trough.

When there are two engines hauling a train and no helper on the rear, the engine next to the train will drop the scoop as soon as it reaches the trough and the leading engine when half way over.

At Sang Hollow when there are two engines hauling a train, the engine next to the train will drop the scoop as soon as it reaches the trough and the leading engine one-third the way over.

When there is but one engine hauling a train with a helper engine on the rear, the hauling engine will drop the scoop one-third the way over and the helping engine as soon as it reaches the trough. At all track troughs when there are two engines hauling a passenger train, the one next to the train will drop the scoop as soon as it reaches the trough and the leading engine when half way over. The engineman will tell the fireman when to drop the scoop and when to raise it at the end of the trough, but will give his undivided attention to keeping a proper lookout ahead. The fireman will be responsible for raising the scoop when the tender is filled before reaching the end of the trough.

125 While engines are passing over track troughs, poker or scraper must not be used, grates shaken or coal put on fire.

126 Enginemen of eastward freight trains taking water at New Florence will report the fact by telephone to Signalman at NR and will not stop at Sang Hollow for water.

Eastward trains having work at Morrellville yard, stopping at Sang Hollow water plug, will immediately notify the Signalman at SG from the telephone located at Sang Hollow water plug.

127 COALING STATIONS ARE AS FOLLOWS:**REGULAR**

COULTERS—Hempfield Colliery No. 1, Keystone Coal & Coke Co.

Westward slow freight engines on No. 4 track, except those destined to the Southwest Branch, and preference freight engines that lie over on the Conemaugh Division.

Alexandria Branch passenger trains.

128 IRREGULAR

SOUTH FORK—Argyle Colliery No. 1, Argyle Coal Co.

South Fork Branch passenger and freight engines will take coal from engine coaling siding. Local freight engines will take a full supply on westward trip.

GALLITZIN LOOP TRACK—Tunnel Coaling Co.

Eastern and Western Slope freight helpers.

129 IRREGULAR ON BRANCHES**Youghiogheny Branch**

HAHNTOWN—Penn Gas Coal Co.

Youghiogheny Branch passenger, Shafton and Jeannette shifting engines.

Manor Branch

CLARIDGE—Manor Gas Coal Co.

Manor Branch passenger and freight engines.

South West Branch

HUFF—Keystone Coal & Coke Co., Greensburg No. 1.

Local freight, work train and empty engines and Sewickley Branch passenger engine. Engines of trains Nos. 109, 108, 891, 895, 892 and 894 may take a full supply.

Radebaugh Branch

COUNTY HOME JCT.—Keystone Coal & Coke Co., Greensburg No. 2.

Engines will not take coal at this station except on orders from the Superintendent.

Fairchance Branch

KYLE—H. C. Frick Coke Co.

Engines on Fairchance Branch.

Coal Lick Run Branch

MAGGIE—Olive Coal Company.

Freight engines on Coal Lick Run Branch.

At irregular coaling stations, taking coal will be considered as work under the provisions of Rules 86 and 302-a.

130 Enginemen will be governed as follows when filling out coal check M. P. 189:

- 1—Locomotive number.
- 2—Division.
- 3—Kind of service: (A) passenger, (B) freight, (C) passenger shifter, (D) freight shifter, (E) work, (F) wreck, (G) construction.
- 4—Name or number of coaling station.
- 5—Date.
- 6—Amount of coal taken expressed in pounds.
- 7—Name of engineman.

Care should be taken in filling in the coal checks to see that the figures and writing are legible. Enginemen will sign name in the same manner on coal checks as on time cards.

131 Engines will take a full supply of coal where herein specified, except that helping engines pushing freight trains will not take coal en route at any coaling station other than Hahntown, Claridge, Kyle and Maggie. If it is necessary to do otherwise the engineman must notify the Superintendent in advance by telephone or telegraph, giving the reasons therefor.

Passenger and freight engines will take a full supply of coal at initial terminals where facilities are provided, except that Eastern Slope freight helpers will not take coal at East Altoona.

Work train engines will take coal at the most convenient time and at the most convenient coaling station herein designated, clearing first class trains according to rule.

Engines of preference freight trains, except those that lie over on the Conemaugh Division, will not take coal en route unless it is absolutely necessary, in which case the engineman must notify the Superintendent in advance as specified above.

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

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

TRACK ASSIGNMENTS

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

Eastward Passenger

No. 1 Track, BU to R.
No. 3 Track, R to CP.
No. 1 Track, CP to RG.
No. 2 Track, RG to JD.
No. 3 Track, JD to SQ.
No. 2 Track, SQ to BO.

Westward Passenger

No. 4 Track, BO to GY.
No. 3 Track, GY to SQ.
No. 4 Track, SQ to JD.
No. 3 Track, JD to RG.
No. 4 Track, RG to DV.
No. 2 Track, DV to BU.

Eastward Freight

No. 3 Track, NA to DV.
No. 2 Track, DV to R.
No. 1 Track, R to CP.
No. 0 Track, Jct. Port Perry Branch to WG.
No. 2 Track, CP to RG.
No. 1 Track, RG to BO.
No. 0 Track, \dagger WQ to \dagger WS.
No. 0 Track, BV to DR.
No. 2 Track, JD to SQ.
No. 0 Track, MO to AR.

Westward Freight

No. 3 Track, BO to GY.
No. 4 Track, GY to SG.
No. 5 Track, W to SO.
No. 5 Track, SG to JD.
No. 6 Track, RU to JD.
No. 4 Track, JD to RG.
No. 3 Track, RG to CP.
No. 2 Track, CP to R.
No. 3 Track, R to DV.
No. 4 Track, DV to NA.

Brilliant Branch**Eastward Passenger.**

No. 3 Track, CM to VI.

Westward Passenger.

No. 4 Track, VI to CM.

Eastward Freight.

No. 1 Track, CM to VI.

Westward Freight.

No. 2 Track, VI to CM.

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

No. 9 will use No. 3 track MF to CP to pass Nos. 281 and 841.

Nos. 205 and 285 will use No. 5 track at UJ.

Nos. 17, 97 and 49 will use No. 4 track from DV.

No. 97 will use No. 4 track C to SG to pass No. 91.

No. 287 will use No. 4 track BV to KR to be passed by No. 1019.

No. 295 will use No. 4 track BV to KR to be passed by No. 97.

No. 91 will clear at BH for No. 37 to pass.

No. 295 will use No. 5 track at UJ to be passed by No. 37.

No. 97 will use No. 3 track R to WK to pass No. 221.
 No. 1033 will use No. 5 track at UJ to be passed by No. 11.
 No. 41 will use No. 5 track at UJ to be passed by No. 13.
 No. 13 will use No. 3 track WK to DV to pass No. 247.
 No. 49 will use No. 3 track, R to CM to pass No. 253.
 No. 95 will use No. 4 track BH to HM to be passed by No. 43.
 No. 895 will use No. 5 track at UJ to be passed by No. 1.
 No. 47 will use No. 3 track R to CM to pass No. 895.
 Nos. 703, 283, 401, 11, 717, 1033, 43, 95, 27, 739, 405, 5, 109, 741, and 1 will use No. 3 track CM to DV.
 No. 94 will use No. O track CP to MF to be passed by No. 92.
 No. 94 will use No. 1 track HM to BH to be passed by No. 36.
 No. 80 will use No. 1 track KR to BV to be passed by No. 36.
 No. 36 will use No. 2 track CM to WK to pass No. 206;
 No. 2 track CP to MF to pass No. 100 and No. 2 track JD to SQ to pass No. 92.
 No. 214 will use No. 2 track DV to CM.
 No. 2 will use No. 2 track DV to WK to pass No. 220.
 No. 18 will use No. 2 track CP to MF to pass No. 96.
 No. 286 will use No. 2 track DV to CM.
 No. 106 will use No. 2 track DV to WK to pass Nos. 286 and 288.
 No. 296 will use No. 1 track KR to BV to be passed by No. 28.
 No. 1072 will use No. 1 track HM to BH to be passed by No. 44.
 Eastward Passenger Trains scheduled to stop at Latrobe or Loyahanna will use No. 1 track from KR to BV.
 Westward Passenger Trains scheduled to stop at Loyahanna or Latrobe will use No. 4 track from BV to KR.
 Nos. 283, 841, 290 and 840 will receive and discharge passengers at Derry on siding next to No. 1 track and use that siding between Derry Station and DR. Trains will clear the time of these trains on that track.
 Nos. 295, 280, 293, 843 and 842 will arrive at and depart from Blairsville Intersection Station on Conemaugh Division tracks.
 No. 296 will use west leg of Y at Blairsville Intersection.

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

EASTWARD.

Siding between Nos. 2 and 3 tracks at CM when destined to or having work at Wilkinsburg Yard.
 Pull-in track at WG when destined to Pitcairn Yard.
 No. O track at CP when having work between CP and MF.
 No. OO track from SW when loads to move from Hempfield Colliery No. 1, (Coulter & Huff).
 No. O track from †WQ when having work in Donohoe Yard. Eastward freight trains from Alexandria Branch will also use No. O track from †DO.
 No. O 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 (PG 50 may use No. 2 track.)
 No. O (pull out) track from east end Conemaugh yard tracks to AO, all trains from pit tracks and yard tracks.
 Eastward Siding at SO when having work at South Fork.
 No. O track from NY when having work on that track.
 No. O track west of MO when having work on south side at MO.

WESTWARD.

No. 4 track at MO when having work between MO and LY.
 No. 1 siding east of Lilly when having work at that siding.
 No. 4 track at NY when having work on No. 5 track, (Summerhill Branch.)
 No. 4 track at AO when destined to or having work at Conemaugh.
 Westward engine track from AO will be used by all empty engines destined to Conemaugh engine house.
 No. 4 track at C when having work at Morrellville.
 No. 4 track at HM 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.

OTHER ASSIGNED TRACKS AND SIDINGS

141 The track north of and adjacent to No. 4 track between UJ and its connection with No. 4 main track west of Pitcairn Station is known as No. 5 track.
 142 Track on north side of Pitcairn Station connecting the Passenger Yard with No. 5 track will be known as No. 1 siding.
 143 The outside track west of main track, Manor Branch, from †EM to north end of siding will be used as a northward siding.
 144 No. O track †WQ to †WS will be used as an eastward siding.
 145 The normal position of the switch from Alexandria Branch to No. O track is for Alexandria Branch.
 146 Trains getting cars off sidings south of No. 1 track between Derry and Millwood must, when possible, clear No. 1 track.
 147 No. 1 siding, from a point 2245 feet west of C, will be used as an eastward siding. Switches at west end of siding will be thrown by hand. Eastward freight trains on No. 1 track with less than 30 cars having work to do at C will use this siding and will pull up to the east end of siding to clear No. 1 track. When siding is occupied the next train will continue east on No. 1 track.
 148 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 by telephone from FK.
 149 That portion of the old main line between NY and its connection with No. 1 track .7 of a mile west of Bens Creek Station will be known as No. O track and used as an eastward siding.
 150 The south siding east of LY will be used as an eastward siding. Westward trains may use this siding under flag protection after getting permission from signalman at LY.
 151 North sidings, east of Lilly, will be known as Nos. 1 and 2 sidings. No. 1 siding will be kept clear of cars, and trains having work on these sidings will clear No. 4 track promptly.
 152 Carnegie Steel Company trains have the right to use No. O Track between telephone booth, 600 feet east of their connection with No. O track, and the sidings at Bessemer Station, but must not use the track east of the telephone booth without permission from Signalman at R and must report when clear. Pittsburgh Division trains using No. O track west of this telephone booth must protect themselves against Carnegie Steel Company trains.

BLOCK SIGNAL RULES MANUAL BLOCK SYSTEM

155 Rules 301 to 375, inclusive, are in effect as follows, except that rules 302a, 317, 317a, 318 and 318a, will apply only on portions of the Division as specified in paragraphs Nos. 156, 157, 158, 159 and 160.

Main Line between BU and BO.

New Portage Railroad.

Brilliant Branch.

Turtle Creek Branch between SZ and end of Turtle Creek Branch.

Lyons Run Branch between Lyons Run Branch Junction and Lyons Run Mine.

No. 1 siding between †KZ and †FL.

No. 0 track CP to MF.

Youghiogheny Branch between Irwin and Gratztown.

Hempfield Branch.

Andrews Run Branch between †RW and †WT.

Manor Branch between MF and Claridge.

Radebaugh Branch.

South West Branch between SW and †GQ and on north and east legs of Redstone Junction Y.

Sewickley Branch between Sewickley Branch Jct. and Trauger.

Boyer Run Branch between Boyer Run Jct. and Hecla.

Brinker Run Branch between Brinker Run Jct. and Mutual.

Mammoth Branch between Mammoth Branch Jct. and Mammoth.

Bessemer Branch between Bessemer Branch Jct. and Marguerite.

Yukon and Hunter Run Branches between HN and Wyano.

Scottdale Branch between SY and Mt. Pleasant.

Morewood Branch.

Broadford Branch.

Opossum Run Branch between Opossum Run Branch Jct. and Monarch.

Coal Lick Run Branch.

No. 0 track between †WQ and †WS.

Alexandria Branch between Donohoe and Andrico.

West leg Donohoe Y for trains 318, 374, 852 and 858.

Jamison No. 2 Branch. between Jamison No. 2 Branch Jct. and Forbes Roads.

Dundale Branch between Dundale Branch Jct. and Dundale.

Unity and Hostetter Branches between Unity Branch Jct. and Whitney and between Palmer and Baggailey.

Bradenville Branch between Bradenville Branch Jct. and Atlantic No. 2.

South Fork Branch between W and Ashtola.

Beaver Branch between Beaver Branch Junction and Lloydell.

Llanfair Branch between Beaver Branch Junction and Llanfair.

Windber Branch between Windber Branch Jct. and Eureka No. 42.

Paint Creek and Shade Creek Branches between Paint Creek Branch Jct. and Eureka No. 39.

156 Rule 302a will apply at all interlocking stations for movements on the Main Line, Brilliant Branch, Radebaugh Branch and on the Southwest Branch between SW and YU and for northward movements at YU.

157 Rule 317 will apply for movements against the current of traffic between RG and SW on No. 3 track.

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

Between SF and AR and between UN and SF.

158 Rule 317a will apply on all single track portions of the division where Block Signal Rules are in effect and for movements against the current of traffic, except where Rule 317 applies.

159 Rule 318 will apply on Nos. 1, 2 and 3 tracks between Signal Bridges Nos. 52 and 53 at Radebaugh Tunnel. Between Signal Bridge No. 2468 of AR Interlocking and SF and between SF and UN.

160 Rule 318a will apply:

No. 0 track from †WQ to †WS.

No. 0 track from BV to DR.

No. 0 track from MO to AR.

No. 5 track SG to JD.

No. 6 track RU to JD.

On No. 5 track from W to SO.

Between SF and SN.

Between CM and VI.

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

Between RG and CJ.

Between SW and CN.

Between NJ and DB.

Between Sewickley Branch Junction and end of double track on Sewickley Branch.

Between W and Windber on South Fork Branch.

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

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

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

Lines (b) of Rules 301, 401 and 601 are modified as follows:

COLOR	OCCASION FOR USE	INDICATION	NAME
(b) Green	Next Signal is at Stop	Proceed prepared to stop at next Signal	Caution Signal

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

The word "Caution-Signal" in third paragraph of Rules 317a, 417a and 318a is changed to read:—Permissive Signal.

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

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

A red marker light will be displayed vertically below the home block signal light on the signal masts with but one semaphore arm.

The Home Block Signals in Manual Block territory will be changed accordingly.

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

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

164 No. 1 track, between Signal Bridge No. 24 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.

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

166 At unattended block stations the following instructions will apply:

The conductor or engineman must obtain permission to enter and ascertain the condition of the block and report when clear, except that the flagman may, when authorized by the conductor or engineman, report when clear.

When giving the condition over one block, it may be given verbally. When giving the condition over more than one block, it must be given in writing and may be made part of a 19 order.

A permissive indication must not be given to nor accepted by a train having the right to accept it, over more than one block.

167 When it is desired to hand orders to trainmen at Block Stations, signalmen will display fixed signal in stop position and also display Train-order signal. An engineman receiving such signals will acknowledge them as per rule 14g. After the latter signal has been given, signalman will display the proper signal to proceed and go on the ground to deliver the orders to the conductor and engineman, who will place themselves in position to receive their copies and must not proceed without them.

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

169 Between SF and 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.

170 Unattended Block Stations on No. 1 siding between Pitcairn Passenger Yard and No. 5 track are located: †KZ opposite water tub and †FL at west end of siding. Block Signal operations are controlled by Signalman at UJ.

AUTOMATIC BLOCK SYSTEM

175 Rules 501 to 508, inclusive, are in effect on Nos. 1 and 2 tracks between BU and DV, and on Nos. 1, 2, 3 and 4 tracks between DV and BO, except on No. 1 track between Signal Bridge No. 24 and SZ, between AR and SF and between SF and UN.

176 Between AR and BO the signals for Nos. 1 and 2 tracks from Signal Bridge No. 2468 (second Signal Bridge east of AR Tower) to Signal Bridge No. 2368 (third Signal Bridge east of GY Tower) inclusive, indicate the condition three Blocks in advance.

177 Between UN and NY the signals for Nos. 3 and 4 tracks from Signal Bridge No. 2479 (first Signal Bridge west of UN Tower) to Signal Bridge No. 2555 (fourth Signal Bridge west of LY Tower), inclusive, are so arranged that the Distant Signals indicate caution until train ahead clears three Blocks. When a Distant Signal is in the caution position, Engineman must approach the next signal prepared to stop.

178 Between NR and JD the signals for No. 3 track from Signal Bridge No. 2902 (first Signal Bridge east of JD Tower) to Signal Bridge No. 2842 (second Signal Bridge west of NR Tower), inclusive, and for No. 4 track from Signal Bridge No. 2833 (first Signal Bridge west of NR Tower) to Signal Bridge No. 2893 (second Signal Bridge east of JD Tower), inclusive, indicate the condition three Blocks in advance.

179 Between RG and SZ the signals for No. 4 track from the westward Home Signal at RG to Signal Bridge No. 31 (third Signal Bridge east of SZ Tower), inclusive, and between RG and CP the signals for No. 3 track from the westward Home Signal at RG to Signal Bridge No. 35 (second Signal Bridge east of CP Tower), inclusive, are so arranged that the Distant Signals indicate caution until train ahead clears three Blocks. When a Distant Signal is in the caution position, Engineman must approach the next signal prepared to stop.

180 The following signals in Automatic Block System limits must not be passed while in stop position without Clearance Card, Form C, Caution Card, Form D, or by train order:

The Home Block Signals of all Block Stations.

The eastward Home Block Signals on Signal Bridge No. 52 at west end of Radebaugh Tunnel.

The westward Home Block Signal on Signal Bridge No. 53 at east end of Radebaugh Tunnel.

The eastward Home Block Signals on Signal Bridge No. 2468, of AR Interlocking.

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

181 On portions of the Division operated under Automatic Block Signals, when it is necessary, while shifting, to make a movement to a track against the current of the traffic beyond the Home Signal of an Interlocking Station, such movement may be made upon permission from the Signalman and under flag protection. When it can be avoided such movement must not be made. Rule 503b is modified accordingly.

182 Automatic signals for No. 1 and Pull-in track on Signal Bridge No. 23 indicate the condition of the block on those tracks to Signal Bridge No. 24 only.

183 Trains on No. 1 track and Pull-in track may, under flag protection, back west of Automatic Signal Bridge No. 24 far enough to use the crossing switch between No. 1 track and the pull-in track without orders from the Superintendent. Rule 503b, is modified accordingly.

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

185 Automatic Home Block Signals on Signal Bridge No. 2478 governing movements on No. 1 track will indicate for No. 1 main track or No. 1 siding according to position of switches. Trains clearing No. 1 track at Signal Bridge No. 2478 are relieved from reporting clear to signalman. Rule 503c is modified accordingly.

186 Engines destined to a point east of AR pushing eastward trains from Galiitzin, must after cutting off, return to a point west of Signal Bridge No. 2468 and for further movement be governed by the Interlocking signals. Rule 365a and 503b are modified accordingly.

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

INTERLOCKING RULES

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

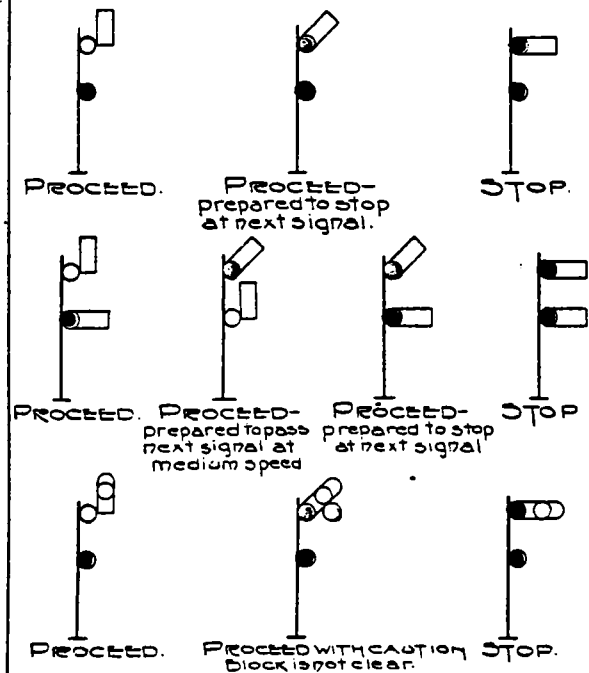
A train must not, without permission, proceed on a signal known to have been displayed for a preceding movement.

189 Signalman at AG must not make crossing movements with passenger trains that interfere with No. 1 or 2 tracks if a freight train 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 full stop at AG Home Block Signal.

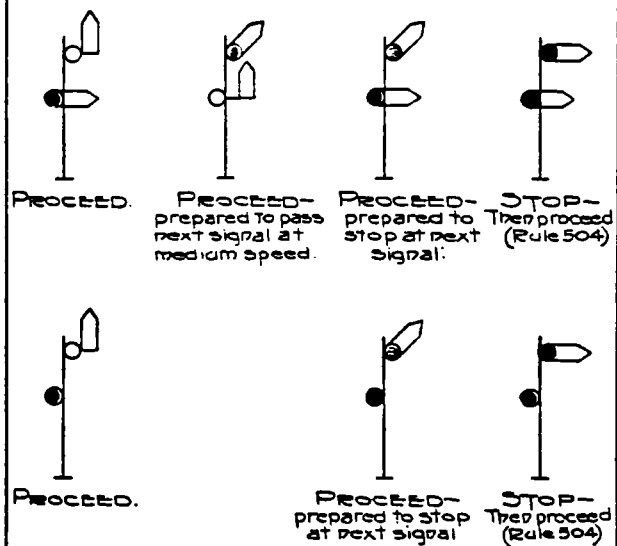
190 Enginemen are forbidden to sand the rails unnecessarily within Automatic Block Signal limits and within the limits of Interlockings. When sand is necessary it must be used in the smallest quantities and over the shortest possible section of track.

DAY AND NIGHT INDICATIONS OF UPPER QUADRANT SIGNALS.

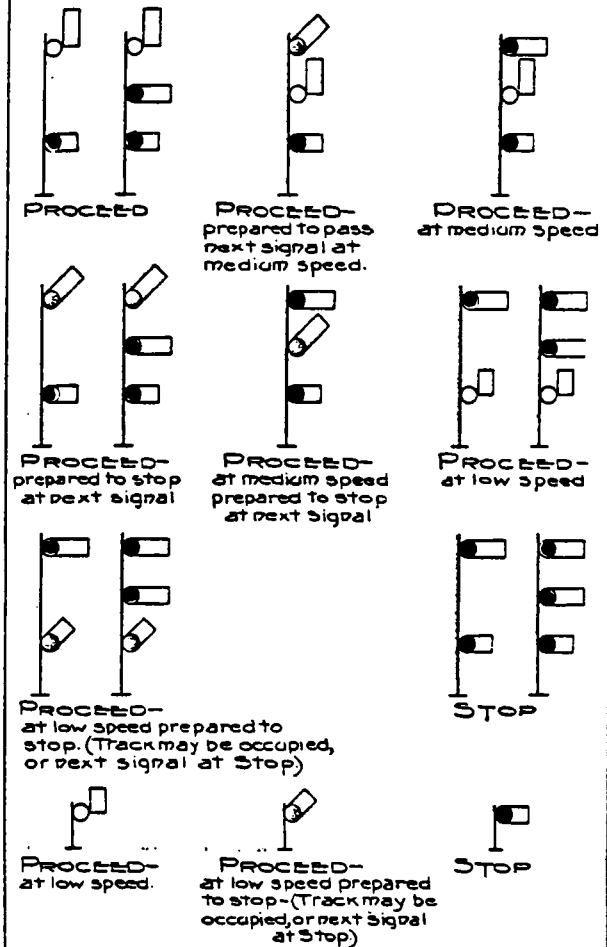
MANUAL BLOCK SIGNALS.



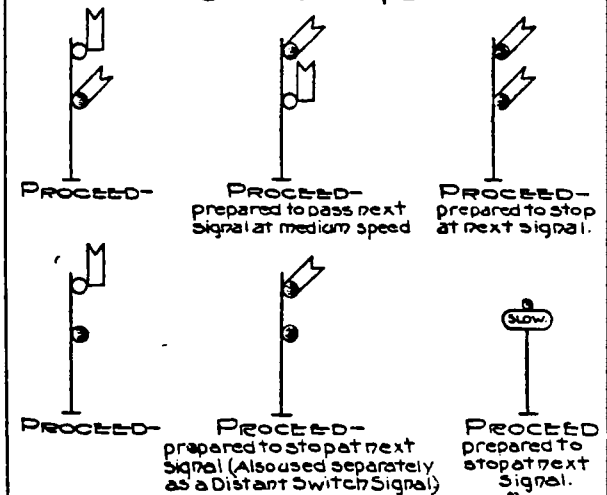
AUTOMATIC SIGNALS AND DISTANT SIGNALS TO INTERLOCKINGS WITHIN AUTOMATIC LIMITS.



INTERLOCKED HOME AND DWARF SIGNALS



DISTANT SIGNALS OUTSIDE OF AUTOMATIC SIGNAL LIMITS.



SPEED REGULATIONS

191 The maximum speed of passenger trains is 70 miles per hour, except where otherwise restricted.

192 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.....	17 “
“ AR and BO.....	18 “
Total.....	2 hours 12 minutes

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

193

WESTWARD.			EASTWARD.			
Minutes between Stations for Slow Freight trains	Minutes bet. Sta's for Preference Frt. trains and trains without Cars.	Minutes between Stations for First Class and Passenger Equipment trains.	MINIMUM TIME BETWEEN STATIONS.	Mins. seconds bet. Stations for First Class and Passenger Equipment trains.	Mins. bet. Sta's for Frt. trains with 10 cars or less and Tr's without cars.	Minutes bet. Stations for freight trains with more than 10 cars.
			BO	3.17	4	8
			GY	3.04	4	7
			KN	4.27	5	8
			AG	4.58	5	10
			SF	2.14	3	7
			AR			
			LY			
			NY			
10 [	8 [		SO	7		
			AO	3		
			C			
			RU			
9 [	9 [	9 [	DP	No. 5-4 Tract.		
11 [	11 [	11 [	JD			
			R			
		5 [	WK		5	
			VI			
		3 [	CM	(S. Br.)	4	7
			DV			
		3 [	BU		3	
			SN			
			DU	2.24	2.24	4
			MS	10.18	10.18	20
			AH	7.32	7.32	15
			SF	6.0	6.0	12

194 The speed indicated below must not be exceeded through interlockings when the Home signal is displayed at clear:

Top arm or light	Authorized speed
Bottom arm or light	15 miles per hour
Middle arm or light (if used)	30 miles per hour
Dwarf signals	15 miles per hour

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

When using crossover switches between Nos. 3 and 4 tracks at SF Interlocking, a speed of 10 miles per hour must not be exceeded.

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

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

195 Trains and engines must not exceed 15 miles per hour through the crossing switches and slip crossings at FZ UF, BU and NA Interlockings; class K engines 5 miles per hour between US and Penna. Station; other engines and trains 8 miles per hour at US Interlocking. Between these points they will run expecting to find a train ahead on the same route or track they are using and be prepared to stop within range of vision.

196 Trains must not exceed 20 miles per hour over Dornock Point bridge.

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

CLASS.	FORWARD.	BACKWARD.
A.....	15	15
B except B-7.....	20	20
B-7.....	10	10
C.....	20	20
CC-1.....	25	25
D.....	70	25
E.....	70	25
F.....	50	25
G.....	70	25
H-1 and 3.....	30	25
H-5, 6, 8 and 9.....	40	25
HH-1.....	25	25
J.....	70	25
K.....	70	25

198 A speed of 25 miles per hour must not be exceeded between Wood Street crossing, east end of Wilkinsburg station platform, and Brushton Avenue crossing, near west end of Wilkinsburg Yard.

199 H-8 and H-9 engines using the jumpover bridge at Cresson must not exceed a speed of 10 miles per hour. H-H-1 and C-C-1 (Mallet) engines must not use this bridge.

200 A speed of 25 miles per hour must not be exceeded between Signal Bridge 2761 (Second Signal Bridge west of Johnstown,) and Laurel Avenue Crossing, Johnstown (first grade crossing east of SG tower).

201 A train with steam derrick will not exceed 30 miles per hour with boom trailing; 20 miles per hour with boom forward and will further reduce speed where regulations require it.

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

203 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.

204 Trains must not exceed the following speed on curves:

CURVES.	MILES PER HOUR.
Denny.....	40
Junction R. R.....	40
East of DV.....	45
East Liberty.....	40
East of Swissvale.....	50
East of Copeland.....	40
Braddock.....	40
East of Braddock.....	50
East of Bessemer.....	40
Point of Rocks.....	40

CURVES.	MILES PER HOUR.
Brinton	40
Turtle Creek	40
West of Wimerding	40
West of Manor	50
East of Manor—1st curve	50
“ “ “ —2nd curve	50
East and West of Radebaugh Old Tunnel	
(No. 4 track)	35
West of Pack Saddle	50
Goats Point	45
Bolivar	45
Lockport	50
West of Dornock Point	40
Dornock Point	40
West of SG	45
Haws Brick Works	40
East of Johnstown	40
Between Conemaugh and AO	40
Between AO and Mineral Point	45
Viaduct	40
East of Viaduct	40
East of SO	45
Ehrenfeld (tracks 3 and 4)	50
W to SO, (No. 5 track)	30
East of MO	45
Between AR and KN	35
Between KN and BO	40

“Reduce Speed” and “Resume Speed” boards are placed approaching and leaving curves on the main line between Pittsburgh and Altoona where speed is restricted to 45 miles per hour or less.

“Reduce Speed” boards are located 1000 feet in advance of the beginning of a curve as approached by a train running with the current of traffic, and “Resume Speed” boards at end of curve except that where two or more curves on which speed is restricted are less than 1000 feet apart, one set of boards will govern the two or more curves.

205 Turtle Creek Branch.	
CURVES.	MILES PER HOUR.
Trafford	15
Between Blackburn Storage Sidings and Saunders	18
Between Lyons Run Jct. and Murraysville ..	15
East of Murraysville (2nd curve)	22
Youghiogheny Branch.	
Irwin	15
Hempfield Branch.	
Between Cowansburg and Herminie	15
Manor Branch.	
South of †EM	15
Alexandria Branch.	
Donohoe Coke Works	18
South of Dundale Branch Jct. (1st curve) .	20
New Alexandria Y (all legs)	20
South of Andrico (1st curve)	20
Unity Branch.	
Hostetter Branch Jct.	15
South Fork Branch.	
North of Scalp Level (1st curve)	20
South West Branch.	
West leg of Y at SW	20
Bridge No. 21	30
Ferguson	30
All other curves	40

Opossum Run Branch.

Robinson Falls Curve (1500 feet south of
Bridge No. 1)

10

Coal Lick Run Branch.

Continental No. 2 Passenger Trains. 25
Freight Trains

20

206 Trains must not exceed the following speed on Branches
(curves excepted):

Brilliant Branch.

CURVES. MILES PER HOUR.
From Jump-over Bridge to Kelly Street... 15

South West Branch.

Connellsville Borough

6

Dunbar Borough

15

Uniontown Borough

4

Passenger trains

50

Other trains

30

A speed of 15 miles per hour must not be exceeded while
passing over Bridge No. 22, about one-half mile north of
DB Tower, South West Branch.

Passenger trains must not exceed 30 miles per hour and
other trains 20 miles per hour on the following Branches:

Turtle Creek Branch.
Youghiogheny Branch.
Manor Branch.
Alexandria Branch and Branches thereof.
Unity Branch and Branches thereof.
South Fork Branch and Branches thereof.
Radebaugh Branch.
Hempfield Branch.
Andrews Run Branch.
Sewickley Branch and Branches thereof.
Yukon Branch.
Hunter Run Branch.
Coal Lick Run Branch.

Trains must not exceed 10 miles per hour on the following
Branches:

Brush Creek Branch.
Jeannette Branch.

On all other Branches trains must not exceed 15 miles per
hour.

209

SPEED TABLE

TIME PER MILE	Miles Per Hour	TIME PER MILE	Miles Per Hour	TIME PER MILE	Miles Per Hour	TIME PER MILE	Miles Per Hour
0.39	92.31	1.16	47.37	1.53	31.88	2.30	24.00
0.40	90.00	1.17	46.74	1.54	31.58	2.31	23.84
0.41	87.80	1.18	46.15	1.55	31.30	2.32	23.68
0.42	85.71	1.19	45.57	1.56	31.04	2.33	23.53
0.43	83.72	1.20	45.00	1.57	30.77	2.34	23.38
0.44	81.82	1.21	44.44	1.58	30.51	2.35	23.23
0.45	80.00	1.22	43.90	1.59	30.25	2.36	23.08
0.46	78.26	1.23	43.37	2.00	30.00	2.37	22.93
0.47	76.59	1.24	42.86	2.01	29.75	2.38	22.78
0.48	75.00	1.25	42.35	2.02	29.50	2.39	22.64
0.49	73.47	1.26	41.86	2.03	29.27	2.40	22.50
0.50	72.00	1.27	41.38	2.04	29.03	2.41	22.36
0.51	70.59	1.28	40.91	2.05	28.80	2.42	22.22
0.52	69.23	1.29	40.45	2.06	28.57	2.43	22.08
0.53	67.92	1.30	40.00	2.07	28.34	2.44	21.95
0.54	66.66	1.31	39.56	2.08	28.12	2.45	21.82
0.55	65.45	1.32	39.13	2.09	27.91	2.46	21.69
0.56	64.29	1.33	38.71	2.10	27.69	2.47	21.56
0.57	63.16	1.34	38.29	2.11	27.48	2.48	21.43
0.58	62.07	1.35	37.89	2.12	27.27	2.49	21.30
0.59	61.02	1.36	37.50	2.13	27.09	2.50	21.17
1.00	60.00	1.37	37.11	2.14	26.87	2.51	21.05
1.01	59.02	1.38	36.73	2.15	26.67	2.52	20.93
1.02	58.06	1.39	36.39	2.16	26.47	2.53	20.81
1.03	57.14	1.40	36.00	2.17	26.28	2.54	20.70
1.04	56.25	1.41	35.64	2.18	26.09	2.55	20.57
1.05	55.38	1.42	35.29	2.19	25.90	2.56	20.45
1.06	54.55	1.43	34.96	2.20	25.71	2.57	20.34
1.07	53.73	1.44	34.61	2.21	25.53	2.58	20.22
1.08	52.94	1.45	34.28	2.22	25.35	2.59	20.11
1.09	52.17	1.46	33.96	2.23	25.17	3.00	20.00
1.10	51.43	1.47	33.64	2.24	25.00	3.15	18.46
1.11	50.70	1.48	33.33	2.25	24.83	3.30	17.14
1.12	50.00	1.49	33.03	2.26	24.66	3.45	16.00
1.13	49.31	1.50	32.73	2.27	24.49	4.00	15.00
1.14	48.65	1.51	32.43	2.28	24.32	5.00	12.00
1.15	48.00	1.52	32.14	2.29	24.16	6.00	10.00

TRAIN REGULATIONS AT PASSENGER STATIONS.

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

Shadyside	Bessemer	Radebaugh
Roup	East Pittsburgh	Greensburg
East Liberty	Wilmerding	Donohoe
Homewood	Irwin	Latrobe
Edgewood	Shafton	Loyalhanna
Swissvale	Biddle	Blairsville Intersection
Hawkins	Penn	Bolivar
Copeland	Jeannette	New Florence
Braddock	Grapeville	Seward
		Cresson

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

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

217 At the following stations trains are relieved from observing Rule 153 so far as it pertains to trains in the opposite direction:

Beatty	Gray	Wilmore
Millwood	Lockport	Portage
Hillside	Summerhill	Bens Creek

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

219 At Pitcairn, trains on all tracks are relieved from observing Rule 153 so far as it pertains to westward trains on No. 1 siding. Trains on No. 2 track will not pass Pitcairn while an eastward passenger train is receiving or discharging passengers.

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

221 At Manor, a train on No. 4 track only is protected by the track fence. Trains on Nos. 1, 2 and 3 tracks are relieved from observing Rule 153 so far as it pertains to a train on No. 4 track.

222 At New Florence, passenger trains will stop with the east end of the train at least 100 feet west of the road crossing.

223 At South Fork, trains on all tracks are relieved from observing Rule 153, except that trains on South Fork Branch tracks must observe this rule so far as it pertains to South Fork Branch passenger trains.

224 When a passenger train on other than the regularly assigned track stops at a station where there is a track fence between the track which it is using and the station, it will stop at the far end of the fence, except at Bolivar, Latrobe, Wilmerding, Wilkinsburg and Homewood westward, and Edgewood, Seward and Summer Hill eastward, at these stations it will stop at the near end of the fence. At Blairsville Intersection eastward, it will stop opposite the subway, at Bolivar eastward, and Wilmerding in both directions opposite the station.

225 At Greensburg, eastward passenger trains having more than four cars, will stop with cab of engine hauling train opposite eastward column of pier of overhead bridge. Trains having four cars or less will stop with engine opposite baggage elevator.

Westward passenger trains with from five to eleven cars, when the engine is on the west end of the train, will stop with the tender of the engine at the west end of the brick platform. When over eleven cars, they will pull west far enough so that rear end of train will clear the east end of the platform. Trains with four or less cars will stop with the engine tender at the west end of shelter shed.

Westward passenger trains with the engine on the east end of the train will stop with the engine opposite the baggage elevator.

226 A passenger train stopping at a station where the track fence ends at a road crossing, must stop to clear the road crossing at least one car length.

227 When a passenger train extends beyond the limits of a track fence or island platform, except a westward passenger train on No. 4 track at Trafford, the rear brakeman and fireman must protect passengers against trains on other tracks.

228 Handling matter to or from baggage, express, or mail cars, will be regarded same as receiving or discharging passengers.

229 U. S. Mail is thrown from train No. 15 at Conemaugh and Derry. Westward freight trains at Conemaugh and eastward freight trains at Derry must not block the station for this train.

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

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

232 Station signals are installed at Pitcairn and Johnstown. A green disk by day and a green light by night indicate a train at the station.

At Pitcairn, the eastward signal is located on signal bridge No. 25, 1511 feet west of the passenger station, and the westward signal is located on the north side of No. 4 track, 1660 feet east of the passenger station.

At Johnstown, the eastward signal is located on south side of No. 1 track, 1821 feet west of the passenger station, and the westward signal is located on the north side of No. 4 track, 3546 feet east of the passenger station.

233 At Packsaddle, Old Bennington Furnace and Old Allegrippus, Passenger Conductors will arrange to discharge and receive passengers on north side of train and have Flagman and Fireman protect them.

MOVEMENTS THROUGH TUNNELS.

235 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 (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 or wind conditions to go slower than eight miles per hour and in extreme cases to stop altogether 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.

236 Passenger trainmen, when approaching tunnels on Main Line will see that the windows, end car doors and vestibule doors are all closed. They will close the air dampers on both ends of cars equipped with the air intake ventilating system.

237 Enginemen and Firemen will close the storm windows when passing through Radebaugh Tunnel, on account of limited clearance between tracks.

AIR BRAKE

240 Enginemen of eastward passenger trains will make a running test of the air brake by making an 8 or 10 pound brake pipe reduction just before passing over the summit east of AR.

241 On eastward preference freight trains, a running test of the air brakes must be made to insure that the air is working throughout the train after the Home Interlocking Signal at AR is seen to be in the proceed position and before passing Gallitzin, and before the air is cut between the cabin and the pushing engine. The Engineman hauling the train must make sufficient brake pipe reduction to apply the brakes throughout the train, and the Engineman on the pushing engine must observe the air gauge to see that the brake applies on the rear end, after which, he will give the whistle signal "release brakes." Trainmen must be in a position on the train to pass this signal to the Engineman hauling the train, who must not proceed without the hand signal, indicating that the air is working throughout the train. When there is no pushing engine, the flagman must see that the brake applies on the rear end and give proper signal.

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

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

244 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.

245 When there are two or more engines hauling a train, the air brake will be operated from the leading engine in accordance with Rule 10, Page 10, Air Brake and Train Air Signal Instructions No. 99.

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

When a helper is attached or detached enroute, a road test of the brake will be made as prescribed by Rule 4, Page 5, Air Brake and Train Air Signal Instructions No. 99.

When a helper is attached to an eastward passenger train at C it will, unless otherwise ordered, assist to Altoona. When a helper is attached to a passenger train at Altoona, with orders to assist to Gallitzin, the train will stop at the home signal at UN until the helper is cut off and run out of the way.

An east slope helper hauling ahead of a westward freight train will assist to MO where the train will stop until the helper is cut off and run out of the way. Helpers cutting off at MO will turn on the "Y" at Cresson before proceeding east.

When it is necessary to couple an engine, in charge of a freight Engineman, ahead of a passenger train, enroute, 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.

246 The following table may be used to determine how many cars will be allowed in trains without effective air brakes 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 " 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 "

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

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

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

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

247 When a locomotive is detached from a passenger train, or the air brake becomes inoperative, trainmen must be governed as follows:

On ascending grades promptly apply the hand brake on each car, beginning with the rear car in the train, and if necessary block the wheels, but before applying hand brakes on wooden cars the air brake must be released by opening the release cock on the auxiliary reservoir.

On descending grades trains must be secured in the same manner, beginning with the first car in the train.

Before starting and before releasing the hand brakes and removing the blocking, the release cocks which have been opened must be closed, and all of the auxiliary reservoirs fully charged.

After the hand brakes have been released an air brake test must be made in accordance with Rule 4, page 5, Air Brake and Train Air Signal Instructions No. 99.

248 In order to avoid rough handling and to insure the release of brakes when operating the air brake on passenger trains having Pullman cars equipped with the double P. M. brake, two or more reductions should be made. The initial reduction should be eight pounds followed by such other reductions as are necessary to make the stop. When the total reductions do not exceed fifteen pounds a further reduction should be made after the train has been stopped. When releasing the brakes, the brake valve handle should be placed in release position one second for each car. When the release is more than six seconds, a second quick release should be made to release any brakes that might re-apply due to overcharge of the brake pipe.

To insure the proper release of the brakes when they are applied to reduce the speed of a train, for instance, when making "slow-downs" to conform to speed regulations, an initial reduction of eight pounds should be made. This should be followed by a further reduction if conditions will permit, and as soon as the speed of the train has been sufficiently reduced the brakes should be released in the manner prescribed in the preceding paragraph.

When descending the eastern slope, 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.

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

Rule 19, page 14, Air Brake and Train Air Signal Instructions No. 99 is amplified accordingly.

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

Freight trains must be controlled by the air brake, supplemented by hand brakes when necessary to insure the safe movement of the train, care being exercised to use the hand brakes working with the air brake, and not against it, when the air is applied.

The Conductor, Brakemen and Enginemen will be responsible for making tests as per Rule No. 4 of the Air Brake and Train Air Signal Instructions No. 99. When testing air brakes at points where trains are made up, the required brake pipe pressure on loaded freight trains which will descend grades herein specified will be 95 to 100 pounds. The front Brakeman must report to the Engineman and Conductor the number of air brake cars in use and their condition. Engineman and Conductor will be responsible for securing this information from the front Brakeman. When tests are made by Inspectors, the Engineman and Conductor must secure the information from the Inspector and make ROAD TEST before proceeding.

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

On loaded cars equipped with the 25 and 50 pound retaining valves, such valves must be placed in the 50 pound position from Gallitzin to BO or SN, from Summit on South Fork Branch to Lovett; on Llanfair and Beaver Branches; from summit on Rainey Branch to Rainey Yard; from the Tunnel on Youghioghney Branch to Irwin Station Crossing; and on the Brilliant Branch from CM to VI. In case there are fifteen or more cars with 15 pound retaining valves coupled together in a train, the three position retaining valves on cars in the rear of them must be placed in the 25 pound position. The Conductor must be out on the front end of the train; will be responsible for properly instructing the trainmen, knowing that they are located in their proper places; the position of the flagman being out on the rear end of the train; and that the handles of pressure retaining valves are turned to the proper position for service.

Before descending the above mentioned grades with trains of loaded cars, the brake pipe pressure will be 100 pounds (to be obtained by placing the brake valve in the full release position), and the Engineman must operate the air brake in such a manner as to maintain a brake pipe pressure of not less than 65 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.

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

The following will govern Eastward Trains from Gallitzin to Altoona or SN:

At Gallitzin, a TERMINAL TEST of the air brake must be made on all slow freight trains, brake pipe pressure of 95 to 100 pounds to be used on all loaded trains. The brake rigging must be examined and properly adjusted and all brakes must have not less than six nor more than nine inches piston travel when the air brake is fully applied. The slack must not be taken up with the hand brakes after the air brake is tested, as by so doing there is danger of shortening the piston travel so it will not pass the leakage groove in the air brake cylinder and make the air brake inoperative.

After the TERMINAL TEST has been completed and signal to proceed has been displayed, a ROAD TEST of the air brake must be made to insure that no angle cock has been closed and that the air is working throughout the train.

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

If the Engineman has the train under such control on arriving at the foot of the grades west of BO or SN that he can operate it safely with the air brake without the use of the retaining valves, he will give whistle signal to RELEASE BRAKES which will be the signal to the Trainmen to release the retaining valves, commencing at the rear end. Retaining valves on front portion of train must not be released until the train is under control or stopped at JK or SN home signals.

INSPECTION OF TRAINS BY TRAINMEN

250 Trainmen must frequently inspect their trains while in motion, also when stopped, in order to detect hot journals, sticking brakes and other defects.

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

252 Trainmen must give close attention to bulged cars and swinging doors.

253 Trainmen must see that all lids on feed boxes on stock cars and covers on ice bunkers of refrigerator cars are in their proper place and securely fastened with the fasteners provided for that purpose.

254 Car Inspectors and Trainmen must see that the movable gates on empty coke cars, or coke slats when used, are secured in such position that they cannot extend outward and create a dangerous condition.

255 When derailed cars or engines are re-railed by train crews, special attention must be given to see that the axles of such cars or engines are not bent, and in all such cases the conductor or engineman must arrange to have such re-railed cars or engines examined by a car inspector at the first inspection point passed and the Engineman, in addition to making out form C. T. 75, must report the derailment of engine on form M. P. 62 on arrival at destination.

EQUIPMENT FAILURES.

260 When communicating signal fails and cannot be repaired without detention, or when an engine is attached to a passenger train not equipped with the signal appliance, before proceeding the Conductor will have an understanding with the enginemen as to how the train will be handled, and report 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 form M. P. 62 on arrival at destination. Rule 25 is modified accordingly.

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

safety appliances may be associated together and moved to any repair point as a shop train, but must not be moved on revenue trains or in connection with cars commercially used, which include empty cars not employed at the time by the railroad company for its own use and service.

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

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

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

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

266 Trainmen, in removing defective air hose from engines and cars, will not remove the extension nipple applied to end of brake pipe. These nipples are applied in order to give the air hose the proper length, and their removal may result in the hose parting.

267 Air brake and steam heat hose which become defective on trains en route must be tagged, showing number of train, initial and number of car or locomotive, date and place of removal. If removed from passenger equipment cars conductor will send to Foreman Passenger Car Inspectors, 26th Street, Pittsburgh. If removed from locomotives, engineman will send to Engine House Foreman.

Air brake hose removed from freight cars enroute must be tagged by the conductor, turned over to the Car Inspector and he will receive a new hose for the same.

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

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

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

268 To give advance information to Car Inspectors at Derry and Conemaugh, relative to attention to be given air brake equipment, hot boxes, etc., on engines or cars, signalmen at WA and NR for eastward trains and SO and BH 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.

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

In cases where injury occurs by reason of defective passenger car equipment, the part or parts responsible for such injury should be tagged by the conductor to Foreman Passenger Car Inspectors, 26th Street, Pittsburgh. Defective locomotive parts should be tagged to engine house foreman by engineman and defective parts of freight equipment should be tagged by the conductor and delivered to the first available

car inspector who will forward them to General Foreman Pitcairn Shops, with a full report of circumstances, and in case the defective parts cannot be removed by the conductor or enginemen, they should arrange to have the defective car or engine examined by the first available car inspector or engine house foreman.

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

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

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

TO PREVENT AND EXTINGUISH FOREST AND GRASS FIRES

275 In order to prevent, as far as possible, the occurrence of forest and grass fires and eliminate the damage which they cause:

Enginemen must use every precaution against fire, and not permit burning waste, hot cinders or any other inflammable material to be thrown or dropped from the engine; clean the ash pan or front end only at points designated; and report promptly any defects in the devices on locomotives designed to prevent the throwing of sparks or dropping of the coals.

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

Trainmen must notify the first section gang passed and report to the Superintendent from the nearest available point the existence of fires which had not previously been discovered. Freight trainmen must, wherever practicable, stop and extinguish small fires. Other employes will notify the Superintendent and trackmen of such fires as come to their notice.

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

280

SAFETY FIRST

(a) A telephone receiver, during a lightning storm, should not be held in a manner that will bring the person in contact with any metallic substance.

(b) All persons are warned against coming in contact with dangling wires of any character and any employe who notices such wires, especially where it would be possible for persons to come in contact with same, will report it to his superior, who will in turn ascertain the facts and by telephone or telegraph promptly notify the person who has charge of said wires in order that prompt attention can be given the matter to avert accident.

(c) Employes are forbidden to walk on tracks, except in the performance of duty.

Employes, while on duty which makes it necessary for them to be on the track, where there are two or more tracks, should, when practicable, travel against the current of traffic and, when on any track, should keep a sharp lookout in both directions for approaching trains.

(d) Do not walk on frogs, switches, guard rails or interlocking machinery and connections.

- (e) Avoid walking through escaping steam. Go around it.
- (f) Do not stand between cars when making coupling, nor attempt to adjust the couplers on moving cars. Do not go between moving cars to uncouple cars or air hose.
- (g) Do not put hand between the lock pin and end sill or hold the cutting lever while making coupling.
- (h) Employes are forbidden to stand in front of an approaching engine or car and board it while it is in motion.
- (i) To prevent injury from steam when disconnecting steam hose, employes whose duties require them to perform that service are supplied with a "knocker".
The end train pipe valve on both sides where steam hose is to be uncoupled should first be closed, after which the locking device should be lifted with the "knocker". After doing this the employe should stand upright and give the hose a sharp kick at the coupling, which will jar it apart.
- (j) Trainmen are forbidden to kick a sticking brake shoe while the train is in motion.
- (k) Avoid getting on or off trains in motion unless necessary in the line of duty.
- (l) Do not stand on the end of a car without having a secure hold.
- (m) Avoid standing or placing any part of the body between the lading and end of a car loaded with lumber or other freight that is liable to shift.
- (n) Before getting off trains or crossing tracks, always look in both directions to see that there is nothing approaching.
- (o) Do not board or alight from trains at night until sure there are no obstructions or openings to cause injury.
- (p) Do not lean beyond the line of cab or car without exercising care to avoid being struck at points of limited clearance.
- (q) When shifting at freight stations, coal and coke operations and other industries, care should be exercised to avoid injury from overhead and side obstructions, such as tipples, wharves, at coke works, station platforms, etc.
- (r) Employes on trains shifting at coal, coke and other operations must use every precaution to prevent injury to employes and others at these operations.
- (s) Do not attempt to throw a switch immediately in front of a moving train, nor stand with your back to a train when throwing a switch.
- (t) Do not stand close to pole or rope when poling or roping cars.
- (u) Always examine brake clubs before using them to see that they are in good order.
- (v) Do not go under trains or between the couplers of cars without first arranging for protection.
- (w) Enginemen and firemen must see that coal boards, scrapers, etc., are so placed on the tanks of engines that they will not project beyond the sides, where they are liable to cause accident to trains on adjoining tracks.
- (x) Employes whose duties require them to use torpedoes must see that they are so taken care of that they are not liable to be exploded prematurely and cause personal injury.
- (y) "Passenger Trainmen should, so far as possible, prevent passengers from getting off trains when making irregular stops."
- (z) To prevent personal injury to passengers, unauthorized employes must not open the side and trap doors on vestibule equipment.

PERSONAL INJURIES

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

COMPANY SURGEONS

Location	Name and Address	Telephone
PITTSBURGH	W. R. HAMILTON, M. D., Keenan Bld'g., Sandusky St. & Liberty Ave.	Bell, 1289 Grant
	O. C. GAUB, M. D., Keenan Building Sandusky St. and Liberty Ave.	
	W. A. DEARTH, M. D., Keenan Bld'g., Sandusky St. & Liberty Ave.	Bell, 1784 Court
	T. M. T. McKENNAN, M. D., Jenkins Bldg., 5th St. and Penn. Ave.	
	J. C. BURT, M. D., Westinghouse Bld'g., Anderson St. and Penn Ave	
EAST LIBERTY	W. F. ROBESON, M. D., Westinghouse Bld'g., Anderson St. and Penn Ave	Bell, 788 Grant
	E. B. HECKEL, M. D., Jenkins Building 5th St. and Penn Ave	Bell, 1263 Court
	W. O'N. SHERMAN, M. D., Carnegie Building, 5th Ave	Bell, 8880 Court
WILKINSBURG	H. C. WESTERVELT, M. D., 5306 Westminster Street	Bell, 2460, Schenley.
	E. W. MEREDITH, M. D., Highland Building	Bell, 3226-J Highland
BRADDOCK	S. L. McCURDY, M. D., 422 Franklin Street	Bell, 1688-J Wilkins
WILMERDING	A. W. SCHOOLEY, M. D., 420 Library Street	P. & A., 416
PITCAIRN	G. L. BESWICK, M. D., 200 Caldwell Street	Bell, 10-J
	W. H. MONTGOMERY, M. D., Cor. 2d St. and Wall Ave	Tel.—P. R. R. Pitcairn Ex. No. 131
IRWIN	D. B. LUDWIG, M. D., Second St.	Phone 242.
	J. L. SOWASH, M. D., 224 Main St.	Bell, 28
GREENSBURG	J. J. SINGER, M. D., Tribune Building, 217-21 N. Main St.	Bell, 651-J
	T. P. COLE, M. D., 218 South Pennsylvania Ave	Bell, 168
LATROBE	L. C. THOMAS, M. D., Realty Building, Main St.	Bell, 49
DERRY	B. HAUGHWOUT, M. D., Chestnut Street	Bell, 33-J
NEW FLORENCE	H. W. TITTLE, M. D., Thirteenth St.	Bell, 5-L
JOHNSTOWN	J. B. LOWMAN, M. D., 142 Park Place	Johnstown Tel. Co.'s Phone, 205
	B. E. LONGWELL, M. D., 441 Locust Street	Johnstown Tel. Co.'s Phone, 619
CONEMAUGH	GEORGE MARTIN, M. D., Second Street	Johnstown Tel. Co.'s Phone, 4084
SOUTH FORK	C. A. FITZGERALD, M. D., Railroad Street	Bell, 46
CRESSON	H. T. PRIDEAUX, M. D.	P. R. R., 54
GALLITZIN	F. U. FERGUSON, Main Street	Bell, Cresson 12-R 13
ALTOONA	O. H. SHAFFER, M. D., 1116 12th Ave	P. R. R. 145
	WM. S. ROSS, M. D., 1218½ 12th Ave	Bell, 1127
JUNIATA	JOS. D. FINDLEY, M. D., 802 12th St	P. R. R. 300
HOLLIDAYSBURG	J. L. BRUBAKER, M. D., 507 4th Ave.	Bell, 60 R-2
	H. H. BROTHERLIN, M. D., 719 Allegheny St	Bell, 118-8
WINDBER	O. J. SHANK, M. D., Twelfth St	Bell, 39-J
YOUNGWOOD	A. H. CAVEN, M. D., Fourth St	Bell, 10
	H. A. McMURRAY, M. D., Depot St.	Bell 12-J and Greensb'g Bell, 1220, Ring 4.
CONNELLSVILLE	T. B. ECHARD, M. D., Main and Pittsburgh Sts	Bell, 285-R
MT. PLEASANT	F. L. MARSH, M. D., 462 Main St	Bell, 24
UNIONTOWN	A. S. HAGAN, M. D., 54 South Galatin Ave	Bell, 20

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

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

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

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

290 Persons injured who can be more conveniently taken to Altoona than Johnstown, Greensburg or Pittsburgh will be sent to Altoona Hospital; those injured in the neighborhood of Johnstown, Greensburg, Connellsville and Uniontown may be taken to the hospital, located at those respective points; those injured in the neighborhood of Pittsburgh or Allegheny will be taken to the Allegheny General Hospital, or, if more convenient, to the Western Pennsylvania Hospital.

291 Upon notice to the Superintendent of the Middle Division at Altoona, a hospital ambulance will be sent to the Altoona Passenger Station; upon notice to the Superintendent of the Pittsburgh Division, a hospital ambulance will be sent to Pennsylvania Station, Pittsburgh.

TRAINMEN AND ENGINE CREWS REPORT FOR DUTY AND REGISTER.

300 Passenger trainmen are required to report for duty and register as follows:

At Pittsburgh, through crews must register not more than one hour and not less than thirty minutes before their train is scheduled to leave, and must be on station platform to take charge of train twenty minutes before the departure.

At Pittsburgh local crews must register not more than one hour and not less than twenty minutes before their train is scheduled to leave, and must be on platform fifteen minutes before the departure.

For trains originating at other points on the division, crews must be at train fifteen minutes before leaving time.

Conductors must know whether or not their full crew is on hand at the proper time and report promptly any shortage so a substitute can be provided.

All trainmen arriving at, or leaving Pittsburgh, whether deadheading or in service, must register personally.

When local crews have less than one hour at Pittsburgh between trips, it is not necessary to register.

Passenger trainmen will register on form C. T. 575A or B; freight trainmen will register on form C. T. 876C.

305 Enginemen and firemen will register on form C. T. 876B and report for duty to the Enginehouse Foreman, Engine Dispatcher or person in charge as follows:

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.

If train is backed from yard to Pennsylvania Station by road power, enginemen and firemen in through service will report one hour and forty minutes and in local service one hour and ten minutes before the leaving time at Pennsylvania Station.

PITCAIRN

Thirty minutes before the leaving time of train.

SOUTH WEST JUNCTION

Thirty minutes before the leaving time of train.

SHAFTON

Thirty minutes before the leaving time of train.

YOUNGWOOD

One hour and ten minutes before the leaving time of train from Marguerite.

UNIONTOWN

Thirty minutes before leaving time of train.

FAIRCHANCE

Thirty minutes before the 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. Thirty minutes before the leaving time of train when the crew takes charge of the engine in the yard against the train.

CONEMAUGH

Thirty minutes before the leaving time of train from "C" tower.

WINDBER

Thirty minutes before the leaving time of train.

ALTOONA

Through—One hour and fifteen minutes before the leaving time of train.

Local—One hour before the leaving time of train.

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

Freight Service

Thirty minutes before the specified leaving time of the engine from the Engine House or Storage Yard.

Yard Service

Single crewed yard engines—thirty minutes before the set time to commence the day's work.

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

Crews of double crewed yard engines, who relieve each other in the yard, will report to the Engine Dispatcher either in person or by telephone, except at East Pittsburgh, where they will report to the Yard Master before going on duty. If either enginemen or firemen of double crewed yard engines are not relieved within thirty minutes after the regular relieving time, they will notify the Engine Dispatcher or the Yard Master in order that a relief may be provided.

Work, Wreck and Construction Train Service

Thirty minutes in advance of the specified leaving time of the engine from the Engine House or Storage Yard or from the work train sidings where the engines lay over at night coupled to the trains.

HOURS-OF-SERVICE LAW

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

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

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

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

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

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

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

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

315 STATION ANNOUNCEMENTS.

AT TERMINALS

Trainmen will, while loading passengers frequently announce the names of the principal stations at which the train will stop and before departure the Front Brakeman will repeat the announcement in all coaches.

AT STATIONS

At stations enroute, where passengers board the train, announcements similar to the terminal announcements should be made on the station platform as soon as the train comes to a stop.

ON TRAINS

When approaching a station at which the train is to stop, the name of the station will be announced at least twice inside of all coaches and dining cars, the announcement to be the name of the station only. Approaching junction points announcements will be made of the principal stations for which passengers change cars.

ON THROUGH TRAINS

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

IN PULLMAN CARS

The announcement will be made by the Pullman employes, except in sleeping cars at night. This announcement to be made in the body of the car and in the smoking room.

316 Announcements should be made in through passenger trains passing Horse Shoe Curve, in daylight, as follows:

WESTWARD: "Train will pass around Horse Shoe Curve in about five minutes. View can be had from the left side of the car."

EASTWARD: "Train will pass around Horse Shoe Curve in about five minutes. View can be had from the right side of the car."

These announcements should be made in all cars occupied by passengers, except private cars, as nearly five minutes before the train reaches Horse Shoe Curve as possible. On trains having observations cars, add to announcement in Pullman cars, "Observation car in the rear of the train."

TRAFFIC INTERRUPTIONS

320 When traffic is seriously interrupted on any portion of the Division, agents and conductors will be advised as to the details.

Agents are instructed to post on the bulletin boards or some other conspicuous place at their stations, a notice giving the location of the obstruction and probable time of delay.

In selling tickets to passengers they must be advised that tickets are sold subject to delay.

It is the duty of agents and conductors to give passengers the best information they can to the extent it is available, to pass promptly through the trains or stations freely announcing this information and advising the passengers, without reservation, as to the reasons for the delay and the best means of proceeding on their journey.

When a train is disabled at or near a station, the conductor must notify the passengers as to the cause and probable delay for their information, in order that they may decide whether they will continue on their journey or return on available train or desire to communicate with their friends from the station by use of telephone or telegraph.

If means of communication fail, agents and conductors must use their best judgment in advising passengers what to do as outlined above.

HEALTH DEPARTMENT REGULATIONS

325 The regulations of the State Department of Health governing the transportation of those suffering from communicable diseases are as follows:

Small pox, Asiatic cholera, yellow fever, bubonic plague, diphtheria, scarlet fever and typhus fever shall not be accepted for transportation in railway carriages of this Commonwealth.

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

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

MISCELLANEOUS

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

331 During inclement weather, if passenger trains arriving at Pennsylvania Station, Pittsburgh, do not stop with all coaches and Pullman cars under train shed, Trainmen will direct passengers to walk through cars so they can leave the train under train shed.

332 Passenger trainmen on arrival at Pittsburgh and Altoona will remain with their train until all the passengers are out of the cars, or until relieved by Station Master or the connecting division crew. When passenger trains are vacated at any point passenger trainmen will promptly go through the coaches searching for lost articles and if any found, turn them in at designated place.

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

At stations they will be opened on the station platform side only.

On local passenger trains, between Shadyside and Radebaugh, and Shadyside and North Trafford, the side and trap doors must be closed on the side opposite to platform where passengers are being received and discharged, except at East Pittsburgh and Pitcairn, eastward, and trains 205 and 285 at Pitcairn, westward.

Local passenger trains between Pittsburgh and Shadyside and east of North Trafford and Radebaugh will be governed by the instructions applying to through trains.

All trains making more than seven scheduled stops between Shadyside and Trafford and more than three scheduled stops between Trafford and Radebaugh, will be considered local trains and operate side and trap doors accordingly; thus, the side and trap doors of a train may be operated as a local train between Shadyside and Trafford and as a through train between Trafford and Radebaugh, or vice versa.

On all trains side and trap doors must be kept closed in tunnels.

Pullman employes must comply with these instructions for Pullman cars. When trainmen open side and trap doors of Pullman cars, while in discharge of their duties, they must close them.

334 Passengers may be permitted to ride on the rear platform of the rear car of a passenger train when the last car is an observation car with the open end to the rear, or when the last car is a vestibule car. In both cases the side and trap doors must be closed and the end gate in position. Does not apply to M. P. 54 cars equipped with chains.

335 A gong is located on west end of car cleaners' building, Pitcairn Passenger Yard, to call passenger trainmen to telephone.

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

337 Conductors will make frequent trips through sleeping cars at night to see that Pullman employe is on guard in each car that is in service.

338 Conductors should report promptly all cases when passengers are obliged to stand and the reason therefore on the back of C. T. 15.

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

340 When No. 72 is late, Conductor will advise Superintendent of the Middle Division before 1.30 P. M., if there are any passengers for east of Altoona on the train.

341 If it becomes necessary for the Passenger Conductor to assign the duties of the Rear Brakeman to another member of the crew, the Conductor must know that the man is an authorized Rear Brakeman.

342 C. T. 15 and M. P. 32 reports must bear the personal signature of Conductor and Engineman, respectively.

343 Conductors will make C. T. 681 reports, and deliver at SQ for trains 39, 9, 19, 75, 13, 25, 43, 5 and for Nos. 3, 1033 and extra trains carrying immigrants.

344 Passenger Conductors will show on the back of their time cards the initials and numbers of all passenger equipment in Chartered, Non-revenue and Picnic trains.

345 Passenger Conductors in making their reports on C. T. 1023A and C. T. 1024A will use the symbol NP to designate newspapers, and correct Rule 24 in C. T. 1000 accordingly as it is necessary to keep a separation of space occupied by newspapers in statistics of car foot mileage.

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

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

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

349 Passenger Trainmen must not permit hand baggage or other effects to obstruct the aisles or washstand compartments of passenger cars.

350 Passenger Trainmen's equipment must not be left standing in other than designated place in Pennsylvania Station, Pittsburgh, unless guarded.

351 At Pittsburgh, trains with Pullman rear ends and coaches on the front end, the rear Brakeman will assist in loading passengers in the coaches until two minutes before leaving time when he will return to the rear end and start the train.

352 Passenger Trainmen of trains terminating at 33rd Street Yards, will leave their markers, lamps and kit, at the Foreman's Office, Yard D, and receive check for the same.

353 All Local Pittsburgh Division passenger trains not running over the entire Division are equipped with back-up hose. At Pennsylvania Station, Pittsburgh, and at Pitcairn, car inspectors will take care of these hose. At other points, it will be the duty of the rear brakeman to take care of them.

354 Wooden coaches and wooden combined cars occupied by passengers will not be hauled between steel cars or between steel cars and the engine. When trains are made up of M. P. 54 coaches and P 70 coaches M. P. 54 coaches will be placed on the rear or behind the P 70 coaches.

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

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

357 Conductors of both passenger and freight trains are required to know that all the members of their crew are on hand before leaving the initial terminal, or before proceeding, after making an intermediate stop.

358 Trains Nos. 91 and 313 will transfer milk at Greensburg.

359 Milk train west, Sundays, will move two baggage cars from Conemaugh to Pittsburgh for milk service and baggage or combined car with milk from Pitcairn Passenger Yard to Pittsburgh and discharge milk enroute.

360 Copies of train orders must be preserved by conductors and enginemen receiving them, endorsing on the back of order their name and occupation, and turn them in with their time cards at the end of the trip or day. The Yard Master, Engine Dispatcher or other person receiving these orders will forward them daily to Division Operator, Room 303, Pennsylvania Station, Pittsburgh.

B. & O. R. R. crews operating on the Hempfield and Youghioghny Branches will deliver their copies of orders to the agent at Gratztown, who will forward them daily to the Division Operator, Room 303, 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 303, Pennsylvania Station, Pittsburgh.

361 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.

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

When using sidings they must look for a derail, unless they know that the siding is not so equipped.

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

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

364 Cars that do not bear light-weight marks must not be placed for loading with coal or coke. Car inspectors and conductors will give this matter special attention.

365 Local freight crews must conform to the following:

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

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

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

Each cask or package of fermented liquors must be stamped, as required by law, according to the size of the package;

for instance, a quarter-cask must have one quarter-cask stamp on it, and not two eighth-cask stamps. A violation of this regulation makes both the property and car liable to seizure.

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

Form C. T. 1030 or 1030-B may be used for making these reports, but Conductors not having these blanks are not relieved of furnishing the agent with this information.

367 When passenger equipment cars with continuous buffer plates, with or without vestibule, are moved in connection with freight cars, they should be coupled between cars equipped with the Carmer Release Rigging, or a side or bottom coupler release rigging which cannot come in contact with the buffer plates of passenger cars. When this cannot be arranged the continuous buffer plate must be placed inside of the car from which removed, and replaced before the car is again used in passenger service.

Any freight cars moved in passenger train service must be equipped with Carmer Release Rigging, or a side or bottom coupler release rigging, which cannot come in contact with the buffers of passenger cars.

368 Enginemen and firemen will do every thing practicable to prevent smoke and steam escaping from locomotives at all times and places and especially in frosty and foggy weather when in Pennsylvania Station train shed Pittsburgh or in the yard west of DV.

369 When moving engines in and about Pennsylvania Station train shed, Pittsburgh, great care must be taken to avoid throwing water out of the smoke stack.

370 When locomotives are on tracks in the Pennsylvania Station train shed, Pittsburgh, or on tracks adjacent thereto and moving over the foot and baggage crossings at the east and west ends of the train shed, the cylinder cocks must be kept closed.

371 P. R. R. conductors and enginemen making movements between points on the Lines East of Pittsburgh and points on the Lines West of Pittsburgh will use Eastern Time at all points at, and east of Pittsburgh and Central Time at all points west of Pittsburgh in making up their C. T. 1033-B reports on both westward and eastward trips. P. R. R. conductors and enginemen must use Eastern Time exclusively in making up time cards both east and west of Pittsburgh.

372 Conductors of freight trains moving over the Brilliant Branch will make a copy of C. T. 1033-B or P. L. 66-A, showing class of train, engine number, initial, number, kind of each car, whether loaded or empty, and if loaded, designate by abbreviations A, B, K, or X, as shown in C. T. 1000, the kind of lading.

Conductors of westward trains will indicate on this report, under the proper heading, all cars that are moving to the P. F. W. & C. Ry., and hand the report to the switchtender at the west end of Wilkinsburg Yard tracks.

Conductors of eastward trains will indicate on this report, under the proper heading, all cars that are moving from the P. F. W. & C. Ry., and will leave the report at Yard Master's office, Wilkinsburg Yard.

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

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

375 Station employes must see that baggage trucks are not allowed to stand close to the tracks and should be secured so that they cannot be moved by unauthorized persons.

376 Shipments of live stock for Johnstown should be set off at C unless otherwise directed by the Yard Master at Conemaugh.

377 When placing cars on sidings adjacent to running tracks, where there is a public road crossing, trainmen must place the cars as far from the road crossing as conditions will permit, in order that persons using the crossing will have an unobstructed view of approaching trains for as great a distance as possible.

378 Solid trains of empty bad order cars moving to shops for repairs are considered as non-revenue trains of the freight class.

379 The attention of all interested persons is directed to Section 12 of the "Act to create a Commerce Court, and to amend the Act entitled "An Act to regulate Commerce", approved February fourth, eighteen hundred and eighty-seven, as heretofore amended, and for other purposes," approved June 18, 1910, which provided as follows:

"It shall be unlawful for any common carrier subject to the provisions of this act, or any officer, agent, or employes of such common carrier, or for any other person or corporation lawfully authorized by such common carrier to receive information therefrom, knowingly to disclose to or permit to be acquired by any person or corporation other than the shipper or consignee, without the consent of such shipper or consignee, any information concerning the nature, kind, quantity, destination, consignee, or routing of any property tendered or delivered to such common carrier for interstate transportation, which information may be used to the detriment or prejudice of such shipper or consignee, of which may improperly disclose his business transactions to a competitor; and it shall also be unlawful for any person or corporation to solicit or knowingly receive any such information which may be so used; PROVIDED, that nothing in this act shall be construed to prevent the giving of such information in response to any legal process issued under the authority of any state or federal court, or to any officer or agent of the Government of the United States, or of any State or Territory, in the exercise of his powers, or to any officer or other duly authorized person seeking such information for the prosecution of persons charged with or suspected of crime; or information given by a common carrier to another carrier or its duly authorized agent, for the purpose of adjusting mutual traffic accounts in the ordinary course of business of such carrier.

"Any person, corporation, or association violating any of the provisions of the next preceding paragraph of this section shall be deemed guilty of a misdemeanor, and for each offence, on conviction, shall pay to the United States a penalty of not more than one thousand dollars."

380 When a train has four passenger cars or less, all cars will be kept open for the reception of passengers.

SEALING OF FREIGHT CARS

381 Loaded box, refrigerator and stock cars (except when loaded with live stock) to be forwarded with closed doors must be sealed as soon as loaded on both side and end doors with the standard seals, or with seals furnished by shipper. Staples, hasps and fastenings must be in good order and all old seals must be removed.

Cars loaded with coal and coke will also be excepted, unless otherwise ordered.

Cars equipped with Wagner doors must be sealed at the lever and also at the hasp, except when such doors are left partly open for ventilation seals will be applied at the hasp only.

When a sealed car contains freight for several stations the agent at the first station for which the car contains freight will re-seal the car as though it had been loaded at his station, except in cases where local freight conductors are furnished with presses and seals. It will not be necessary for local freight conductors to re-seal cars from which they are unloading freight between stations, but they must seal all cars set off by them on sidings other than warehouse sidings where there is an agent.

When it becomes necessary to break seals on a car in transit, or passing through shops for repairs, or at points other than destination for sampling or inspection of contents, form C. T. 865 must be filled out and forwarded to the Superintendent. In such cases all seals must be removed and the car re-sealed as though it originated at the point at which seals were removed.

Conductors setting off cars at outlying points at which there is no agent will fill up form C. T. 850 and deliver same to the proper agent with waybill. In case a loaded car is picked up at a point where there is no agent and car is not properly sealed, it must be sealed at the next sealing station unless the conductor is furnished with seals and press. It will not be necessary for conductors to fill up form C. T. 850 for cars set off short of destination, but this form must be made for all cars delivered at destination on any siding other than on warehouse siding where there is an agent. Loaded cars picked up at a point where there is no agent and not properly sealed, must be sealed by the Car Inspector at the first place where such cars are inspected or yarded and the Conductor moving such cars must notify the Car Inspector or Yard Master.

Conductors and brakemen must examine seals at intervals while cars are in their charge. When seals are discovered which apparently have been tampered with, the conductor will advise the Superintendent by wire, giving all the facts. The Conductor will fill out form C. T. 865 and leave it with the Yard Master at the end of the run, or with such other person as may be designated by the Superintendent. Such examination of the contents of the car as may be practicable should be made before the car is re-sealed.

Conductors are not required to keep any seal record, but must report all defective seals on cars in their trains on form C. T. 865, and leave it with the Yard Master at the end of the trip.

Car Inspector at various inspection points must examine the seals on all cars required to be sealed, re-seal all not properly sealed and make report of the same.

Seal presses have been furnished to agents, certain large shippers, Yard Masters, Local Freight Conductors and Car Inspectors. Seal presses must be kept under lock and key when not in use, and unauthorized persons must not be allowed to handle them.

Persons required to make reports on C. T. 850 and 865 must obtain a supply of these blanks.

LOCOMOTIVE EQUIPMENT

Enginemen will be held responsible for the equipment while the locomotives are in their charge. When a locomotive arrives at a terminal the engineman and fireman must place tools and supplies in the place provided for them on the locomotive and tender, and must see that the tool box or closet is locked and that the keys are delivered at the place designated at each terminal.

Enginemen must show on their M. P. 62 reports the true condition of tools and supplies, marking OK in the place opposite the words "Tools and Supplies," when the equipment is complete and in good condition. If any of the equipment is missing or defective full information must be given.

Enginemen must make an inspection of the entire equipment previous to departing from a terminal, and when any of the equipment is found missing or defective they must report it at once in detail and present the defective equipment to the Engine House Foreman, or his representative for his inspection, who will arrange to either replace the article, or give the engineman an order for new equipment, if in his opinion the old is unfit for further service. No one shall be permitted to sign an order (M. P. 151) for locomotive tools, excepting the engine house foreman or his representative.

Enginemen are responsible for detentions on the road due to missing tools and supplies, and when for any reason it is necessary for a locomotive to leave a terminal without its full equipment, the engineman must obtain a form M. P. 10a, signed by the Engine House Foreman, or his representative, properly filled in to show the missing equipment. This M. P. 10a must be delivered by the engineman together with his M. P. 62 report at the end of the trip as a voucher for the missing equipment, and will be forwarded to the Assistant Road Foreman of Engines.

Enginemen delivering engines at terminals short any of the equipment and not turning in a Form M. P. 10-A, will be held responsible for the missing equipment.

Enginemen delivering engines short any of the equipment or with defective tools and not turning in a Form M. P. 10-A, will make a statement immediately to the Assistant Road Foreman, giving full particulars and explaining how the equipment was damaged or lost.

When a locomotive is transferred from one Grand Division to another the equipment of tools and supplies must be in place and forwarded with the locomotive, and a receipt, M. P. 10, must be obtained from the receiving Grand Division. This receipt must be filled in by the Engine House Foreman at the point of delivery, and must be signed by the engineman and foreman and forwarded direct to the Superintendent of Motive Power of the delivering Grand Division.

When a locomotive is delivered to a foreign railroad or an individual company, it must be accompanied by a receipt, M. P. 10, showing the equipment of tools and supplies. This receipt must be filled in by the Engine House Foreman at the point from which the engine was dispatched, and must be signed by the engineman, who will obtain the signature of the foreman or person receiving the engine for the foreign railroad or individual company, and will deliver the receipt to the foreman who issued same, who will forward it to the Superintendent of Motive Power of the delivering Grand Division.

At engine houses and points where shop forces are maintained, hand lamps and torches will be filled by the engine house or shop forces. If they are not filled before the engine crew has left the engine, the shopman will get the keys, unlock the box or closet and, after filling the lamps and

torches, replace them, lock the box or closet and deliver the keys at the designated points. Where engines lie over at outlying points, where shop forces are not maintained, and do not reach a point where the lamps may be filled once in 24 hours, the lamps and torches will be cared for by the engine crews.

Tools and supplies will be furnished as follows:

	Pass.	Frt.	Shfg.		Pass.	Frt.	Shfg.
Books for fuel. (a)	-	1	-	Lamps, rear end			
Brooms.....	1	1	1	markers. (e).....	2	2	-
Boards, coal(set) (b)	1	1	1	Lamps, red hand..	1	1	1
Blocks, crosshead..	1	1	-	Lamps, white hand	1	1	1
Bucket, tank.....	1	1	1	Picks, coal.....	1	1	1
Box, first aid.....	1	1	1	Padlocks.....	1	1	1
Cans, oil and grease				Poles, push.....	-	1	1
14 lbs. combined.	1	1	1	Pokers.....	1	1	1
Cans, oil 6 lbs. cyl.	1	1	1	Ropes, tank, steel 7/8"	-	1	1
Cans, oil 2 lbs. hand	2	1	1	Scrapers.....	1	1	1
Chisels, 12 inch...	1	1	1	Shovels.....	2	2	1
Clamps, valve st. (c)	1	1	-	Torches.....	2	2	1
Coolers, water.....	1	1	1	Torpedoes.....	6	6	6
Flags, green.....	2	-	-	Wrenches, alligator			
Flags, red.....	1	1	1	No. 3.....	1	1	1
Flags, white.....	2	-	-	Wrenches, alligator			
Fusees.....	3	3	-	No. 4 1/2.....	1	-	-
Hose, air brake....	1	1	-	Wrenches, grease			
Hose, air signal....	1	-	-	cup. (f).....	1	1	1
Hose, steam heat				Wrenches, monkey			
for cars.....	1	-	-	12".....	1	1	1
Hammers, comb'n.	1	1	1	Wrenches, monkey			
Knuckles(d).....	1	1	-	18".....	1	1	-
Lamps, front class-							
ification.....	2	-	-				

In addition to the above each passenger locomotive will be furnished one 8 foot, 3/4 inch chain.

Shaker grate levers and drop grate keys will be furnished locomotives requiring them.

Engines that do not reach an engine house once in 24 hours, where lamps may be filled, will carry one large can for headlight oil and one small can for signal oil.

(a) Books for fuel will be furnished such passenger and shifting locomotives as are required to take coal at road tipsles.

(b) Coal boards will not be furnished locomotive tenders equipped with coal gates.

(c) Valve stem clamps will not be furnished locomotives equipped with set screws in valve rod guide, or locomotives with the Walchaert valve gear.

(d) Where the couplers on pilot and on rear end of tender are of different types, one extra knuckle for each type will be carried. Each "E" and "K" type locomotive will carry one old and one new style Janney knuckle, one Pitt knuckle and one knuckle for the No. 917 head, and each "D-16" type locomotive one knuckle, for the 917 head, for use on cars.

(e) Upon application of the engineman of shifting locomotives rear end marker lamps will be furnished in all cases where shifting locomotives are required to work outside of yard limits.

(f) Grease cup wrenches will be furnished only to locomotives equipped with hard grease cups.

(g) Pokers will be furnished only to locomotives assigned to runs on the South Fork Branch and to shifting locomotives in the Pittsburgh district.

(h) Each Engineman and each Fireman will be given a tin cup for his personal use. If cup is lost before it is worn out, another one will not be furnished, but, if worn out cup is presented, another will be provided.

390

CABIN CAR EQUIPMENT

1 Basin, wash (x)	2 Hooks, packing
Bolts, nuts and clevises (a)	2 Irons, sponging
1 Box, first aid	5 Knuckles, coupler, assorted
1 Box, for Tripoli	1 Knuckle, emergency
1 Broom	1 Knuckle pin, large
1 Brush, scrubbing	1 Knuckle pin, small
2 Buckets, large	1 Lamp, cabin (bracket)
1 Bucket, small	1 Lamp, deck
2 Buckets, sponging	2 Lamps, rear end markers
1 Burner, deck lamp	1 Lamp, hand, red
1 Burner, hand lamp	1 Lb. lye
1 Burner, marker lamp	1 Matches, box
2 Cans, oil, 1-gal. or 2-gal.	6 M. P. 276
1 Chain, long, with hook and link	6 M. P. 277
2 Chains, short, with 2 hooks	6 M. P. 401-A
1 Chisel, 12"	6 M. P. 183
3 Cushions, long	Padlocks (x)
4 Cushions, short	1 Poker, stove
2 Flags, green	1 Shovel, fire
2 Flags, red	2 Soap, pieces
2 Flag holders	24 Torpedoes
6 Gaskets, air brake coupler 1½"	½ lb. Tripoli
1 Globe, hand lamp, red	½ lb. Waste, cotton
1 Globe, hand lamp, white	1 Wick, deck lamp
1 Hammer	3 " hand lamps
3 Hose, air brake. 1½"	2 " marker lamps
	1 Wrench, 18" Stillson.

The following additional tools and supplies will be furnished when in the judgment of the Train Master they are necessary :

1 Board, transfer	1 Pinch bar
12 Fusees	1 Replacers, car (pair)
1 Hose, back-up, complete	1 Truck, transfer

(x) Furnished when required and where no other style is required.

(a) A limited assortment of these articles will be permitted.

This list does not include hand lamps, flags and C. T. stationery charged directly to trainmen.

Cabin cars used by crews in shifting service and short runs, will be provided with only such of these tools and supplies as, in the judgment of the Train Master, is necessary.

When tools and supplies are obtained for replacement, all worn, damaged and defective equipment unfit for further service must be returned to the store room.

All tools and supplies must be obtained on an order M. P. 151, from the Train Master, which must be endorsed by the trainman drawing the material. The orders must state whether the old or damaged articles will be returned. Trainmen losing or damaging tools must make written report of the same.

FIRST AID BOXES

395 In order that all concerned will be familiar with the proper handling of First Aid Boxes, the following instructions will be adhered to :

Inspection will be made monthly by the following persons:

At PASSENGER AND FREIGHT STATIONS: By Supervising Agent.

At TOWERS: By Division Operator.

At YARD OFFICES: By Assistant Train Master.

At TOOL HOUSES AND IN M. W. CABINS: By Supervisor.

ON CABIN CARS: By Car Inspectors at the different terminal points.

Report of any boxes missing or boxes with seals broken must be made to General Foreman Pitcairn Shops, Pitcairn.

At SHOPS: By Master Mechanic or General Foreman.

On LOCOMOTIVES: By Enginehouse Foreman each time engine passes over inspection pit, and report made to the Master Mechanic of any boxes missing or with seals broken.

At ENGINE HOUSES: Inspection to be made monthly by Master Mechanic. When the seal of First Aid Boxes has been broken, for any cause, the box must be removed from the engine or cabin car upon arrival at terminal and turned into storehouse at terminal to be replaced by one properly filled and sealed.

Employees in charge of stations, towers, tool houses, etc. will notify the General Foreman of Pitcairn Shops when the seal of a First Aid Box is broken, who will furnish a box properly sealed, to replace the box used, which must then be forwarded to General Foreman, Pitcairn Shops, Pitcairn, Pa., properly tagged showing where from, and why seal was broken.

All First Aid Boxes with broken seals received by the Master Mechanic or General Foreman are to be forwarded to the Laboratory, Altoona, to be refilled and sealed.

Each box is supplied with six cards C. T. 375. One of these cards must be filled out for each injured person when box has been opened and any of the contents used, and cards forwarded to the Superintendent.

HEATING OF PASSENGER EQUIPMENT CARS

400 Temperature of Cars while on the Road.

(Superseding Rule 45, Book of Steam Heat Instructions.)

Coaches in through service.....65 to 70 degrees

Coaches in suburban service.....60 to 65 degrees

Pullman Sleeping Cars between the hours of 10 P. M.

and 6 A. M.....about 60 degrees

Pullman, Sleeping and Parlor Cars in day time 65 to 70 degrees.

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

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

On arrival of through passenger trains at Altoona, engine-men and firemen will not shut the steam off from the steam heating system until after the engine has been detached from the train. Trainmen, on arrival at Altoona, will not close the steam heat regulating valves, but will leave them in the position that was necessary to heat the train while enroute.

Rules 12, Pages 10 and 38, Page 17, Book No. 103, Steam Heat and Hot Water System Instructions, are modified accordingly, insofar as the handling of steam heat on arrival at Altoona is concerned.

USE OF TELEPHONES

405 The following instructions must be observed when the Telephone is used for manual block operations, transmitting train orders or making any arrangements pertaining to the movement of trains.

Each person must satisfy himself that he is in communication with the person desired.

Signalmen and trainmen, when making arrangements by telephone for movement of trains, will be governed by the following instructions:

First: Trainman calls signalman by telephone.

Second: Signalman answers "—Tower, Signalman —."

Third: Trainman answers, conductor or engineman of train —, at —.

Fourth: Trainman asks for information or instructions desired.

Fifth: Signalman gives information or instructions to trainman.

Sixth: Trainman repeats information or instructions given by the signalman.

Seventh: Signalman closes conversation by saying "O. K. Signalman —, —Tower."

Eighth: When trainman reports clear of block or gives other information to signalman, the signalman must repeat the information received from the trainman and the trainman will then close the conversation by saying, O. K., conductor, engineman or flagman — of train —, at —.

Signalman and trainman must not consider any information or instructions as being completed and must not act upon such information or instructions until O. K. has been given, followed by the name, title and location of person giving the same.

The conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of their train, except as specified in Special Instruction 166, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

If the telephone fails and trains cannot, in the usual manner, obtain orders necessary to proceed, every effort must be made to obtain orders in some other manner and avoid undue delay. Such failures must be promptly reported to the Superintendent from the most accessible point.

Unattended Block stations and telephone booths are equipped with switch locks and must be kept locked when not in use. Any employe finding a lock damaged or missing must promptly report same to the head of his department.

In making calls on a telephone, the calling party must first ascertain whether or not the line is being used before ringing. If the line is not in use, the required ring may be given, after which the receiver should be taken down without waiting for the called party to ring back. The practice of ringing back on the line before answering a call should be discontinued.

Employees using a telephone located at a booth or box equipped with cut out switch must open switch before leaving telephone.

If there is not a proper supply of train order blanks and carbon sheets at an unattended Block Station or telephone booth the fact must be promptly reported by telephone to the person from whom orders are received, who will arrange for necessary supply.

LIST OF TELEPHONES FOR USE OF TRAINMEN

410 Telephones for emergency use are located at all block stations, on or close to, all signal bridges, at agents, supervisors, and yard masters' offices, and water station power plants. Main line booths and boxes are marked Telephone with figures representing miles and tenths from Altoona. On Branches are marked Telephone, name of Branch and figures representing miles and tenths from Junction points.

DISTRICTS. ADDITIONAL TELEPHONES

West of DV Denny's curve, switchman's booth.

DV to CM West end Shadyside passenger station, box. Roup, north side, west end station, box. East Liberty psgr station, both platforms, box. Eastward home signal pole, E. Liberty passenger station, box. Foot of Torrens Street, box on pole. Jumpover bridge west of CM, trainmen's cabin.

CM to VI West end Lincoln Ave. bridge, box. Refuse siding Larimer Ave. bridge, box. First floor, VI.

CM to WK North side west of Lang Ave. bridge, box on pole. Braddock Ave. switchtenders' booth. West of south Ave. crossing, Wkbg., switchtender's booth. Penn Heat & Power Co. siding, box.

WK to R Union Switch & Sig. Co. fence W. of Swissvale, box. West of Hawkins station, box on tool house. East end Braddock warehouse siding, booth. Union R. R. connection east of Bessemer, booth.

R to WG Union R. R. bridge east of R, box. Car Inspector's office west of East Pittsburgh. Water Plug East Pittsburgh switchman's booth. E. end E. Pgh. Commodity Yd. switchtender's booth. Turtle Creek Overhead bridge, box on north side.

WG to UJ Wilmerding station platform, box. W. of Spring Hill bridge, switchtender's booth. West end No. 1 siding Pitcairn Psgr. yard booth. Pitcairn Psgr. Yd., east end yd. tracks, booth.

UJ to SZ West of SZ. switchtender's booth.

SZ to BY On pole opposite westward home signal box SZ West end North Trafford station, box.

T. C. Br. East end double track, booth.

BY to HD Blackburn Y. Booth. Pitcairn Yard limit board, box.

T. C. Br. Lyon's Run Branch Jct., booth.

Lyon's R. Br. Lyon's Run Mine, N. Y. & C. G. Co., office, Elkin.

Beyond HD Murraysville station, box. T. C. Br. Export, Westmoreland Coal Co's. office. Delmont Mine, Pgh. Coal Co. office, box.

SZ to CP East end Pitcairn E. advance yard, booth.

CP to MF West end of O track, east of CP, box. Irwin Road crossing, watchman's booth. Shafton Car Inspector's office.

Manor Br. South end New Shaft siding, booth.

MF to RG Rear of Penn station, booth. Jeannette Glass Works siding, booth. Grapeville Water Bridge, box.

DISTRICTS	ADDITIONAL TELEPHONES
RG to SW	Man hole in west end Radebaugh tunnel. Man hole, middle of Radebaugh tunnel. Man hole in east end Radebaugh tunnel. Greensburg Warehouse siding, tool house, box. East end tail track Greensburg Warehouse siding, box on signal pole. Greensburg westward station platform. West leg of Y. SW. box.
SW to WA	Coulter & Huff Coal Tipple, box. West end Hempfield No. 1 works, box. West leg Donohoe Y, booth.
Alex. Br.	Signal bridge, Donohoe. North end Donohoe yard, booth. Jamison No. 1 Jct., booth. South end Lennodo siding, booth. South end Jamison C. & C. Co. No. 2 siding, booth. Hannastown station, box. Jamison Coal & Coke Co., No. 3 siding, booth. Crab Tree water plug, booth. North end Jamison C. & C. Co. No. 4. siding, booth. North end Donohoe Coke Co. siding, booth. South end Salem Colliery Siding, booth.
WA to KR	East leg Donohoe Y, booth.
Unity Br.	Dorothy coke works siding, booth. Hostetter Branch, Baggaley Coke Works, box.
KR to BV	Advance block signal pole No. 1 track KR, box. West leg Ligonier Valley Jct. Y, booth. Saxman Coal & Coke Co. siding, booth. Derry works, booth
BV to DR	Bradenville, west end station platform, box. East end of Derry New yard, booth.
DR to BH	Switch leading from No. 1 track to siding, E. of DR. booth. West end Derry Old yard, booth. Car Inspectors' office, Derry. Scale office, Derry. East end westward receiving yard, booth. Middle switches east of Derry, booth. Car Inspectors' building, E. E. east yard Derry. Pull-in switch, Millwood, box. Millwood, box in station. Ridgeview station, box.
BH to JD	West of Packsaddle, watchman's box. Packsaddle stone watch box. Lacolle Coal Mining Co., west of Bolivar, box. Eastward home sig. from Conemaugh div. JD. box.
JD to NR	Warehouse switch, New Florence, booth. Loam siding east of New Florence, box. Tool House S. S., west of Seward, box.
DP to JD	Location former Q. tower, 5 & 6 tracks, booth.
NR to SQ	Wild Cat water plug (No. 5-6 tracks), box.
SG to SG	Sang Hollow water plug.
SG to C	Yard Master's office Morrellville yard, box. East end Johnstown freight yard, box. West end Conemaugh new yard, booth. West end Pull-in track, booth. Scale office west of C.
C to AO	Box on pole west of westward home signal bridge, C. Outbound engine track, Conemaugh, booth. Conemaugh eastward Ash Pit, booth.

DISTRICTS.	ADDITIONAL TELEPHONES.
AO to NY	Mineral Point station, Box.
So. Fork Br	Stineman Br. Jct., box. Car Inspector's office South Fork yard. 40 car lengths south of FY, box. St. Michaels, booth. Crossing switches north of booth No. 5, box. Beaverdale, booth South end Beaver branch, booth. Dunlo, booth. Eureka No. 36, box. Eureka No. 37 Jct., box. Eureka No. 41, box. Hostler's building, Windber. Eureka No. 31 Jct., box. Eureka No. 35, box. Eureka No. 38, box. Eureka No. 39, box.
NY to LY	Junction Bens Creek Br., booth. Bens Creek station, box. East of Bens Creek station, booth. One half mile west of LY, booth.
LY to MO	West leg of Lilly Y, box. West end of Lilly north storage siding, watch box. West end of No. 5 track, west of Cresson, booth.
MO to AR	Cresson Div. connection east of MO, watch box. West end Nos. 1 and 2 sidings West of AR, switch- tender's booth. Car Inspector's office west of AR.
AR to SF	West end Gallitzin eastward tunnel, box. East end Gallitzin eastward tunnel, box.
SF to UN	Ventilating Plant west of SF. Gallitzin Yard, west end, booth.
N. Portage R. R.	Tool House east end Patch siding. Div. Foreman's House, east end Patch siding. AH Emgey tower, 3/4 m. east of SF, 1st floor. Div. Foreman's House, 2m. west of MS. MS Emergency tower, 1st floor. East end Mule shoe passing siding, booth. Div. Foreman's House, E. E. Mule Shoe pass. sid'g Overhead Bridge, 3m. west of Duncansville, booth. Div. Foreman's house, 1m. west of Duncansville. DU Emgey tower, 1/2 m. west of Duncansv. 1st floor.
SF to KN	Shop track siding west of KN, box.
KN to BO	Watch box, S. S. tracks, east of GY.
SW to CJ	Signal Bridge East Greensburg, box. East Greensburg freight station, box. South end west side, Southwest Jct. booth. Hempfield foundry siding, box. Huff crossing switches, box. North leg County Home Jct. Y., box South leg County Home Jct. Y, box. Marthabel Coke works siding, booth.
RG to CJ	Signal pole south of RG box. Crossing switches, old scales, Radebaugh. Carbon Coke works siding, booth. Gbg C. Co. No. 2 (west leg Co. Home Jct. Y) booth
CJ to YU	North end Youngwood yard, booth. North end Youngwood yard, pull-out track, booth. North end Youngwood yard, Fosterville, box. Middle switches, Youngwood yard, booth. Cabin track Youngwood yard, box.

DISTRICTS.	ADDITIONAL TELEPHONES.
Hempfield Br.	Miller's passing siding, booth. Adamsburg Branch Jct., booth. Arona crossing switches, box. Madison, booth. North end Arona passing siding, booth.
Yough. Br.	Marchand's coal works siding, booth. South end Criterion coal works siding, booth. Lindencross, booth. Hahntown, booth.
YU to HN	East leg Sewickley Branch Y, booth. South leg Sewickley Branch Y, box. Water bridge south of Youngwood, box. New Stanton crossing switches, booth.
Sewickley Br.	Emmenston, box. Mt. Pleasant Coke works, box. Mutual Coke works No. 4. Calumet, booth. Clare Coke works, box. United Coke works siding, booth. Humphrey, booth. Pleasant Unity road crossing, booth. Chambers Coal works, box.
Yukon Br.	Hunker Brick Works Siding, box. South end passing siding, Yukon Branch, box. North end Magee siding, booth. South end Magee siding, box.
HN to TR	Ruffsedale Station, box. Hunker crossing switches, box. South leg Hunker Y, booth.
TR to SY	600 feet south of Tarr Water Plug, box. Alverton, booth. Junction Stonerville branch, booth.
Scottdale Br.	North leg Scottdale branch Jct. Y, booth. Overton branch Jct., booth. Hazlett Coke works siding, booth.
SY to NJ	South leg Scottdale branch Jct. Y, box. Yard clerk's office, Mid. sws, Scottdale, box. Everson oil house. South end Everson yard tracks, booth. Valley works crossing switches, booth. Pennsville, box. Crossing switches north of Moyer. Coalbrook crossing switches, booth.
Broadford Br.	Old Meadow Mill, box.
Opossum Run Br.	Connellsville W. S. yd board, Opossum Run Br. box. Leisenring coke works siding, booth.
NJ to DB	South end NJ Middle siding, booth. Wheeler crossing switches, booth. Jct. Morrell branch, booth.
DB to HY	Jct. of Dunbar branch, booth. Gist Station, box. HY Tower, box.
HY to RS	North end Evans passing siding, booth. South End Evans passing siding, booth. North leg Redstone Junction Y, box.
RS to VA	Southwest corner Redstone Jct. Station, box. Northward home signal RS, box. Uniontown transfer, B. & O. Jct., box. Crossing switches just north of VA, box. VA, 1st floor.

DISTRICTS.	ADDITIONAL TELEPHONES.
VA to Fair-chance	North end Redstone coke works siding, booth. Oliphant coke works siding, booth. Junction Fairchance branch, booth.
Coal Lick Run Br.	Continental coke works siding No. 1, booth. Continental coke works siding No. 3, booth. Sunshine passing siding, booth. South Fayette coke works siding, booth. Ache Junction, north leg Y, booth.

415			PASSENGER BLOCK AND INTER-LOCKING STATIONS, EMERGENCY WHISTLES AND DISTANCES.					
WESTWARD.			EASTWARD.					
Station Signal.	Distance between Stations.	Distance from Altoona.	Distance from Pittsburgh.	Distance between Stations.	Block Stations.	Interlocking Stations.	Emergency Whistles.	
FG			113.8	0.0	FG	I		
JK	0.3	0.3	113.5	0.3	JK	I		
BO	0.6	0.9	112.9	2.4	BO	I		
GN	2.4	3.3	110.5	2.1	GN	I		
KY	2.1	5.4	108.4	2.0	KY	I		
AG	2.6	8.0	105.8	2.9	AG	I		
SF	2.9	10.9	102.9	0.9	SF	I		
	0.9	11.8	102.0	0.4				
UN-AR	0.2	12.0	101.6	1.9	UN-AR	I	W	
MO	2.1	14.1	99.7	0.8	MO	I	W	
DK	0.3	14.4	99.4	3.1				
	3.1	17.5	96.3	0.8				
LY	0.6	18.3	95.5	1.0	LY	I	W	
	1.0	19.3	94.5	2.1				
	2.1	21.4	92.4	0.5				
NY	0.5	21.9	91.9	2.0	NY	I	W	
	2.0	23.9	89.9	2.3				
	2.3	26.2	87.6	0.3				
W	0.3	26.5	87.3	0.7	W	I	W	
	0.7	27.2	86.6	0.9				
	0.9	28.1	85.7	0.4				
SO	0.4	28.5	85.3	2.2	SO	I		
	2.2	30.7	83.1	2.9				
AO	2.9	33.6	80.2	1.4	AO	I	W	
DM	1.4	35.0	78.8	0.6				
C	0.6	35.6	78.2	1.9	C	I	W	
	1.9	37.5	76.3	2.2				
SG	2.2	39.7	74.1	3.0	SG	I		
RU	1.0	40.7	73.7	5.4	RU	I		
DP	5.4	46.1	68.3	7.1	DP	I		
JD	7.1	53.2	61.2		JD	I	W	
SQ	3.0	42.7	71.1	2.9	SQ	I		
NR	2.9	45.6	68.2	1.2	NR	I		
	1.2	46.8	67.0	4.1				
	4.1	50.9	62.9	1.7				
JD	1.7	52.6	61.2	2.3	JD	I	W	
	2.3	54.9	58.9	1.6				
	1.6	56.5	57.3	5.1				
	5.1	61.6	52.2	0.3				
BH	0.3	61.9	51.9	1.8	BH	I		
	1.8	63.5	50.3	1.6				
HM	1.6	65.1	48.7	0.4	HM	I		
	0.4	65.5	48.3	1.8				
	1.8	67.3	46.5	1.6				
DG	1.6	68.9	44.9	0.5				
DR	0.5	69.4	44.4	1.8	DR	I	W	
	1.8	71.2	42.6	0.6				
BV	0.6	71.8	42.0	0.4	BV	I	W	
	0.4	72.2	41.6	1.6				
	1.6	73.8	40.0	0.4				
KR	0.4	74.2	39.6	1.8	KR	I	W	
	1.8	76.0	37.8	2.9				
WA	2.9	78.9	34.9		WA			
WS		77.0	36.8	1.8	WS			
DO	1.8	78.8	35.0	1.2	DO			
WQ	1.2	80.0	33.8	2.5	WQ			
SW	2.5	82.5	31.3	0.6	SW	I	W	
	0.6	83.1	30.7	1.9				
	1.9	85.0	28.8	0.9				
RG	0.9	85.9	27.9	0.8	RG	I	W	
	0.8	86.7	27.1	0.5				
	0.5	87.2	26.6	1.1				
	1.1	88.3	25.5	0.4				
	0.4	88.7	25.1	1.5				
	1.5	90.2	23.6	0.7				
	0.7	90.9	22.9	0.2				
MF	0.2	91.1	22.7	0.5	MF	I	W	
	0.5	91.6	22.2	0.9				

WESTWARD.			PASSENGER BLOCK AND INTER-LOCKING STATIONS, EMERGENCY WHISTLES AND DISTANCES.				EASTWARD.					
Station Signal.	Distance between Stations.	Distance from Altoona.	Distance from Pittsburgh.	Distance between Stations.	Block Stations.	Interlocking Stations.	Emergency Whistles.	Distance from Pittsburgh.	Distance between Stations.	Block Stations.	Interlocking Stations.	Emergency Whistles.
	0.9	92.5						21.3	0.9			
CP	0.9	93.4			CP	I	W	20.4	0.2			
	0.2	93.6						20.2	1.0			
	1.2	94.8						19.2	2.3			
SZ	2.1	96.9			SZ	I	W	16.9	1.1			
UJ	1.1	98.0			UJ	I	W	15.8	0.5			
	0.5	98.5						15.3	1.5			
	1.5	100.0						13.8	0.6			
WG	0.6	100.6			WG	I	W	13.2	0.6			
	0.6	101.2						12.6	0.5			
	0.5	101.7						12.1	0.7			
R	0.7	102.4			R	I	W	11.4	0.6			
	0.6	103.0						10.8	0.8			
	0.8	103.8						10.0	0.5			
	0.5	104.3						9.5	0.6			
	0.6	104.9						8.9	0.9			
WK	0.9	105.8			WK	I	W	8.0	0.4			
	0.4	106.2						7.6	0.4			
	0.4	106.6						7.2	0.5			
	0.5	107.1						6.7	1.2			
	1.2	108.3						5.5	0.4			
CM	0.4	108.7			CM	I	W	5.1	0.6			
VI		110.8			VI	I	W	7.2	2.1			
CM	2.1	103.7			CM	I	W	5.1				
	0.6	109.3						4.5	0.9			
	0.9	110.2						3.6	0.5			
	0.5	110.7						3.1	0.4			
DV	0.4	111.1			DV	I	W	2.7	2.1			
BU	2.1	113.2			BU	I	W	0.6	0.4			
UF	0.4	113.6			UF	I	W	0.2	0.2			
OD	0.2	113.8			OD	I	W					

SQ is not a Block Station for westward trains on westward passenger track.

Emergency whistles are also located at US, FZ and NA.

Packsaddle is located 3.3 miles west of Bolivar.

Old Bennington Furnace is located 134 feet west of westward signal bridge 2451.

Old Allegrippus is located 0.2 miles west of westward signal bridge 2435.

NEW PORTAGE RAILROAD.

WESTWARD.			BLOCK STATIONS.				EASTWARD.			
Station Signal.	Distance between Stations.	Distance from New Portage Jct.	Interlocking Stations.	Distance from SF Block Station.	Distance between Stations.	Emergency Whistles.	Interlocking Stations.	Distance from SF Block Station.	Distance between Stations.	Emergency Whistles.
SN										
DU	1.7	1.7		15.3	1.7					
MS	5.9	7.6		13.6	5.9					
AH	5.0	12.6		7.7	5.0					
SF	2.7	15.3	I	2.7	2.7					W

New Portage R. R. is operated as double track. Rule 318a is in effect on New Portage R. R. and Rule 317a will apply for movements against current of traffic.

*DU, *MS and *AH are Emergency Block Stations and will not be in service except by Train Orders.

420

U. S. MAIL WORK

STATIONS.	EASTWARD TRAINS.										
	34	92	36	8	24	90	46	18	10	8	18
East Liberty				E	E	E		E	E	E	E
Homewood		E									
Wilkinsburg		E		C		E			C		
Swissvale											
Braddock		E		D		E			E		
East Pittsburgh				D		E		E	D		
Wilmerding				E		E			E	E	
Pitcairn						E					
Trafford		E									
Ardara						C&D					
Larimer				C&D					C&D		
Irwin		E		E		E			E		
Manor		E		C&D		C&D			E		
Penn		E		C&D		C&D			C&D		
Jeannette		E		C&D		E			E		
Grapeville				C&D		C&D			C&D		
Greensburg	‡ D	E		‡ E	E	E	E	‡ E	E	E	
Donohoe		E				E					
Beatty		E				E					
Latrobe		E		E		E	E		E		
Loyalhanna		E				C&D			C		
Bradenville		E				E			D		
Derry		E		D		E			E		
Millwood				C&D		C&D			C&D		
Hillside		E							D		
Blairsville Int.		E		E	E	E	E		E	E	
Bolivar		E		C&D		E			E		
Lockport		E									
New Florence		E		C&D		E			E		
Seward		E		C&D		E			C&D		
Johnstown	‡ E	E	‡ E	‡ E	E	E	E	‡ E	E	‡ E	
Conemaugh		E		C&D		E			E		
Mineral Point		E									
South Fork		E		C&D		E			E		
Ehrenfeld		C&D				E			C&D		
Summerhill		E				E			E		
Wilmore		E				E			E		
Portage		E				E			E		
Ben's Creek		E				E			E		
Lilly		E				E			E		
Cresson	*	E	E	E	E	E	E		E		
Gallitzin		E				E			E		
Kittanning Pt.		E				E					

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.
*—Stop at Cresson to deliver mail when connection with No. 50 is not made at Johnstown.
‡—Sunday Service also.
No. 22 receives and delivers mail at East Liberty.

ON THROUGH TRAINS

STATIONS.	WESTWARD TRAINS.									
	19	1019	91	1033	41	13	15	1	21	
East Liberty	E	D	E	E				E	E	
Homewood										
Wilkinsburg		D	D	E	E				E	
Swissvale			C&D	C&D						
Braddock		D		E	E			D		
East Pittsburgh	D	D	E	D						
Wilmerding	D	D	E	E	E			E		
Pitcairn			E	E	E					
Trafford			C&D	C&D	E					
Ardara				C&D						
Larimer			C&D	C&D	E					
Irwin	D	C&D	E	E				E	E	
Manor	D	C&D	E	E	E			C&D		
Penn			C&D	C&D	E					
Jeannette	D	D	E	E	E			E	E	
Grapeville			C&D	C&D	C&D			C&D		
Greensburg	‡ E	‡ D	E	E	E			E	E	
Donohoe			E	E	E					
Beatty			E	E	E					
Latrobe	‡ E		E	E	E			E	E	
Loyalhanna			E	C&D	E					
Bradenville			E	E	E					
Derry			E	E	E			D		
Millwood			E	E	E					
Hillside			E	E	E					
Blairsville Int.	D		E	E	E			E	E	
Bolivar			C&D	E	E			C&D		
Lockport			E	E	E					
New Florence			C&D	E	E			C&D		
Seward			D	C&D	E			C&D		
Johnstown	‡ E	‡ E	E	E	E	‡ E		E	E	E
Conemaugh			E	E	E			D		
Mineral Point			D	C&D						
South Fork			E	E	E			E		
Ehrenfeld			D	C&D				C&D		
Summerhill			E	E	E					
Wilmore			E	E	E			D		
Portage			E	E	E					
Bens Creek			E	E	E					
Lilly			D	E	E					
Cresson			E	E	E			E	E	
Gallitzin				E	E			C&D	D	
Kittanning Pt.				D	E					

It is the duty of the conductor to ascertain from the mail clerk the amount of mail to be delivered at each station, as specified on pages 60 and 61.

The conductor and engineman must confer with each other and have an understanding as to the speed at stations where mail is to be discharged.

When 1019 follows No. 91 from Altoona it will reduce speed or stop at Cresson to discharge mail.

425

PREFERENCE FREIGHT TRAINS

These trains are run as Extras.

WESTWARD

TRAIN	LEAVES	ARRIVES	RUNNING TIME
TP 1	GH 12.30 A. M.	WG 12.45 A. M.	15m
PF 101	GH 6.50 "	VI 7.50 "	1h
PG 9	BO 10.45 "	SZ 10.00 P. M.	11h 15m
PG 7	" 11.00 "	" 5.00 "	6h
PG 5	" 11.30 "	" 5.20 "	5h 50m
1st APG 3	" 11.45 "	" 5.45 "	6h
PG 21	" 12.01 P. M.	" 6.00 "	5h 59m
PF 7	" 12.15 "	" 6.15 "	6h
2d APG 3	" 12.30 "	" 6.30 "	6h
APG 1	" 1.15 "	" 7.15 "	6h
PG 13	" 1.30 "	" 7.20 "	5h 50m
PG 3	" 2.00 "	" 8.00 "	6h
PG 19	" 2.15 "	" 7.00 "	4h 45m
PG 1	" 2.45 "	" 8.30 "	5h 45m
PF 1	" 3.15 "	JD 6.30 "	3h 15m
PG 11	" 7.45 "	Pgh 3.30 A. M.	7h 45m
PF 7	GH 7.45 "	VI 9.00 P. M.	1h 15m
PF 103	" 7.50 "	" 8.50 "	1h
PH 3	" 8.15 "	WG 8.30 "	15m
PH 7	" 8.30 "	" 8.45 "	15m
VL 1	" 8.45 "	" 8.55 "	10m
LM 1	" 9.30 "	" 9.45 "	15m
PF 5	" 10.00 "	VI 11.15 "	1h 15m
CP 1	" 10.15 "	" 11.30 "	1h 15m
PF 3	" 10.20 "	" 11.35 "	1h 15m
PG 15	BO 10.30 "	SZ 6.00 A. M.	7h 30m
PH 11	GH 10.45 "	WG 11.00 P. M.	15m
PH 5	" 11.15 "	" 11.35 P. M.	20m
WP 15	BO 11.30 "	JD 3.30 A. M.	4h
WV 1	GH 12.01 A. M.	VI 1.15 "	1h 14m

EASTWARD

TRAIN	LEAVES	ARRIVES	RUNNING TIME
IN 2	WG 12.01 A. M.	GH 12.15 A. M.	14m
PF 4	VI 1.40 "	" 2.55 "	1h 15m
CO 2	WG 1.35 "	" 1.50 "	15m
CO 4	" 2.00 "	" 2.15 "	15m
PH 16	" 2.40 "	" 2.50 "	10m
CP 2	VI 2.40 "	" 3.30 "	50m
PF 104	" 3.15 "	" 4.15 "	1h
CO 2	SZ 3.20 "	BO 9.35 "	6h 15m
VL 2	WG 4.05 "	GH 4.15 "	10m
WP 12	JD 4.10 "	BO 7.50 "	3h 40m
PF 2	" 4.30 "	" 8.10 "	3h 40m
PG 18	SZ 4.45 "	" 11.00 "	6h 15m
PG 2	" 5.00 "	" 11.15 "	6h 15m
PG 16	" 5.15 "	" 11.30 "	6h 15m
VL 2	" 5.45 "	" 11.45 "	6h
PG 14	" 6.00 "	" 12.40 P. M.	6h 40m
PF 102	VI 12.25 P. M.	GH 1.25 "	1h
WP 10	JD 4.10 "	BO 7.50 "	3h 40m
WV 2	VI 5.45 "	GH 7.00 "	1h 15m
PG 22	SZ 8.00 "	BO 5.00 A. M.	9h
PF 6	VI 9.30 "	GH 11.00 P. M.	1h 30m
LM 2	WG 11.30 "	" 11.45 "	15m

430

PITTSBURGH TERMINAL H SERVICE.

These trains are run as Extras.

Westward.

	H-3 LEAVES	H-11 LEAVES	H-13 LEAVES	H-17 LEAVES	H-19 LEAVES
Pgh. Transfer			5.30 AM	11.30 PM	10.30 AM
Pitcairn			7.00 AM	12.30 AM	11.00 AM
Wilkinsburg		8.00 PM		2.00 AM	1.00 PM
Coleman				3.00 AM	2.00 PM
East Liberty	5.45 PM			6.00 AM	
Shadyside	3.30 PM			4.30 AM	
Pgh. — 26th Street	7.00 PM	8.30 PM		7.00 AM	
Island Avenue	7.15 PM			Shifter	
Pgn. Ter. Wareh'se			12.01 PM		
Pgh. — Duquesne	6.15 PM			7.00 AM	
				Shifter	

Eastward.

	H-8 LEAVES	H-10 LEAVES	H-12 LEAVES	H-18 LEAVES	H-20 LEAVES
Pgh. — 26th Street	7.00 PM				
East Liberty	8.00 PM				
Coleman				3.45 AM	2.45 PM
Wilkinsburg		9.30 PM		4.45 AM	3.45 PM
Pgh. Ter. Wareh'se			4.20 PM		
Pitcairn		12.01 AM	8.00 PM	6.00 AM	5.00 PM
Thomson	10.00 PM				

435 EXTRA STOPS BY PASSENGER TRAINS

No. 39, 35 and 37 will report from Johnstown when they have no passengers to discharge at Latrobe.

No. 101 failing to connect with No. 295 at Greensburg, will make No. 295 stops to and including Pitcairn, where it has passengers from South West Branch to discharge.

No. 25 when leaving Altoona behind No. 95 and not passing around No. 95 before reaching Cresson will stop at South Fork and when not passing around No. 95 before reaching Johnstown will stop at Seward, New Florence and Blairsville Int. to let off passengers from east of Altoona.

Conductors to report from Cresson whether they have any passengers or not for South Fork Branch, and from Johnstown whether any passengers or not for Conemaugh Division.

First section No. 48 only will make C stop at East Liberty and B stop at Jeannette.

Section having P. F. W. & C. connection will make an E stop at East Liberty, in addition to the scheduled stops for express.

Section having P. C. C. & St. L. connection will make no stops for express.

Passenger section No. 33 leaving Altoona Saturday P. M. will stop at New Florence.

DAILY EXCEPT SUNDAY

Train No.	Stop At	For
287	SQ JD F, Pack Saddle (Tool House)	Signal Repairmen Signalmen Passengers
1033	GY	Signalmen
1089	F, Old Allegrippus F, all Block Stations	Supplies and Provisions R. R. Mail or Supplies
41	SQ and JD,	Signalmen
95	GY F, GY	Signalmen Employes
1097	F, Old Allegrippus AG	Employes and Provisions Signal Repairmen
955	RG, DV	Signalmen
50	SF	Signalmen
	F Old Bennington Fce	Employes and Provisions R. R. Mail or Supplies
	F Old Allegrippus	
	F GY	
	F, all Block Stations	
92	NR and SQ	Signalmen
72	F, Old Bennington Fce	Employes and Provisions R. R. Mail.
	F, Old Allegrippus	
	F, all Block Stations	
90	RG and AO	Signalmen
282	R	Signalmen
284	SQ	Signal Repairmen
	F, Pack Saddle (Tool House)	Passengers
	F, all Block Stations	R. R. Mail
294	R	Signalmen

SUNDAY

1033	GY	Signalmen
71	SQ and JD,	Signalmen
	F, Burrell 4.37 p.m.	Passengers
95	GY	Signalmen
841	RG and R	Signalmen
80	JD, NR and SQ	Signalmen
1072	F, Burrell 9.50 a. m.	Passengers
74	RG and AO	Signalmen
844	R	Signalmen

440

CONNECTIONS.

Ligonier Valley Railroad—Daily except Sunday, trains arriving at Latrobe are due: 7.30 A. M., 1.45 and 5.00 P. M. Sunday only: 8.25 A. M., and 5.00 P. M. Departing daily except Sunday: 9.20 A. M., 2.25 and 6.19 P. M. Sunday only: 9.20 A. M., and 6.19 P. M.

Conemaugh Division—Daily except Sunday, trains arriving at Blairsville Intersection are due: 6.40, 7.06, 9.19 and 9.32 A. M., 12.46, 1.15, 4.42, 5.50, 8.35 and 9.48 P. M. Sunday only: 7.02, 8.10, 9.19 and 9.57 A. M., 1.14, 2.50, 6.14 and 10.00 P. M. Departing daily except Sunday: 7.20, 9.50 and 10.35 A. M., 1.27, 1.50, 5.57, 6.40, 9.20 and 10.25 P. M. Sunday only: 7.16, 10.02 and 11.08 A. M., 1.27, 3.38, 6.40, 10.06 and 10.15 P. M.

Cresson Division—Daily except Sunday, trains arriving at Cresson are due: 8.00 and 8.03 A. M., 1.40, 4.03, 4.12 and 5.14 P. M. Sunday only: 7.55 and 8.08 A. M., 4.10 and 4.22 P. M. Departing daily except Sunday: 7.15, 9.15 and 9.22 A. M., 2.52, 6.04 and 6.09 P. M. Sunday only: 9.12 and 9.25 A. M., 6.05 and 6.18 P. M.

STATIONS.	23	55	31	7	45
	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY
	A. M.	A. M.	A. M.	A. M.	EX MON. A. M.
ALTOONA	\$12.35	\$12.48	1.02	\$ 1.40	E 2.18
BO-BLOCK STAT'N	12.38	12.51	1.05	1.43	2.18
KITTANNING PNT	12.50	1.01	1.15	1.53	2.28
BF-BLOCK STAT'N	1.05	1.14	1.29	2.07	2.39
GALLITZIN	1.08	1.17	1.32	2.10	2.42
CRESSON	1.11	1.21	1.36	2.14	2.45
LILLY	1.15	1.25	1.40	2.18	2.46
BENS CREEK					
PORTAGE	1.19	1.29	1.44	2.22	2.53
WILMORE					
SUMMERHILL	1.25	1.34	1.49	2.27	2.58
EHRENFELD					
SOUTH FORK	1.28	1.37	1.52	2.30	3.00
MINERAL POINT					
AO-BLOCK STAT'N	1.36	1.45	2.00	2.38	3.08
CONEMAUGH					
JOHNSTOWN				E 2.47	
SG-BLOCK STAT'N	1.45	1.54	2.09	2.51	3.17
SEWARD	1.53	2.02	2.17	2.59	3.25
NEW FLORENCE					
CONPITT JCT.	1.59	2.08	2.23	3.08	3.31
LOCKPORT					
BOLIVAR					
BLAIRSVILLE INT	2.11	2.19	2.34	3.17	3.42
GRAY					
HILLSIDE					
MILLWOOD					
DERBY	2.19	2.27	2.42	3.25	3.49
BRADENVILLE					
LOYALHANNA					
LATROBE	2.25	2.33	2.48	3.31	3.55
BEATTY					
DONOHUE	2.33	2.41	2.57	3.39	4.01
SOUTH WEST JCT.	2.37	2.45	3.01	3.43	4.05
GREENSBURG					
RADEBAUGH	2.41	2.49	3.05	3.47	4.09
GRAPEVILLE					
JEANNETTE					
PENN					
MANOR	2.48	2.56	3.12	3.54	4.15
BIDDLE					
SHAFTON					
IRWIN					
LAHIMER	2.53	3.01	3.17	3.59	4.19
ARDARA					
TRAFFORD					
UJ-BLOCK STAT'N					
PITCAIRN	2.59	3.07	3.23	4.05	4.24
WILMERDING					
TURTLE CREEK					
EAST PITTSBURGH	3.04	3.12	3.28	4.11	4.29
BESSEMER					
BRADDOCK					
COPELAND					
HAWKINS					
SWISSVALE					
EDGEWOOD					
WILKINSBURG	3.14	3.21	3.37	4.20	4.37
HOMWOOD					
VI-BLOCK STA---(B.Br.)					
CM-BLOCK STAT'N					
EAST LIBERTY	3.19	3.25	3.42	4.25	4.41
ROUF					
SHADYSIDE					
DV-BLOCK STAT'N	3.23	3.28	3.45	4.28	4.44
BU-BLOCK STAT'N	3.27	3.32	3.49	4.32	4.47
PITTSBURGH	\$ 3.30	\$ 3.35	\$ 3.52	\$ 4.35	E 4.50
	A. M.	A. M.	A. M.	A. M.	A. M.
	23	55	31	7	45
	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY EX MON

201	203	39	279	281	9	951	205						
								LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY
								EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.							
		\$ 3.20			\$ 3.30								
		3.23			3.33								
		3.35			3.45								
		3.50			4.01								
		3.53			4.05								
		3.57			4.10								
		4.01			4.14								
		4.06			4.18								
		4.12			4.24								
		4.15			4.27								
		4.24			4.36								
		\$ 4.32			\$ 4.46								
		4.37			4.51								
		4.45			4.59								
		4.52			5.06								
		R 5.04			F 5.19								
		5.13			5.29								
		R 5.21			\$ 5.38								
		5.31			\$ 5.50								
		5.35	5.44	5.47	5.55								
	N 5.40	\$ 5.47	\$ 5.50	\$ 5.58									
		5.47	5.52	F 5.55	6.04								
				F 5.58									
			\$ 5.57	\$ 6.00									
				\$ 6.03									
			\$ 6.03	\$ 6.07	6.12								
				F 6.09									
				F 6.11			6.28						
			\$ 6.08	\$ 6.15			\$ 6.30						
		6.02	\$ 6.11	\$ 6.21	6.19		\$ 6.33						
				F 6.24									
			\$ 6.17	\$ 6.28		6.33	6.40						
				6.30		6.35	6.42						
\$ 4.32	\$ 5.56	6.10	\$ 6.21	\$ 6.32	6.26	\$ 6.37	\$ 6.45						
\$ 4.36	\$ 6.00	R 6.15	\$ 6.25	\$ 6.36	\$ 6.30	\$ 6.41	\$ 6.49						
\$ 4.39	\$ 6.03						\$ 6.44						
\$ 4.41	\$ 6.05	6.19	\$ 6.31	\$ 6.41	6.35	\$ 6.46	\$ 6.54						
\$ 4.44	\$ 6.08						\$ 6.49						
\$ 4.46	\$ 6.10		\$ 6.35	\$ 6.46			\$ 6.52						
\$ 4.48	\$ 6.12		\$ 6.37	\$ 6.48			\$ 6.54						
\$ 4.50	\$ 6.14						\$ 6.56						
\$ 4.53	\$ 6.17		\$ 6.41	\$ 6.53			\$ 7.00						
\$ 4.55	\$ 6.19		\$ 6.43	\$ 6.55			\$ 7.02						
\$ 4.57	\$ 6.21	6.30	\$ 6.45	\$ 6.57	6.48	\$ 7.04							
\$ 5.00	\$ 6.24		\$ 6.48	\$ 7.00			\$ 7.07						
5.01	6.25			7.01		7.09	7.15						
\$ 5.03	\$ 6.27	\$ 6.37	\$ 6.51	\$ 7.03	\$ 6.54	\$ 7.11							
\$ 5.10	\$ 6.29			\$ 7.05		\$ 7.13							
\$ 5.12	\$ 6.31		\$ 6.53	\$ 7.07		\$ 7.15							
5.13	6.32	6.43	6.54	7.08	6.58	7.16							
5.17	6.36	6.47	6.58	7.12	7.02	7.20							
\$ 5.20	\$ 6.39	\$ 6.50	\$ 7.01	\$ 7.15	\$ 7.05	\$ 7.23							
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.						
201	203	39	279	281	9	951	205						
ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY						
EX SUN	EX SUN		EX SUN	EX SUN		EX SUN	EX SUN						

STATIONS.	421	957	705	1019	219
	LE DAILY EX SUN. A. M.	LE DAILY EX SUN. A. M.	LE DAILY EX SUN. A. M.	LE DAILY EX SUN. A. M.	LE DAILY EX SUN. A. M.
ALTOONA				E 5.38	
BO-BLOCK STAT'N				5.41	
KITTANNING PNT				5.51	
SF-BLOCK STAT'N				6.05	
GALLITZIN				6.08	
CRESSON				6.12	
LILLY				6.17	
BENS CREEK					
PORTAGE				6.21	
WILMORE					
SUMMERHILL				6.27	
EHRENFELD					
SOUTH FORK				6.30	
MINERAL POINT					
AO-BLOCK STAT'N				6.38	
CONEMAUGH					
JOHNSTOWN				E 6.47	
SG-BLOCK STAT'N				6.52	
SEWARD				7.01	
NEW FLORENCE					
CONPITT JCT.				7.05	
LOCKPORT					
BOLIVAR					
BLAIRSVILLE INT				7.19	
GRAY					
HILLSIDE					
MILLWOOD					
DEBRY				7.27	
BRADENVILLE					
LOYALHANNA					
LATROBE				7.33	
BEATTY					
DONOHUE				7.41	
SOUTH WEST JCT.				7.45	
GREENSBURG					
RADEBAUGH				7.49	
GRAPEVILLE					
JEANNETTE					
PENN					
MANOR				7.56	
BIDDLE					
SHAFTON					
IRWIN					
LABIMER				8.00	
ARDARA					
TRAFFORD		7.52			8.06
UJ-BLOCK STAT'N		7.54			8.07
FITCAIEN		\$ 7.56		8.06	\$ 8.09
WILMERDING		\$ 8.00		8.09	\$ 8.13
TURTLE CREEK					\$ 8.16
EAST PITTSBURGH				8.12	\$ 8.18
BESSEMER		\$ 8.07			
BHAUDOCK		\$ 8.09		8.16	\$ 8.22
COPELAND		\$ 8.11			\$ 8.24
HAWKINS		\$ 8.13			
SWISSVALE					\$ 8.29
EDGEWOOD		\$ 8.18			\$ 8.31
WILKINSBURG		\$ 8.20		8.26	\$ 8.34
HOMWOOD		\$ 8.23			\$ 8.37
VI-BLOCK STA--(B.Br.)	8.16		8.22		
CM-BLOCK STAT'N	8.21	8.24	8.27		8.38
EAST LIBERTY	\$ 8.24	\$ 8.27	\$ 8.30	8.33	\$ 8.40
BOUP	\$ 8.26	\$ 8.29	\$ 8.32		\$ 8.42
SHADYSIDE		\$ 8.31	\$ 8.34		\$ 8.44
DV-BLOCK STAT'N	8.29	8.32	8.35	8.38	8.45
SU-BLOCK STAT'N	8.33	8.36	8.39	8.42	8.49
PITTSBURGH	\$ 8.36	\$ 8.39	\$ 8.42	E 8.45	\$ 8.52
	A. M.	A. M.	A. M.	A. M.	A. M.
	421	957	705	1019	219
	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY
	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.

	287	221	295	91	97	101	313	223	
	LE DAILY EX SUN. A. M.	LE DAILY EX SUN. A. M.	LE DAILY EX SUN. A. M.	LE DAILY EX SUN. A. M.	LE DAILY EX MON. A. M.	LE DAILY EX SUN. A. M.	LE DAILY EX SUN. A. M.	LE DAILY EX SUN. A. M.	
due to 6.21 A. M.				\$ 5.45	E 6.15				
				5.48	6.17				
				5.58	6.28				
				6.11	6.42				
				\$ 6.14	6.45				
No. 287 is leave C				\$ 6.25	6.48				
				\$ 6.30	6.52				
				F 6.35					
				\$ 6.40	6.56				
				\$ 6.45					
				\$ 6.49	7.01				
				6.52					
				\$ 6.56	7.03				
				7.04	7.11				
				\$ 7.07					
\$ 6.28				\$ 7.20					
6.33				7.25	7.20				
\$ 6.43				7.33	7.28				
\$ 6.50				7.38					
6.54				7.40	7.34				
F 6.59				\$ 7.44					
\$ 7.04				7.48					
\$ 7.15				\$ 7.26	\$ 8.11	7.45			
				F 7.30					
				\$ 7.34	\$ 8.17				
				\$ 7.38	\$ 8.21				
\$ 7.25				\$ 7.41	\$ 8.25	7.52			
				F 7.46	\$ 8.29				
				F 7.50	\$ 8.32				
\$ 7.35				\$ 8.02	\$ 8.41	7.58			
				\$ 8.07	\$ 8.48				
				\$ 8.14	\$ 8.57	8.05	8.20		
7.47				8.19	9.01	8.09	8.13	8.28	
\$ 7.49				\$ 8.21	\$ 9.09		\$ 8.15	\$ 8.30	
\$ 7.53				F 8.25	9.13	8.14	8.19		
				F 8.27	F 9.16				
\$ 7.57				\$ 8.29	\$ 9.20		\$ 8.23		
\$ 8.00				\$ 8.32	F 9.24				
\$ 8.03				\$ 8.35	\$ 9.29	8.21	8.27		
				F 8.37					
				F 8.39					
\$ 8.07				\$ 8.42	\$ 9.36		\$ 8.31		
\$ 8.10				\$ 8.45	F 9.39	8.26	8.33		
				F 8.48	9.42				
\$ 8.16				\$ 8.52	\$ 9.46				
8.17	8.26			8.54	9.48			8.40	
	\$ 8.28			\$ 8.56	\$ 9.51	8.32	8.39	\$ 8.42	
\$ 8.21	\$ 8.32			\$ 9.04	U 9.56		\$ 8.43	\$ 8.46	
								\$ 8.49	
\$ 8.25	\$ 8.36			\$ 9.09	U 10.00	8.39	8.46	\$ 8.51	
	\$ 8.39							\$ 8.54	
\$ 8.29	\$ 8.41			\$ 9.14	U 10.08		8.50	\$ 8.56	
	\$ 8.43				U 10.10			\$ 8.58	
								\$ 9.00	
\$ 8.34	\$ 8.47			\$ 9.20	U 10.14			\$ 9.03	
\$ 8.36	\$ 8.49			\$ 9.22				\$ 9.05	
\$ 8.38	\$ 8.51			\$ 9.24	U 10.20	8.48	\$ 8.57	\$ 9.07	
\$ 8.41	\$ 8.54			\$ 9.27	U 10.24			\$ 9.10	
				8.42	8.55	9.28	10.25	9.00	9.11
\$ 8.45	\$ 8.57			\$ 9.30	U 10.32	8.55	\$ 9.02	\$ 9.13	
\$ 8.47	\$ 8.59			\$ 9.32	U 10.34			\$ 9.15	
\$ 8.49	\$ 9.01			\$ 9.34	U 10.37			\$ 9.17	
8.50	9.02			9.35	10.38	9.00	9.06	9.18	
8.54	9.06			9.39	10.42		9.09	9.22	
\$ 8.57	\$ 9.09			\$ 9.42	\$ 10.45		\$ 9.12	\$ 9.25	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
287	221	295	91	97	101	313	223		
ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	
EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX MON.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	

STATIONS	37	131	709	•225	
	LE DAILY	LE DAILY	LE DAILY	LE DAILY	
	EX SUN.	EX SUN.	EX SUN.	EX SUN.	
	A. M.	A. M.	A. M.	A. M.	
ALTOONA	\$ 6.33				
BO-BLOCK STAT'N	6.36				
KITTANNING P'NT	6.47				
SF-BLOCK STAT'N	7.02				
GALLITZIN	7.05				
CRESSON	\$ 7.10				
LILLY	7.14				
BENS CREEK					
PORTAGE	7.18				
WILMORE					
SUMMERHILL	7.23				
EHRENFELD					
SOUTH FORK	7.25				
MINERAL POINT					
AO-BLOCK STAT'N	7.33				
CONEMAUGH					
JOHNSTOWN	\$ 7.41				
SG-BLOCK STAT'N	7.45				
SEWARD	7.53				
NEW FLORENCE					
CONPITT JCT.	7.59				
LOCKPORT					
BOLIVAR					
BLAIRSVILLE INT.	8.10				
GRAY					
HILLSIDE					
MILLWOOD					
DERRY	8.18				
BRADENVILLE					
LOYALHANNA					
LATROBE	Z 8.24				
BEATTY					
DONOHOE	8.32				
SOUTH WEST JCT.	8.36	8.37			
GREENSBURG		\$ 8.40			
RADEBAUGH	8.40				
GRAPEVILLE					
JEANNETTE					
PENN					
MANOR	8.47				
BIDDLE					
SHAFTON					
IRWIN					
LARIMER	8.51				
ARDARA					
TRAFFORD					
UJ-BLOCK STAT'N			9.20		
PITCAIRN	8.57			\$ 9.22	
WILMERDING				\$ 9.26	
TURTLE CREEK				\$ 9.29	
EAST PITTSBURGH	Z 9.02			\$ 9.31	
BESSEMER				\$ 9.34	
BRADDOCK				\$ 9.36	
COPELAND				\$ 9.38	
HAWKINS				\$ 9.40	
SWISSVALE				\$ 9.43	
EDGEWOOD				\$ 9.45	
WILKINSBURG	9.13			\$ 9.47	
HOMEWOOD				\$ 9.50	
VI-BLOCK STA. (B.R.)			9.28		
CM-BLOCK STAT'N			9.33	9.51	
EAST LIBERTY	D 9.19		\$ 9.38	\$ 9.53	
ROUP				\$ 9.55	
SHADYSIDE				\$ 9.57	
DV-BLOCK STAT'N	9.23		9.42	9.58	
BU-BLOCK STAT'N	9.27		9.46	10.02	
PITTSBURGH	\$ 9.30		\$ 9.49	\$10.05	
	A. M.	A. M.	A. M.	A. M.	
	37	131	709	•225	
	AR DAILY	AR DAILY	AR DAILY	AR DAILY	
	EX SUN.	EX SUN.	EX SUN.	EX SUN.	

401	•227	711	3	229	103	715			
LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY			
EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
			\$ 7.50						
			7.52						
			8.02						
			8.14						
			\$ 8.18						
			\$ 8.23						
			F 8.29						
			\$ 8.35						
			F 8.40						
			8.44						
			\$ 8.48						
			8.57						
			\$ 9.07						
			9.11						
			9.19						
			\$ 9.25						
			9.28						
			\$ 9.34						
			\$ 9.44						
			9.49						
			9.53						
			\$10.01						
			10.09						
			10.13		10.21				
			\$10.15		\$10.23				
			10.19		10.28				
			10.23		\$10.33				
			10.27		\$10.38				
			10.31		\$10.44				
			10.03		10.42				
			\$10.06		10.40	\$10.44	10.54		
			\$10.09		\$10.43	\$10.48	\$10.58		
			\$10.12		\$10.51				
			\$10.14		10.47	\$10.53	\$11.02		
			\$10.17		\$10.56				
			\$10.19		\$10.58	\$11.06			
			\$10.21		\$11.00				
			\$10.23		\$11.02				
			\$10.26		\$11.05				
			\$10.28		\$11.07				
			\$10.31		10.57	\$11.09	\$11.14		
			\$10.34		\$11.12				
			10.18		10.54		11.27		
			10.23	10.35	10.59		11.13	11.17	11.31
			\$10.28	\$10.38	\$11.02	\$11.04	\$11.15	\$11.19	\$11.34
			\$10.40				\$11.17		
			\$10.42				\$11.19		\$11.33
			10.33	10.43	11.06	11.09	11.20	11.23	11.39
			10.37	10.47	11.09	11.12	11.23	11.26	11.42
			\$10.40	\$10.50	\$11.12	\$11.15	\$11.26	\$11.29	\$11.45
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			401	•227	711	3	229	103	715
			AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY
			EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.

STATIONS.	727	105	•243	•245
	LE DAILY	LE DAILY	Le Daily Ex	Le Daily Ex
	EX SUN	EX SUN	Sat. & Sun.	Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.
ALTOONA				
BO-BLOCK STAT'N				
KITTANNING P'NT				
SF-BLOCK STAT'N				
GALLITZIN				
CRESSON				
LILLY				
BENS CREEK				
PORTAGE				
WILMORE				
SUMMERHILL				
EBENFELD				
SOUTH FORK				
MINERAL POINT				
AO-BLOCK STAT'N				
CONEMAUGH				
JOHNSTOWN				
SG-BLOCK STAT'N				
SEWARD				
NEW FLORENCE				
CONPITT JCT.				
LOCKPORT				
BOLIVAR				
BLAIRSVILLE INT				
GRAY				
HILLSIDE				
MILLWOOD				
DERRY				
BRADENVILLE				
LOYALHANNA				
LATROBE				
BEATTY				
DONOHUE				
SOUTH WEST JCT.		3.54		
GREENSBURG		\$ 3.56		
RADEBAUGH		4.00		
GRAPEVILLE				
JEANNETTE		\$ 4.05		
PENN MANOR				
BIDDLE				
SHAFTON				
IRWIN		\$ 4.13		
LARIMER				
ARDARA				
TRAFFORD				
UJ-BLOCK STAT'N			4.54	4.57
PITCAIRN	Runs as No. 508 to VI	4.22	\$ 4.56	\$ 4.59
WILMERDING		\$ 4.26	\$ 5.00	\$ 5.03
TURTLE CREEK				
EAST PITTSB'RGH			\$ 5.07	\$ 5.10
BESSEMER				
BRADDOCK		\$ 4.32		
COPELAND				
HAWKINS				
SWISSVALE				
EDGEWOOD				\$ 5.19
WILKINSBURG		\$ 4.40		\$ 5.22
HOMWOOD			\$ 5.18	
VI-BLOCK STA (B Br.)	4.34			
CM-BLOCK STAT'N	4.39		5.19	5.25
EAST LIBERTY	\$ 4.42	\$ 4.46	\$ 5.22	5.27
ROUP			\$ 5.24	
SHADYSIDE			\$ 5.26	\$ 5.29
DV-BLOCK STAT'N	4.46	4.49	5.27	5.30
BU-BLOCK STAT'N	4.49	4.52	5.30	5.34
PITTSBURGH	\$ 4.52	\$ 4.55	\$ 5.33	\$ 5.37
	P. M.	P. M.	P. M.	P. M.
	727	105	•243	•245
	ARDAILY	ARDAILY	Ar Daily Ex	Ar Daily Ex
	EX SUN.	EX SUN.	Sat. & Sun.	Sat. & Sun.

STATIONS.	435	729	247	41	•13	139	733			
	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY			
	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.			
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
				\$ 1.06	\$ 3.07					
				1.08	3.10					
				\$ 1.21	3.19					
				1.37	3.31					
				\$ 1.41	3.34					
				\$ 1.50	3.37					
				\$ 1.57	3.41					
				\$ 2.01						
				\$ 2.06	3.45					
				\$ 2.12						
				\$ 2.16	3.50					
				F 2.19						
				\$ 2.24	3.52					
				\$ 2.30						
				\$ 2.36	4.00					
				\$ 2.39						
				\$ 2.48	\$ 4.07					
				\$ 2.54	4.11					
				\$ 3.05	4.19					
				\$ 3.12						
				\$ 3.16	4.25					
				\$ 3.20						
				\$ 3.24						
				\$ 3.35	4.36					
				F 3.39						
				\$ 3.45						
				\$ 3.50						
				\$ 3.55	4.44					
				\$ 4.01						
				\$ 4.04						
				\$ 4.10	4.49					
				\$ 4.15						
				\$ 4.22	4.56					
					4.28	5.00	5.02			
				\$ 4.32		\$ 5.03				
				F 4.37	5.04					
				F 4.41						
				\$ 4.44						
				\$ 4.47						
				\$ 4.51	5.10					
				F 4.53						
				F 4.55						
				\$ 4.59						
				\$ 5.03	5.14					
				F 5.07						
				\$ 5.12						
				5.00	5.14					
				\$ 5.02	\$ 5.16	5.20				
				\$ 5.06	\$ 5.25					
				\$ 5.09						
				\$ 5.14	5.28	5.25				
				\$ 5.17						
				\$ 5.20	\$ 5.34					
				\$ 5.22						
				\$ 5.24	\$ 5.38					
				\$ 5.28						
				\$ 5.31						
				\$ 5.34	\$ 5.44	5.35				
				\$ 5.38						
				5.22	5.28		5.49			
				5.27	5.33	5.39	5.47	5.54		
				\$ 5.30	\$ 5.35	\$ 5.42	\$ 5.50	\$ 5.40	\$ 5.57	
				\$ 5.32		\$ 5.45			\$ 5.59	
				\$ 5.34		\$ 5.47			\$ 6.01	
				5.35	5.39	5.48	5.54	5.45	6.02	
				5.38	5.42	5.52	5.57	5.49	6.05	
				\$ 5.41	\$ 5.45	\$ 5.55	\$ 6.00	\$ 5.62	\$ 6.08	
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
				435	729	247	41	•13	139	733
				ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY
				EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.

STATIONS.	107	427	263	265	327
	LR DAILY	LR DAILY	LR DAILY	LR DAILY	LR DAILY
	KX SUN	KX SUN	KX SUN	KX SUN	KX SUN
	P. M.	P. M.	P. M.	P. M.	P. M.
ALTOONA					
BO-BLOCK STAT'N					
KITTANNING P'NT					
SF-BLOCK STAT'N					
GALLITZIN					
CRESSON					
LILLY					
BENS CREEK-					
PORTAGE					
WILMORE					
SUMMERHILL					
EHRENFELD					
SOUTH FORK					
MINERAL POINT					
AO-BLOCK STAT'N					
CONEMAUGH					
JOHNSTOWN					
SG-BLOCK STAT'N					
SEWARD					
NEW FLORENCE					
CONPITT JCT.					
LOCKPORT					
BOLIVAR					
BLAIRSVILLE INT					
GRAY					
HILLSIDE					
MILLWOOD					
DEBRY					
BRADENVILLE					
LOYALHANNA					
LATROBE					
BEATTY					
DONOHUE					7.05
SOUTH WEST JCT.	6.33				7.11
GREENSBURG	\$ 6.36				\$ 7.12
BADEBAUGH	6.42				
GRAPEVILLE					
JEANNETTE	\$ 6.46				
PENN	\$ 6.49				
MANOR	\$ 6.52				
BIDDLE					
SHAFTON					
IRWIN	\$ 6.56				
LARIMER	\$ 6.59				
ARDARA					
TRAFFORD			7.15	7.37	
UJ-BLOCK STAT'N			7.17	7.39	
PITCAIRN	7.08		\$ 7.19	\$ 7.42	
WILMERDING	\$ 7.10		\$ 7.23	\$ 7.46	
TURTLE CREEK					
EAST PITTSB'RGH	\$ 7.14		\$ 7.27	\$ 7.50	
BESSEMER					
BRADDOCK	\$ 7.19		\$ 7.31	\$ 7.54	
COPELAND			\$ 7.33	\$ 7.58	
HAWKINS				\$ 7.58	
SWISSVALE			\$ 7.37	\$ 8.01	
EDGEWOOD			\$ 7.39	\$ 8.03	
WILKINSBURG	\$ 7.27		\$ 7.41	\$ 8.05	
HOMEWOOD			\$ 7.44	\$ 8.08	
VI-BLOCK STA (B.Br.)		7.29			
OM-BLOCK STAT'N	7.31	7.34	7.45	8.09	
EAST LIBERTY	\$ 7.33	\$ 7.36	\$ 7.47	\$ 8.11	
BOUF		\$ 7.38	\$ 7.49	\$ 8.13	
SHADYSIDE			\$ 7.51	\$ 8.15	
DV-BLOCK STAT'N	7.36	7.41	7.52	8.16	
BU-BLOCK STAT'N	7.40	7.45	7.55	8.20	
PITTSBURGH	\$ 7.43	\$ 7.48	\$ 7.58	\$ 8.23	
	P. M.	P. M.	P. M.	P. M.	P. M.
	107	427	263	265	327
	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY
	KX SUN	KX SUN	KX SUN	KX SUN	KX SUN

	95	43	27	739	1097	269	405
	LR DAILY	LR DAILY	LR DAILY	LR DAILY	LR DAILY	LR DAILY	LR DAILY
	KX SUN	KX SUN	KX SUN	KX SUN	KX SUN	KX SUN	KX SUN
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 4.00	\$ 4.46	\$ 5.40		\$ 6.50		
	4.03	4.49	5.43		6.52		
F	4.14	5.00	5.53		F 6.03		
	4.29	5.14	6.07		6.16		
\$	4.33	5.17	6.10		\$ 6.20		
	\$ 4.39	\$ 5.22	6.14		\$ 6.26		
	\$ 4.46	5.27	6.18		\$ 6.31		
F	4.50				F 6.34		
	\$ 4.55	5.31	6.22		\$ 6.38		
	\$ 5.00				\$ 6.43		
\$	5.06	5.87	6.27		\$ 6.47		
F	5.10				F 6.50		
	\$ 5.14	5.40	6.30		\$ 6.53		
F	5.19				F 6.58		
	5.23	5.48	6.38		7.02		
\$	5.27				\$ 7.06		
\$	5.35	\$ 5.57	\$ 6.46		\$ 7.11		
	5.40	6.00	6.51		7.20		
\$	5.50	6.08	6.59				
	\$ 5.58						
	6.02	6.14	7.05				
F	6.06						
\$	6.11						
\$	6.22	6.26	7.16				
F	6.26						
\$	6.31						
	\$ 6.36						
\$	6.40	6.34	7.24				
F	6.46						
F	6.49						
\$	6.55	6.40	7.30				
\$	7.01						
\$	7.09	6.47	7.37				
	7.15	6.51	7.41				
\$	7.17	\$ 6.53	\$ 7.43				
F	7.22	6.57	7.47				
F	7.25						
\$	7.28						
\$	7.31						
\$	7.35	7.04	7.54				
F	7.38						
\$	7.41						
\$	7.45	7.09	7.59				
\$	7.51						8.32
	7.53						8.34
\$	7.55	7.15	8.05				\$ 8.36
\$	7.59						\$ 8.40
							\$ 8.43
		7.20	8.10				\$ 8.45
							\$ 8.50
\$	8.06						\$ 8.52
							\$ 8.54
\$	8.11						\$ 8.57
							\$ 8.59
\$	8.14	7.29	8.19				\$ 9.01
							\$ 9.04
				8.22			9.21
	8.18			8.28			9.05
\$	8.20	\$ 7.35	\$ 8.25	\$ 8.30			\$ 9.08
\$							\$ 9.10
							\$ 9.12
	8.24	7.39	8.28	8.34			9.13
	8.27	7.42	8.32	8.37			9.17
\$	8.30	\$ 7.45	\$ 8.35	\$ 8.40			\$ 9.20
							\$ 9.38
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	95	43	27	739	1097	269	405
	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY
	KX SUN	KX SUN	KX SUN	KX SUN	KX SUN	KX SUN	KX SUN

STATIONS.	5		109		741		1		271	
	LE DAILY	EX SUN.	LE DAILY	EX SUN.	LE DAILY	EX SUN.	LE DAILY	EX SUN.	LE DAILY	EX SUN.
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
ALTOONA	\$ 6.50						\$ 6.53			
BO--BLOCK STAT'N	6.53						6.58			
KITTANNING P'NT	7.03						7.07			
SF--BLOCK STAT'N	7.17						7.21			
GALLITZIN	7.20						F 7.25			
OBESSON	7.24						\$ 7.32			
LILLY	7.28						\$ 7.38			
BENS CREEK										
PORTAGE	7.32						\$ 7.48			
WILMORE										
SUMMERHILL	7.37						7.52			
EHRENFELD										
SOUTH FORK	7.40						\$ 7.58			
MINERAL POINT										
AO--BLOCK STAT'N	7.48						8.07			
CONEMAUGH										
JOHNSTOWN							\$ 8.17			
SG--BLOCK STAT'N	7.57						8.22			
SEWARD	8.06						8.30			
NEW FLORENCE							F 8.35			
CONPITT JCT.	8.12						8.38			
LOCKPORT										
BOLIVAR							\$ 8.42			
BLAIRSVILLE INT.	8.24						\$ 8.52			
GRAY										
HILLSIDE										
MILLWOOD										
DEBBY	8.32						\$ 9.03			
BRADENVILLE										
LOYALHANNA										
LATROBE	8.38						\$ 9.13			
BEATTY										
DONOHUE	8.46						9.23			
SOUTH WEST JCT.	8.50	9.00					9.28			
GREENSBURG	\$ 9.02						\$ 9.30			
RADEBAUGH	8.54	9.06					9.36			
GRAPEVILLE										
JEANNETTE							\$ 9.40			
PENN										
MANOR	9.01	9.13					9.45			
BIDDLE										
SHAFTON										
IRWIN							\$ 9.50			
LABIMBER	9.06	9.18								
ARDARA										
TRAFFORD										
UJ--BLOCK STAT'N									10.00	
PITCAIRN	9.12	9.24					10.01	\$10.02		
WILMERDING	\$ 9.28						\$10.04	\$10.06		
TURTLE CREEK										
FAST PITTSBURGH	9.18	9.31					10.08	\$10.10		
BESSEMER										
BRADDOCK								\$10.14		
COPELAND								\$10.18		
HAWKINS										
SWISSVALE								\$10.20		
EDGEWOOD								\$10.22		
WILKINSBURG	9.28	\$ 9.40					\$10.18	\$10.24		
HOMEWOOD								\$10.27		
VI--BLOCK STA---(B.R.)							9.49			
CM--BLOCK STAT'N							9.54		10.28	
EAST LIBERTY	\$ 9.34	\$ 9.45	\$ 9.57	\$10.24	\$10.30			\$10.32		
ROUP								\$10.34		
SHADYSIDE								\$10.34		
DV--BLOCK STAT'N	9.38	9.48	10.01	10.28	10.35					
BU--BLOCK STAT'N	9.42	9.52	10.05	10.32	10.39					
PITTSBURGH	\$ 9.45	\$ 9.55	\$10.08	\$10.35	\$10.42					
	P.M.	P.M.	P.M.	P.M.	P.M.					
	5	109	741	1	271					
	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY					
	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.					

47	955		743		449		29		299		21		33	
	LE DAILY	EX SUN.	LE DAILY	EX SUN.	LE DAILY	EX SUN.	LE DAILY	EX SUN.	LE DAILY	EX SUN.	LE DAILY	EX SUN.	LE DAILY	EX SUN.
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
\$ 7.40							9.40				\$10.16	\$11.00		
7.43							9.43				10.19	11.03		
7.53							9.52				10.30	11.14		
8.07							10.04				10.44	11.28		
8.10							10.07				10.48	\$11.32		
8.14							10.10				10.51	\$11.37		
8.18							10.14				10.55	\$11.43		
8.22							10.18				11.00	\$11.50		
8.27							10.23				11.06	11.56		
8.30							10.25				11.08	\$12.00		
8.38							10.33				11.16	12.08		
\$ 8.45											\$11.26	\$12.16		
8.50							10.42				11.29	12.20		
8.58							10.50				11.37	12.29		
9.04							10.56				11.44	12.36		
\$ 9.16							11.08				11.56	12.47		
9.26							11.16				12.04	12.55		
\$ 9.35							11.22				12.10	\$ 1.04		
9.44							11.29				12.18	1.14		
9.48	9.50						11.33	11.35	12.22	1.18				
\$ 9.49	\$ 9.52							\$11.38			\$ 1.21			
9.55	F 9.57						11.37	11.42	12.27	1.26				
	F10.04													
	\$10.07							\$11.46						
	\$10.10							F11.49						
10.03	\$10.14						11.44	\$11.53	12.34	1.33				
	F10.16													
	F10.18							\$11.58						
	\$10.21							\$12.01	12.39	1.37				
10.08	\$10.24						11.48	\$12.01	12.39	1.37				
	F10.27							\$12.06						
	\$10.31							12.08						
10.14	\$10.34							11.53	\$12.10	12.45	1.43			
	\$10.38							\$12.14						
	\$10.41													
10.19	\$10.43							11.58	\$12.18	12.50	1.48			
	\$10.46													
	\$10.48							\$12.22						
	\$10.50							\$12.24						
	\$10.52													
	\$10.55							\$12.28						
	\$10.57							\$12.30						
10.28	\$10.59						12.06	\$12.32	1.00	1.58				
	\$11.02							\$12.35						
							11.07	11.28						
	11.03	11.12	11.33					12.36						
\$10.34	\$11.05	\$11.15	\$11.35	12.10	\$12.38	1.05	F 2.05							
	\$11.07				\$12.40									
	\$11.09				\$12.42									
10.38	11.10	11.19	11.39	12.13	12.43	1.08	2.09							
10.42	11.14	11.23	11.42	12.17	12.47	1.12	2.13							
\$10.45	\$11.17	\$11.25	\$11.45	\$12.20	\$12.50	\$ 1.15	\$ 2.16							
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.							
47	955	743	449	29	299	21	33							
ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY							
EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.	EX.SUN.							

STATIONS.	28	956	20	34	30
	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY
	A.M.	A.M.	A.M.	A.M.	A.M.
ALTOONA	2.45		\$ 5.39	\$ 6.20	6.45
BO-BLOCK STAT'N	2.41		5.35	6.16	6.41
KITTANNING P'NT	2.34		5.28	6.09	6.34
SF-BLOCK STAT'N	2.24		5.18	5.59	6.24
GALLITZIN	2.22		5.16	5.57	6.22
CRESSON	2.16		5.08	5.50	6.16
LILLY	2.10		5.00	5.43	6.09
BENS CREEK					
PORTAGE	2.03		4.52	5.35	6.02
WILMORE					
SUMMERHILL	1.57		4.46	5.28	5.56
EHRENFELD					
SOUTH FORK	1.54		4.43	5.25	5.53
MINERAL POINT					
AO-BLOCK STAT'N	1.46		4.33	5.16	5.45
CONEMAUGH					
JOHNSTOWN				\$ 5.07	
SG-BLOCK STAT'N	1.36		4.23		5.35
SEWARD	1.28		4.15	4.52	5.27
NEW FLORENCE					
CONPITT JCT.	1.22		4.08	4.46	5.21
LOCKPORT					
BOLIVAR					
BLAIRSVILLE INT	1.11		3.57	4.34	5.10
GRAY					
HILLSIDE					
MILLWOOD					
DEBRY	1.04		3.49	4.26	5.02
BRADENVILLE					
LOYALHANNA	1.00				
LATROBE	12.58		3.42	4.19	4.56
BEATTY					
DONOHOE	12.53		3.37	4.14	4.51
SOUTH WEST JCT.	12.49		3.32		4.47
GREENSBURG				4.08	
RADEBAUGH	12.46		3.29	4.05	4.44
GRAPEVILLE					
JEANNETTE					
PENN					
MANOR	12.39		3.21	3.57	4.36
BIDDLE					
SHAFTON					
IRWIN					
LARIMER	12.34		3.16	3.52	4.31
ARDARA					
TRAFFORD					
UJ-BLOCK STAT'N		12.54			
PITCAIRN	12.29	\$12.51	3.10	3.46	4.25
WILMERDING		\$12.47			
TURTLE CREEK		\$12.44			
EAST PITTSB'RGH	12.24	\$12.42	3.05	3.41	4.20
BESSEMER					
BRADDOCK		\$12.37			
COPELAND		\$12.35			
HAWKINS		\$12.33			
SWISSVALE		\$12.30			
EDGEWOOD		\$12.28			
WILKINSBURG	12.17	\$12.26	2.58	3.34	4.18
HOMWOOD		\$12.23			
VI-BLOCK STA---(B.R.)					
CM-BLOCK STAT'N		12.21			
EAST LIBERTY	12.14	\$12.20	2.54	3.30	4.09
BOUP		\$12.17			
SHADYSIDE		\$12.15			
DV-BLOCK STAT'N		12.14	2.51	3.27	
BU-BLOCK STAT'N		12.10	2.47	3.23	
PITTSBURGH	\$12.05	\$12.07	\$ 2.44	\$ 3.20	\$ 4.00
	A.M.	A.M.	A.M.	A.M.	A.M.
	28	956	20	34	30
	LD DAILY	LD DAILY	LD DAILY	LD DAILY	LD DAILY
		EX MON			

STATIONS.	50	94	202	92	376	204	350	100
	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY
	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
\$ 7.12	E 9.41			\$ 9.18				
7.08	9.36			9.14				
F 7.00	H 9.28			\$ 9.05				
6.49	9.17			8.54				
\$ 6.46	E 9.14			\$ 8.51				
\$ 6.38	E 9.04			\$ 8.42				
\$ 6.32	E 8.44			\$ 8.33				
F 6.28	H 8.39			\$ 8.27				
\$ 6.24	E 8.34			\$ 8.22				
\$ 6.18	H 8.26			\$ 8.15				
\$ 6.13	H 8.22			\$ 8.08				
F 6.10	E 8.19			F 8.05				
\$ 6.08	E 8.16			\$ 8.01				
F 6.02				\$ 7.54				
5.57	8.08			7.48				
\$ 5.52	E 8.00			\$ 7.44				
\$ 5.47	E 7.53			\$ 7.38				
5.37								
	7.31			\$ 7.17				
	E 7.26			\$ 7.10				
	7.21			\$ 7.04				
		No. 5 track to UJ		\$ 6.59				Will Use No. 0 Track WQ to DO.
	E 7.16			\$ 6.55				
	E 7.07			\$ 6.46				
				\$ 6.39				
	6.50			\$ 6.36				
		Will use Pitcairn		\$ 6.28				
	E 6.43			\$ 6.23				
	E 6.33			\$ 6.16				
	H 6.27			\$ 6.12				
	E 6.23			\$ 6.08				
	E 6.10			\$ 6.01				
	E 6.05			\$ 5.56				
					Dec. 25, 1913, 1914 (Holidays)			
					Dec. 25, 1913, 1914 (Holidays)			
	5.57			\$ 5.49			6.08	6.57
	E 5.55			\$ 5.47			\$ 6.06	\$ 6.54
	5.46			5.40				\$ 6.45
				\$ 5.36				\$ 6.40
	E 5.41			\$ 5.34				\$ 6.38
	E 5.32			\$ 5.29				\$ 6.34
	E 5.28			\$ 5.24				\$ 6.30
				F 5.21				
	5.20			F 5.19	6.15			\$ 6.26
				\$ 5.18				\$ 6.23
	4.58			\$ 5.11	6.07			\$ 6.18
				\$ 5.06				\$ 6.15
				4.59	\$ 5.01			\$ 6.11
				4.55	4.58	5.55	6.02	6.08
	4.51	\$ 4.52	\$ 4.57		\$ 5.59			\$ 6.07
			\$ 4.52		\$ 5.55			\$ 6.03
					\$ 5.52			
					\$ 5.50			\$ 6.00
					\$ 5.47			
	E 4.40		\$ 4.44		\$ 5.45			\$ 5.56
					\$ 5.43			
					\$ 5.41			
					\$ 5.38			
					\$ 5.36			
					\$ 5.34			\$ 5.48
	4.28		\$ 4.37		\$ 5.31			
			\$ 4.34					
							6.29	5.44
	E 4.23		\$ 4.31		\$ 5.28			\$ 5.43
					\$ 5.25			
					\$ 5.23			
	4.10			4.27	5.22			5.37
	4.05			4.23	5.18			5.33
	E 4.02		\$ 4.20		\$ 5.15			\$ 5.30
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
	50	94	202	92	376	204	350	100
LD DAILY	LD DAILY	LD DAILY	LD DAILY	LD DAILY	LD DAILY	LD DAILY	LD DAILY	LD DAILY
EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.

STATIONS.	206	36	208	210	212
	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY
	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
ALTOONA		\$ 8.45			
BO-BLOCK STAT'N		8.41			
KITTANNING P'NT		8.34			
SF-BLOCK STAT'N		8.24			
GALLITZIN		8.22			
ORESSON		\$ 8.15			
LILLY		8.08			
BENS CREEK					
PORTAGE		8.00			
WILMORE					
SUMMERHILL		7.53			
EHERNFELD					
SOUTH FORK		7.50			
MINERAL POINT					
AO-BLOCK STAT'N		7.40			
CONEMAUGH					
JOHNSTOWN		\$ 7.33			
86-BLOCK STAT'N					
SEWARD		7.20			
NEW FLORENCE					
CONPITT JCT.		7.14			
LOCKPORT					
BOLIVAR					
BLAIRSVILLE INT		7.03			
GRAY					
HILLSIDE		6.59			
MILLWOOD					
DERRY		6.55			
BRADENVILLE					
LOYALHANNA					
LATROBE		6.48			
BEATTY					
DONOHOE		6.43			
SOUTH WEST JCT.					
GREENSBURG		\$ 6.36			
RADEBAUGH		6.32			
GRAPEVILLE					
JEANNETTE					
PENN					
MANOR		6.25			
BIDDLE					
SHAFTON					
IRWIN					
LARIMER		6.20			
ARDARA					
TRAFFORD	6.27				
UJ-BLOCK STAT'N	6.25		6.45	6.50	6.55
PITCAIRN	\$ 6.23	6.13	\$ 6.42	\$ 6.48	\$ 6.52
WILMERDING	\$ 6.19		\$ 6.38	\$ 6.44	\$ 6.48
TURTLE CREEK			\$ 6.35		
EAST PITTSB'RGH	\$ 6.15	6.07	\$ 6.33	\$ 6.39	\$ 6.43
BESSEMER			\$ 6.29	\$ 6.35	
BRADDOCK	\$ 6.11		\$ 6.27	\$ 6.33	\$ 6.38
COPELAND	\$ 6.08		\$ 6.25		\$ 6.31
HAWKINS	\$ 6.06		\$ 6.23	\$ 6.30	\$ 6.34
SWISSVALE	\$ 6.03		\$ 6.20	\$ 6.27	\$ 6.31
EDGEWOOD	\$ 6.01		\$ 6.17		
WILKINSBURG	\$ 5.59	6.00	\$ 6.15		\$ 6.21
HOMWOOD	\$ 5.55			\$ 6.21	
VI-BLOCK STA—(E. Br.)					
CM-BLOCK STAT'N	5.53		6.12	6.18	6.21
EAST LIBERTY	\$ 5.52	C 5.56		\$ 6.17	\$ 6.20
ROUF			\$ 6.09		\$ 6.17
SHADYSIDE	\$ 5.46		\$ 6.07		\$ 6.15
DV-BLOCK STAT'N	5.45	5.52	6.06	6.10	6.14
HU-BLOCK STAT'N	5.41	5.48	6.02	6.06	6.09
PITTSBURGH	\$ 5.38	\$ 5.45	\$ 5.59		
	A. M.	A. M.	A. M.	A. M.	A. M.
	206	36	208	210	212
	LR DAILY	LR DAILY	LR DAILY	LR DAILY	LR DAILY
	EX SUN	EX SUN	EX SUN	EX SUN	EX SUN

STATIONS.	702	214	216	402	218	220	2	26
	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY
	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
							T 9.45	\$10.00
							9.41	9.56
							9.34	9.49
							9.24	9.39
							9.22	9.37
							9.16	9.31
							9.08	9.24
							9.00	9.17
							8.53	9.10
							8.50	9.07
							8.41	8.59
								\$ 8.52
							8.31	
							8.28	8.39
							8.16	8.33
							8.04	8.22
							7.56	8.14
							7.49	8.08
							7.44	8.03
							7.39	7.57
								\$ 7.56
							7.36	7.51
							7.28	7.43
							7.23	7.38
							7.05	
							7.03	
							7.09	
							7.13	
							7.28	
							7.26	
Runs as No. 73 from VI	\$ 7.00	\$ 7.06		\$ 7.11	\$ 7.24	7.16	7.32	
	\$ 6.56	\$ 7.02		\$ 7.07	\$ 7.20			
	\$ 6.50	\$ 6.57		\$ 7.03	\$ 7.15	7.09	7.27	
	\$ 6.46			\$ 7.12				
	\$ 6.44			\$ 6.58	\$ 7.10			
	\$ 6.42	\$ 6.51			\$ 7.08			
	\$ 6.40				\$ 7.06			
	\$ 6.37	\$ 6.47		\$ 6.53	\$ 7.03			
	\$ 6.35	\$ 6.45		\$ 7.01				
	\$ 6.33	\$ 6.43		\$ 6.49	\$ 6.59	7.00	7.20	
	\$ 6.40			\$ 6.56				
	6.33			6.47				
	6.29	6.30	6.38	6.43	6.45	6.54		
	\$ 6.26			\$ 6.40	\$ 6.44	\$ 6.53	\$ 6.56	\$ 7.16
				\$ 6.37	\$ 6.41	\$ 6.50		
	\$ 6.20			\$ 6.35	\$ 6.39	\$ 6.48		
	6.19	6.26	6.32	6.34	6.38	6.47	6.52	7.12
	6.16	6.22	6.28	6.31	6.35	6.43	6.48	7.08
	\$ 6.13	\$ 6.19		\$ 6.28	\$ 6.32	\$ 6.40	\$ 6.45	\$ 7.05
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	702	214	216	402	218	220	2	26
	LR DAILY	LR DAILY	LR DAILY	LR DAILY	LR DAILY	LR DAILY	LR DAILY	LR DAILY
	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.

STATIONS.	102	232	712	714	44
	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY
	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.
	A. M.	A. M.	A. M.	A. M.	P. M.
ALTOONA					\$12.86
HO--BLOCK STAT'N					12.32
KITTANNING P'NT					12.28
HF--BLOCK STAT'N					12.18
GALLITZIN					12.13
CRESSON					12.07
LILLY					12.00
BENS CREEK					
PORTAGE					11.52
WILMORE					
SUMMERHILL					11.48
EHENFELD					
SOUTH FORK					11.42
MINERAL POINT					
AO--BLOCK STAT'N					11.34
CONEMAUGH					
JOHNSTOWN					\$11.27
SG--BLOCK STAT'N					
SEWARD					11.15
NEW FLORENCE					
CONPITT JCT.					11.09
LOCKPORT					
BOLIVAR					
BLAIRSVILLE INT					10.58
GRAY					
HILLSIDE					
MILLWOOD					
DERRY					10.50
BRADENVILLE					
LOYALHANNA					
LATROBE					10.44
BEATTY					
DONOHUE					10.38
SOUTH WEST JCT.	\$ 9.42				10.33
GREENSBURG	\$ 9.40				\$10.32
RADEBAUGH	9.33				10.27
GRAPEVILLE					
JEANNETTE	\$ 9.28				
PENN	F 9.24				
MANOR	\$ 9.20				10.19
BIDDLE					
SHAFTON					
IRWIN	\$ 9.15				
LARIMER	F 9.11				10.14
ARDARA					
TRAFFORD	\$ 9.05	9.28			
UJ--BLOCK STAT'N	9.02	9.28			
PITCAIRN	\$ 9.01	\$ 9.24			10.08
WILMERDING	\$ 8.57	\$ 9.20			
TURTLE CREEK		\$ 9.17			
EAST PITTSB'RGH		\$ 9.15			10.08
BESSEMER		\$ 9.12			
BRADDOCK	\$ 8.49	\$ 9.10			
COPELAND		\$ 9.08			
HAWKINS		\$ 9.06			
SWISSVALE		\$ 9.03			
EDGEWOOD		\$ 9.01			
WILKINSBURG	\$ 8.43	\$ 8.59			9.58
HOMEWOOD		\$ 8.58			
VI--BLOCK STA--(R. R.)			9.18	9.30	
CM--BLOCK STAT'N	8.39	8.54	9.14	9.28	
EAST LIBERTY	\$ 8.38	\$ 8.53	\$ 9.11	\$ 9.23	C 9.52
ROUF		\$ 8.50		\$ 9.20	
SHADYSIDE		\$ 8.48		\$ 9.18	
DV--BLOCK STAT'N	8.32	8.47	9.07	9.17	9.47
BU--BLOCK STAT'N	8.28	8.43	9.03	9.13	9.48
PITTSBURGH	\$ 8.25	\$ 8.40	\$ 9.00	\$ 9.10	\$ 9.40
	A. M.	A. M.	A. M.	A. M.	A. M.
	102	232	712	714	44
	LE DAILY	LE DAILY	LA DAILY	LE DAILY	LE DAILY
	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.

298	716	280	332	236	72	24	442
ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY
EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
					\$ 1.25	\$ 3.15	
					1.21	3.11	
					\$ 1.13	3.03	
					1.03	2.53	
					\$ 1.00	2.51	
					\$12.54	\$ 2.42	
					\$12.47	2.33	
					F12.48		
					\$12.39	2.24	
					\$12.34		
					F12.29	2.17	
					F12.26		
					\$12.28	2.14	
					F12.17		
					12.18	2.06	
					\$12.10		
					\$12.05	\$ 1.58	
					11.55		
						1.44	
						1.38	
						\$ 1.25	
		\$12.55					
		F12.48					
		\$12.43					
			\$12.38				
			\$12.34			1.14	
			\$12.28				
			F12.24				
			\$12.20	12.22		1.07	
			\$12.12				
			\$12.07	12.09		1.02	
11.17		12.00	12.05			12.56	
\$11.13		\$11.59				\$12.55	
11.07		F11.53				12.49	
F11.01							
\$10.58		\$11.48					
\$10.54		\$11.43					
\$10.50		\$11.39				12.41	
			F11.36				
F10.46							
\$10.44		\$11.33					
\$10.40		\$11.29				12.36	
		F11.28					
\$10.33		\$11.21		12.02			
10.30		11.18		12.00			
\$10.29		\$11.17		\$11.58		12.30	
\$10.26		\$11.13		\$11.54			
	Runs as No. 503 from VI						
\$10.20		\$11.09		\$11.50		12.25	
\$10.17				\$11.47			
\$10.15		\$11.05		\$11.45			
\$10.13				\$11.43			
\$10.11				\$11.41			
\$10.08		\$11.00		\$11.38			
\$10.06				\$11.36			
\$10.04		\$10.57		\$11.34		12.17	
\$10.01				\$11.31			
	10.48						12.22
9.59	10.44	10.53		11.29		12.18	
\$ 9.58	\$10.41	\$10.52		\$11.28		C12.13	\$12.15
\$ 9.55				\$11.25			
\$ 9.53				\$11.23			K12.13
9.52	10.37	10.47		11.22		12.08	12.12
9.48	10.33	10.43		11.18		12.04	12.08
\$ 9.46	\$10.30	\$10.40		\$11.15		\$12.01	\$12.06
	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.
	298	716	280	332	236	72	24
	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY
	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.

STATIONS.	432	242	404	724	244
	Ar Daily Ex Sat. & Sun.	AR DAILY RX SUN	AR DAILY RX SUN	AR DAILY RX SUN	Ar Daily Ex Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.
ALTOONA					
BO-BLOCK STAT'N					
KITTANNING P'NT					
SF-BLOCK STAT'N					
GALLITZIN					
CRESSON					
LILLY					
BENS CREEK					
PORTAGE					
WILMORE					
SUMMERHILL					
EHRNFELD					
SOUTH FORK					
MINERAL POINT					
AO-BLOCK STAT'N					
CONEMAUGH					
JOHNSTOWN					
SG-BLOCK STAT'N					
SEWARD					
NEW FLORENCE					
CONPITT JCT.					
LOCKPORT					
BOLIVAR					
BLAIRSVILLE INT					
GRAY					
HILLSIDE					
MILLWOOD					
DEBBY					
BRADENVILLE					
LOYALHANNA					
LATROBE					
BEATTY					
DONOHUE					
SOUTH WEST JCT					
GREENSBURG					
RADEBAUGH					
GRAPEVILLE					
JEANNETTE					
PENN					
MANOR					
BIDDLE					
SHAFTON					
IRWIN					
LARIMER					
ARARA					
TRAFFORD					
UJ-BLOCK STAT'N		3.35			3.52
PITCAIRN		\$ 3.31			\$ 3.49
WILMERDING		\$ 3.27			\$ 3.45
TURTLE CREEK		\$ 3.24			\$ 3.40
EAST PITTSB'RGH		\$ 3.22			\$ 3.37
BESSEMER		\$ 3.19			\$ 3.35
BRADDOCK		\$ 3.17			\$ 3.33
COPELAND		\$ 3.14			\$ 3.31
HAWKINS		\$ 3.12			\$ 3.28
SWISSVALE		\$ 3.09			\$ 3.26
EDGEWOOD		\$ 3.07			\$ 3.24
WILKINSBURG		\$ 3.04			\$ 3.21
HOMEWOOD		\$ 3.01			\$ 3.19
VI-BLOCK STA.--(R.R.)	2.24		3.15	3.20	
CM-BLOCK STAT'N	2.19	2.59	3.11	3.16	3.19
EAST LIBERTY	\$ 2.16	\$ 2.58	\$ 3.08	\$ 3.13	\$ 3.18
ROUP	\$ 2.14	\$ 2.55			\$ 3.15
SHADYSIDE	\$ 2.12	\$ 2.53		\$ 3.09	\$ 3.13
DV-BLOCK STAT'N	2.11	2.52	3.03	3.08	3.12
BU-BLOCK STAT'N	2.08	2.48	3.00	3.05	3.08
PITTSBURGH	\$ 2.05	\$ 2.45	\$ 2.57	\$ 3.02	\$ 3.05
	P. M.	P. M.	P. M.	P. M.	P. M.
	432	242	404	724	244
	Le Daily Ex	LE DAILY	LE DAILY	LE DAILY	Le Daily Ex
	Sat. & Sun.	RX SUN	RX SUN	RX SUN	Sat. & Sun.

	46	246	284	134	248	250	728	
	AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY	
	RX SUN	RX SUN	RX SUN	RX SUN	RX SUN	RX SUN	RX SUN	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
\$ 6.23								
6.20								
6.13								
6.03								
6.01								
\$ 5.56								
5.49								
5.42								
5.35								
5.32								
5.24								
\$ 5.16			\$ 6.38					
5.03			\$ 6.22					
4.58			\$ 6.16					
			8.11					
			F 6.06					
			\$ 6.02					
\$ 4.47			\$ 5.53					
			F 5.47					
			\$ 5.43					
			\$ 5.39					
4.38			\$ 5.35					
			\$ 5.30					
			F 5.26					
\$ 4.30			\$ 5.23					
			\$ 5.17					
4.22			\$ 5.12					
4.17			5.06	5.10				
\$ 4.16			\$ 5.05	\$ 5.08				
4.12			F 4.57					
			F 4.52					
			\$ 4.50					
			\$ 4.46					
4.06			\$ 4.42					
			F 4.39					
			F 4.37					
			\$ 4.36					
4.01			\$ 4.31					
			F 4.28					
			\$ 4.24		4.33	5.04		
			4.22		4.31	5.02		
3.56		\$ 4.15	\$ 4.21		\$ 4.30	\$ 4.59		
		\$ 4.11	\$ 4.17		\$ 4.27	\$ 4.56		
					\$ 4.24	\$ 4.52		
3.51		\$ 4.07	\$ 4.13		\$ 4.22	\$ 4.50		
					\$ 4.47			
		\$ 4.03	\$ 4.09		\$ 4.18	\$ 4.45		
		\$ 4.01			\$ 4.43			
					\$ 4.41			
		\$ 3.59			\$ 4.38			
		\$ 3.56	\$ 4.06		\$ 4.14	\$ 4.38		
		\$ 3.54			\$ 4.12	\$ 4.36		
3.48		\$ 3.52	\$ 4.02		\$ 4.10	\$ 4.34		
		\$ 3.49			\$ 4.07	\$ 4.31		
							4.37	
		3.47	3.58		4.06	4.29	4.33	
C 3.40		\$ 3.46	\$ 3.57		\$ 4.05	\$ 4.28	\$ 4.30	
		\$ 3.43			\$ 4.25			
		\$ 3.41			\$ 4.23			
3.36		3.40	3.52		4.01	4.22	4.26	
3.33		3.36	3.48		3.58	4.18	4.23	
\$ 3.30		\$ 3.33	\$ 3.45		\$ 3.55	\$ 4.15	\$ 4.20	
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
		46	246	284	134	248	250	728
		LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY
		RX SUN	RX SUN	RX SUN	RX SUN	RX SUN	RX SUN	RX SUN

STATIONS.	●258	●290	●260	734	952
	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY
	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
ALTOONA					
BO-BLOCK STAT'N					
KITTANNING P'NT					
SF-BLOCK STAT'N					
GALLITZIN					
CRESSON					
LILLY					
BENS CREEK					
PORTAGE					
WILMORE					
SUMMERHILL					
EHRENFELD					
SOUTH FORK					
MINERAL POINT					
AO-BLOCK STAT'N					
CONEMAUGH					
JOHNSTOWN					
SG-BLOCK STAT'N					
SEWARD					
NEW FLORENCE					
CONPITT JCT.					
LOCKPORT					
BOLIVAR					
BLAIRSVILLE INT					
GRAY					
HILLSIDE					
MILLWOOD					
DERBY		\$ 7.30			
BRADENVILLE		7.24			
LOYALHANNA					
LATROBE		\$ 7.19			
BEATTY		\$ 7.14			
DONOHUE		\$ 7.09			
SOUTH WEST JCT		7.02			
GREENSBURG		\$ 7.00			
RADEBAUGH		F 6.54			
GRAPEVILLE		F 6.50			
JEANNETTE		\$ 6.47			
PENN		\$ 6.43			
MANOR		\$ 6.39			
BIDDLE					
SHAFTON		F 6.36			
IRWIN		\$ 6.33			
LABIMER		\$ 6.29			
ARDARA		F 6.26			
TRAFFORD		\$ 6.21	6.29		
UJ-BLOCK STAT'N	6.14	6.18	6.27		6.34
PITCAIRN	\$ 6.11	\$ 6.16	\$ 6.24		\$ 6.30
WILMERDING	\$ 6.07	\$ 6.12	\$ 6.20		\$ 6.26
TURTLE CREEK		\$ 6.08	\$ 6.17		
EAST PITTSB'RGH	\$ 6.02	\$ 6.06	\$ 6.15		\$ 6.21
BESSEMER	\$ 5.59		\$ 6.12		
BRADDOCK	\$ 5.57	\$ 6.02	\$ 6.10		\$ 6.16
COPELAND	\$ 5.55	\$ 6.00	\$ 6.08		\$ 6.14
HAWKINS			\$ 6.06		\$ 6.12
SWISSVALE	\$ 5.51	\$ 5.56	\$ 6.03		\$ 6.09
EDGEWOOD	\$ 5.49	\$ 5.54	\$ 6.01		\$ 6.07
WILKINSBURG	\$ 5.47	\$ 5.52	\$ 5.59		\$ 6.05
HOMWOOD	\$ 5.44	\$ 5.49	\$ 5.56		\$ 6.02
VI-BLOCK STA--(B. Br.)			6.02		
CM-BLOCK STAT'N	5.42	5.47	5.54	5.58	6.00
EAST LIBERTY	\$ 5.41	\$ 5.46	\$ 5.53	\$ 5.56	\$ 5.59
BOUF	\$ 5.38	\$ 5.43	\$ 5.50		\$ 5.56
SHADYSIDE	\$ 5.36	\$ 5.41	\$ 5.48	\$ 5.51	\$ 5.54
DV-BLOCK STAT'N	5.36	5.40	5.47	5.50	5.53
BU-BLOCK STAT'N	5.31	5.36	5.43	5.46	5.49
PITTSBURGH	\$ 5.28	\$ 5.33	\$ 5.40	\$ 5.43	\$ 5.46
	P. M.	P. M.	P. M.	P. M.	P. M.
	●258	●290	●260	734	952
	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY
	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.

	●262	●264	266	436	270	●14	738
	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY
	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
						E10.15	
						10.11	
						10.04	
						9.54	
						9.52	
						9.46	
						9.36	
						9.27	
						9.19	
						9.10	
						9.07	
						8.57	
						8.49	
						8.42	
						8.31	
						8.22	
						8.15	
						8.08	
						8.03	
						P 8.01	
						7.57	
						7.49	
						7.43	
						7.25	
						7.23	
	\$ 6.37	\$ 6.43	\$ 6.57		\$ 7.21	7.36	
	\$ 6.33	\$ 6.39	\$ 6.53		\$ 7.18	7.32	
		\$ 6.36					
	\$ 6.28	\$ 6.34	\$ 6.49		\$ 7.14	7.28	
	\$ 6.23	\$ 6.30	\$ 6.45		\$ 7.10	7.23	
	\$ 6.21	\$ 6.28	\$ 6.43		\$ 7.08		
	\$ 6.19	\$ 6.26	\$ 6.41		\$ 7.06		
	\$ 6.16	\$ 6.23	\$ 6.38		\$ 7.03		
	\$ 6.14	\$ 6.21	\$ 6.36		\$ 7.01		
	\$ 6.12	\$ 6.19	\$ 6.34		\$ 6.99	7.16	
	\$ 6.09	\$ 6.16	\$ 6.31		\$ 6.96		
				6.37			7.24
	6.07	6.14	6.29	6.33	6.54		7.20
	\$ 6.06	\$ 6.13	\$ 6.28	\$ 6.31	\$ 6.53	P 7.12	\$ 7.17
	\$ 6.03	\$ 6.10	\$ 6.25	\$ 6.28	\$ 6.50		\$ 7.15
	\$ 6.01	\$ 6.08	\$ 6.23		\$ 6.48		\$ 7.13
	6.00	6.07	6.22	6.26	6.47	7.07	7.12
	5.56	6.03	6.18	6.23	6.43	7.03	7.08
	\$ 5.53	\$ 6.00	\$ 6.15	\$ 6.20	\$ 6.40	P 7.00	\$ 7.06
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	●262	●264	266	436	270	●14	738
	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY
	EX SUN.	EX SUN.	EX SUN.	EX SUN.	EX SUN.	LE DAILY	EX SUN.

STATIONS.	•750	38	22		
	AR DAILY	AR DAILY	AR DAILY		
	EX SUN	A.M.	A.M.		
ALTOONA		\$ 1.58	\$ 2.06		
BO-BLOCK STAT'N		1.54	2.02		
KITTANNING P'NT		1.47	1.55		
SF-BLOCK STAT'N		1.37	1.45		
GALLITZIN		1.35	1.43		
CRESSON		1.29	1.38		
LILLY		1.22	1.29		
BENS CREEK					
PORTAGE		1.14	1.21		
WILMORE					
SUMMERHILL		1.07	1.14		
EHRENFELD					
SOUTH FORK		1.04	1.11		
MINERAL POINT					
AO-BLOCK STAT'N		12.56	1.02		
CONEMAUGH					
JOHNSTOWN					
SG-BLOCK STAT'N		12.46	12.52		
SEWARD		12.38	12.44		
NEW FLORENCE					
CONPITT JCT.		12.32	12.38		
LOCKPORT					
BOLIVAR					
BLAIRSVILLE INT		12.21	12.27		
GRAY					
HILLSIDE					
MILLWOOD					
DEBRY		12.14	12.20		
BRADENVILLE					
LOYALHANNA					
LATROBE		12.08	12.13		
BEATTY					
DONOHOE		12.03	12.08		
SOUTH WEST JCT.		11.59	12.03		
GREENSBURG					
RADEBAUGH		11.56	12.00		
GRAPEVILLE					
JEANNETTE					
PENN					
MANOR		11.48	11.52		
BIDDLE					
SHAFTON					
IRWIN					
LARIMER		11.43	11.47		
ARDARA					
TRAFFORD					
UJ-BLOCK STAT'N					
PITCAIRN		11.37	11.41		
WILMERDING					
TURTLE CREEK					
EAST PITTSB'RGH		11.32	11.36		
BESSEMER					
BRADDOCK					
COPELAND					
HAWKINS					
SWISSVALE					
EDGEWOOD					
WILKINSBURG		11.24	11.28		
HOMEWOOD					
VI-BLOCK STA--(R. Br.)	11.22				
CM-BLOCK STAT'N	11.18				
EAST LIBERTY	\$11.15	C11.21	C11.25		
ROUP	\$11.13				
SHADYSIDE	\$11.11				
DV-BLOCK STAT'N	11.10	11.16	11.20		
BU-BLOCK STAT'N	11.06	11.13	11.17		
PITTSBURGH	\$11.03	\$11.10	\$11.14		
	P.M.	P.M.	P.M.		
	•750	38	22		
	AR DAILY	AR DAILY	AR DAILY		
	EX SUN				

	32	108	296	•276	406	•752
	AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY
	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.
	\$ 2.12					
	2.08					
	2.01					
	1.51					
	1.49					
	1.43					
	1.36					
	1.29					
	1.22					
	1.19					
	1.10					
	\$ 1.02					
	12.50					
	12.44					
	12.33		1.24			
			F 1.16			
			\$ 1.11			
	12.25		\$ 1.08			
			F 1.03			
			1.00			
	12.18		\$12.54			
			F12.50			
	12.13		F12.45			
	12.09	12.22	12.39			
		\$12.21	\$12.37			
	12.06	12.17	F12.32			
		\$12.18	\$12.26			
			\$12.22			
	11.58	12.09	\$12.18			
			\$12.04	\$12.12		
	11.53		\$12.09			
			\$12.03	12.18		
				12.16		
	11.47	11.56	\$12.00	\$12.14		
		\$11.52	\$11.56	\$12.10		
				\$12.07		
	11.42		\$11.52	\$12.05		
			\$12.02			
		\$11.45	\$11.48	\$12.00		
			\$11.58			
				\$11.56		
				\$11.53		
				\$11.51		
	11.34	C11.38	\$11.41	\$11.49		
			\$11.46			
					11.51	12.09
			11.37	11.44	11.47	12.05
	C11.31	C11.33	\$11.36	\$11.42	\$11.44	\$12.02
			\$11.39	\$11.39		\$12.00
			\$11.33	\$11.37		\$11.58
	11.27	11.28	11.32	11.36	11.39	11.57
	11.23	11.25	11.28	11.32	11.35	11.53
	\$11.20	\$11.22	\$11.25	\$11.29	\$11.32	\$11.50
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	32	108	296	•276	406	•752
	AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY
	EX SUN	EX SUN	EX SUN	EX SUN	EX SUN	EX SUN

TURTLE CREEK BRANCH.

Rule 318a is in effect between SZ and end of double track.

Rule 317a is in effect between end of double track and White Valley and will apply for movements against current of traffic between SZ and end of double track.

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 BY, 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 BY when clear of single track between BY and the east end of double track.

Between the hours of 9.40 P. M. and 5.40 A. M., daily, the Block Station at HD will be closed and the signals will be left in stop position and lights burning and must not be passed without an order from the Superintendent. Rule 341 is modified accordingly.

Between 5.40 A. M. and 9.40 P. M. the block between HD and †EP and the block between †EP and †WV will be controlled by the signalman at HD, and between 9.40 P. M. and 5.40 A. M., when HD Block Station is closed, the extended block between BY and †EP and the block between †EP and †WV will be controlled by the signalman at BY.

The Signalman at BY will have charge of the switch leading from main track to Passenger Siding at BY.

LYONS RUN BRANCH.

Rule 317a is in effect on Lyons Run Branch between Lyons Run Branch Junction and Lyons Run Mine.

Block system operations are controlled by the signalman at HD between the hours of 5.40 A. M. and 9.40 P. M., and by the signalman at BY between the hours of 9.40 P. M. and 5.40 A. M.

EASTWARD.

TURTLE CREEK BRANCH.

STATIONS.	Dist. from Traf- ford Miles	●276		●202		●214		●220		●236		●240		●248		●250		●252		●256		●260		●270			
		AR DAILY	EX MON	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN
TRAFFORD	04	\$12.18	\$ 4.99	\$ 6.27	7.05	7.28	9.28	\$12.02	1.36	2.29	\$ 4.33	5.04	6.14	\$ 5.62	6.29	\$ 7.25	7.30	8.31	\$ 6.31	7.30	8.31	\$ 6.31	7.30	8.31	\$ 6.31	7.30	
NORTH TRAFFORD	04	\$12.21	\$ 5.01	\$ 6.29	7.07	7.31	9.30	\$12.04	1.37	2.31	\$ 4.35	5.06	6.16	\$ 5.54	6.18	\$ 7.28	7.33	8.34	\$ 6.34	7.33	8.34	\$ 6.34	7.33	8.34	\$ 6.34	7.33	
E. END DOUBLE TRACK	05	12.23	5.02	6.30	7.09	7.33	9.32	12.06	1.39	2.33	4.37	5.08	6.18	5.50	6.38	7.30	8.31	9.32	6.38	7.30	8.31	6.38	7.30	8.31	6.38	7.30	
BLACKBURN Y	08	12.25	5.04	6.32	7.11	7.35	9.34	12.08	1.41	2.35	4.38	6.10	5.20	5.68	6.36	7.32	8.33	9.34	6.36	7.32	8.33	6.36	7.32	8.33	6.36	7.32	
BLACKBURN	13	12.28	5.06	6.34	7.13	7.37	9.37	12.11	1.43	2.37	4.41	6.13	5.23	5.71	6.38	7.34	8.35	9.36	6.38	7.34	8.35	6.38	7.34	8.35	6.38	7.34	
SAUNDERS	83	12.36	5.13	6.41	7.20	7.44	9.43	12.17	1.50	2.44	4.48	6.20	5.30	5.78	6.45	7.41	8.42	9.43	6.45	7.41	8.42	6.45	7.41	8.42	6.45	7.41	
LYONS RUN BR JCT	84	12.36	5.14	6.42	7.21	7.45	9.44	12.18	1.51	2.45	4.49	6.21	5.31	5.79	6.46	7.42	8.43	9.44	6.46	7.42	8.43	6.46	7.42	8.43	6.46	7.42	
LYONS RUN MINE	69	12.36	5.14	6.42	7.21	7.45	9.44	12.18	1.51	2.45	4.49	6.21	5.31	5.79	6.46	7.42	8.43	9.44	6.46	7.42	8.43	6.46	7.42	8.43	6.46	7.42	
LYONS RUN BR. JCT.	84	12.36	5.14	6.42	7.21	7.45	9.44	12.18	1.51	2.45	4.49	6.21	5.31	5.79	6.46	7.42	8.43	9.44	6.46	7.42	8.43	6.46	7.42	8.43	6.46	7.42	
MURRAYSVILLE	69	12.44	5.22	6.50	7.29	7.53	9.52	12.26	1.59	2.53	4.57	6.29	5.39	5.87	6.54	7.50	8.51	9.52	6.54	7.50	8.51	6.54	7.50	8.51	6.54	7.50	
NEWLINSBURG	73	12.49	5.27	6.55	7.34	7.58	9.57	12.31	2.04	2.98	4.52	6.31	5.41	5.89	6.56	7.52	8.53	9.54	6.56	7.52	8.53	6.56	7.52	8.53	6.56	7.52	
EXPORT	100	12.58	5.36	7.04	7.43	7.67	9.66	12.40	2.13	3.07	5.01	6.40	5.50	5.98	7.05	8.01	9.02	9.66	7.05	8.01	9.02	7.05	8.01	9.02	7.05	8.01	
WHITE VALLEY	113	1.03	5.41	7.09	7.48	7.72	9.71	1.03	5.41	7.09	7.48	7.72	9.71	1.03	5.41	7.09	7.48	7.72	9.71	1.03	5.41	7.09	7.48	7.72	9.71	1.03	5.41
LYONS RUN BR. JCT	84	12.36	5.14	6.42	7.21	7.45	9.44	12.18	1.51	2.45	4.49	6.21	5.31	5.79	6.46	7.42	8.43	9.44	6.46	7.42	8.43	6.46	7.42	8.43	6.46	7.42	
LYONS RUN MINE	69	12.36	5.14	6.42	7.21	7.45	9.44	12.18	1.51	2.45	4.49	6.21	5.31	5.79	6.46	7.42	8.43	9.44	6.46	7.42	8.43	6.46	7.42	8.43	6.46	7.42	

Eastward trains between East End Double Track and end of Turtle Creek Branch and on Lyons Run Branch are superior by direction to trains of the same class in the opposite direction unless otherwise specified.
Trains 213, 251, 214 and 252 will not run December 25, 1913, or January 1, 1914, (Holidays).

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TURTLE CREEK BRANCH.

WESTWARD.

STATIONS.	Dist. from Traf- ford Miles	●277		●951		●213		●957		●219		●237		●241		●249		●251		●953		●263		●269			
		AR DAILY	EX MON	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN	AR DAILY	EX SUN
TRAFFORD	113	\$ 1.56	\$ 6.33	\$ 7.29	7.52	\$ 8.06	\$11.14	1.33	2.58	\$ 3.48	5.38	6.49	\$ 6.01	\$ 7.15	\$ 7.37	8.32	9.33	10.34	\$ 7.34	8.30	9.31	\$ 7.34	8.30	9.31	\$ 7.34	8.30	
NORTH TRAFFORD	109	\$ 1.52	\$ 6.31	\$ 7.27	7.50	\$ 8.04	\$11.12	1.30	2.56	\$ 3.46	5.36	6.47	\$ 5.58	\$ 7.12	\$ 7.34	8.29	9.30	10.31	\$ 7.33	8.29	9.30	\$ 7.33	8.29	9.30	\$ 7.33	8.29	
E. END DOUBLE TRACK	108	1.50	6.30	7.26	7.49	8.03	11.11	1.28	2.55	3.45	5.35	6.46	5.53	7.11	7.33	8.28	9.29	10.30	7.33	8.28	9.29	7.33	8.28	9.29	7.33	8.28	
BLACKBURN Y	105	1.49	6.28	7.24	7.47	8.02	11.09	1.27	2.53	3.43	5.33	6.44	5.55	7.09	7.32	8.27	9.28	10.29	7.32	8.27	9.28	7.32	8.27	9.28	7.32	8.27	
BLACKBURN	101	1.48	6.26	7.22	7.45	8.00	11.07	1.25	2.51	3.41	5.31	6.42	5.54	7.08	7.31	8.26	9.27	10.28	7.31	8.26	9.27	7.31	8.26	9.27	7.31	8.26	
SAUNDERS	80	1.41	6.19	7.15	7.38	7.93	11.05	1.18	2.44	3.34	5.24	6.35	5.47	7.01	7.24	8.19	9.20	10.21	7.24	8.19	9.20	7.24	8.19	9.20	7.24	8.19	
LYONS RUN BR. JCT	84	12.36	5.14	6.42	7.21	7.45	9.44	12.18	1.51	2.45	4.49	6.21	5.31	5.79	6.46	7.42	8.43	9.44	6.46	7.42	8.43	6.46	7.42	8.43	6.46	7.42	
LYONS RUN MINE	69	12.36	5.14	6.42	7.21	7.45	9.44	12.18	1.51	2.45	4.49	6.21	5.31	5.79	6.46	7.42	8.43	9.44	6.46	7.42	8.43	6.46	7.42	8.43	6.46	7.42	
LYONS RUN BR. JCT.	84	12.36	5.14	6.42	7.21	7.45	9.44	12.18	1.51	2.45	4.49	6.21	5.31	5.79	6.46	7.42	8.43	9.44	6.46	7.42	8.43	6.46	7.42	8.43	6.46	7.42	
MURRAYSVILLE	69	12.44	5.22	6.50	7.29	7.53	9.52	12.26	1.59	2.53	4.57	6.29	5.39	5.87	6.54	7.50	8.51	9.52	6.54	7.50	8.51	6.54	7.50	8.51	6.54	7.50	
NEWLINSBURG	73	12.49	5.27	6.55	7.34	7.58	9.57	12.31	2.04	2.98	4.52	6.31	5.41	5.89	6.56	7.52	8.53	9.54	6.56	7.52	8.53	6.56	7.52	8.53	6.56	7.52	
EXPORT	100	12.58	5.36	7.04	7.43	7.67	9.66	12.40	2.13	3.07	5.01	6.40	5.50	5.98	7.05	8.01	9.02	9.66	7.05	8.01	9.02	7.05	8.01	9.02	7.05	8.01	
WHITE VALLEY	113	1.03	5.41	7.09	7.48	7.72	9.71	1.03	5.41	7.09	7.48	7.72	9.71	1.03	5.41	7.09	7.48	7.72	9.71	1.03	5.41	7.09	7.48	7.72	9.71	1.03	5.41
LYONS RUN BR. JCT	84	12.36	5.14	6.42	7.21	7.45	9.44	12.18	1.51	2.45	4.49	6.21	5.31	5.79	6.46	7.42	8.43	9.44	6.46	7.42	8.43	6.46	7.42	8.43	6.46	7.42	
LYONS RUN MINE	69	12.36	5.14	6.42	7.21	7.45	9.44	12.18	1.51	2.45	4.49	6.21	5.31	5.79	6.46	7.42	8.43	9.44	6.46	7.42	8.43	6.46	7.42	8.43	6.46	7.42	

Eastward trains between East End Double Track and end of Turtle Creek Branch and on Lyons Run Branch are superior by direction to trains of the same class in the opposite direction unless otherwise specified.
Turtle Creek Branch between SZ and west end of cut east of North Trafford is operated as double track.

Nos. 219 and 265 turn engines at Blackburn Y.

Train of No. 277 runs extra Trafford to Pitcairn Passenger Yard.

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STATIONS.	Dist. from SOUTH FORK BR. JCT.	Distance between Stations.	300	302	304	Block Stations
			LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.	
			A. M.	A. M.	A. M.	
SOUTH FORK BR. JCT.						
BOOTH No. 1	1.2	1.2				
SOUTH FORK	1.5	0.3			\$ 9.40	
BOOTH No. 2	2.2	0.7			\$ 9.43	
ST. MICHAEL	4.2	2.0			\$ 9.48	
CRESLO	5.0	0.8			F 9.50	
BOOTH No. 4	5.1	0.1			\$ 9.51	
LOVETT	5.7			7.07	\$ 9.58	
RUTHFORD	7.0	1.3		F 7.11	F 9.57	
BEAVERDALE	8.7	1.7		F 7.15	F 10.02	
LLOYDELL	9.2	0.5		\$ 7.19	\$ 10.06	
LOVETT	5.7		\$ 6.36		\$ 10.20	
DUNLO	8.8	3.1	\$ 6.47		\$ 10.31	
LLANFAIR	9.3	0.5	\$ 6.51		\$ 10.34	
LOVETT	5.7	0.6			\$ 10.49	
SALIX	9.1	3.4			\$ 11.00	
SUMMIT	9.9	0.8			11.02	
ELTONBURG	11.6	1.7			\$ 11.08	
PAINT CREEK BR. JCT.	14.8	3.2			11.17	
AK-BLOCK STATION	14.9	0.1				
SCALP LEVEL	15.5	0.6			\$ 11.19	
WINDBER	16.5	1.0			\$ 11.22	
WINDBER BRANCH JCT.	18.6	0.1				
EUREKA No. 34	18.3	1.7				
ASHTOLA	22.5	4.2				
			A. M.	A. M.	A. M.	
			300	302	304	
			AR.DAILY	AR.DAILY	AR.DAILY	
			EX SUN.	EX SUN.	EX SUN.	

SOUTH FORK BRANCH.

STATIONS.	Distance from Ashtola	Distance between Stations.	301	303	305	Block Stations
			AR.DAILY EX SUN.	AR.DAILY EX SUN.	AR.DAILY EX SUN.	
			A. M.	A. M.	A. M.	
SOUTH FORK BR. JCT.	22.5	1.2				
BOOTH No. 1	21.3	0.3				
SOUTH FORK	21.0	0.7	\$ 7.47			
BOOTH No. 2	20.3	2.0	\$ 7.41			
ST. MICHAEL	18.3	0.8	\$ 7.38			
CRESLO	17.5	0.1	F 7.36			
BOOTH No. 4	17.4	0.6	7.35			
LOVETT	16.8	1.3	\$ 7.33	10.19		
RUTHFORD	18.1	1.7	F 7.29	F 10.15		
BEAVERDALE	19.8	0.5	F 7.24	F 10.11		
LLOYDELL	20.3		\$ 7.20	\$ 10.07		
LOVETT	18.8	3.1	\$ 7.06		10.48	
DUNLO	19.9	0.5	\$ 6.55		\$ 10.37	
LLANFAIR	20.4		\$ 6.52		\$ 10.36	
LOVETT	16.8	3.4	\$ 6.35			
SALIX	13.4	0.8	\$ 6.25			
SUMMIT	12.6	1.7	6.22			
ELTONBURG	10.9	3.2	\$ 6.17			
PAINT CREEK BR. JCT.	7.7	0.1	6.08			
AK-BLOCK STATION	7.6	0.6				
SCALP LEVEL	7.0	1.0	\$ 6.06			
WINDBER	6.0	0.1	\$ 6.03			
WINDBER BRANCH JCT.	5.9	1.7				
EUREKA No. 34	4.2	4.2				
ASHTOLA						
			A. M.	A. M.	A. M.	
			301	303	305	
			AR.DAILY	AR.DAILY	AR.DAILY	
			EX SUN.	EX SUN.	EX SUN.	

Southward trains between Windber and Ashtola are superior by direction to trains of the same class in the opposite direction.

Southward trains on Beaver and Llanfair Branches are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

STATIONS.	Dist. from SOUTH FORK BR. JCT.	Distance between Stations.	306	308	310	Block Stations
			LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.	
			P. M.	P. M.	P. M.	
SOUTH FORK BR. JCT.						
BOOTH No. 1	1.2	1.2				
SOUTH FORK	1.5	0.3			\$ 5.20	
BOOTH No. 2	2.2	0.7			5.23	
ST. MICHAEL	4.2	2.0			\$ 5.28	
CRESLO	5.0	0.8			F 5.30	
BOOTH No. 4	5.1	0.1			\$ 5.31	
LOVETT	5.7			3.11	\$ 5.33	
RUTHFORD	7.0	1.3		F 3.15	F 5.37	
BEAVERDALE	8.7	1.7		F 3.19	F 5.41	
LLOYDELL	9.2	0.5		\$ 3.23	\$ 5.46	
LOVETT	5.7		\$ 2.40		\$ 6.00	
DUNLO	8.8	3.1	\$ 2.51		\$ 6.11	
LLANFAIR	9.3	0.5	\$ 2.56		\$ 6.14	
LOVETT	5.7	0.6			\$ 6.29	
SALIX	9.1	3.4			\$ 6.40	
SUMMIT	9.9	0.8			6.42	
ELTONBURG	11.6	1.7			\$ 6.48	
PAINT CREEK BR. JCT.	14.8	3.2			6.57	
AK-BLOCK STATION	14.9	0.1				
SCALP LEVEL	15.5	0.6			\$ 6.59	
WINDBER	16.5	1.0			\$ 7.02	
WINDBER BRANCH JCT.	18.6	0.1				
EUREKA No. 34	18.3	1.7				
ASHTOLA	22.5	4.2				
			P. M.	P. M.	P. M.	
			306	308	310	
			AR.DAILY	AR.DAILY	AR.DAILY	
			EX SUN.	EX SUN.	EX SUN.	

NORTHWARD.

STATIONS.	Distance from Ashtola	Distance between Stations.	307	309	311	Block Stations
			AR.DAILY EX SUN.	AR.DAILY EX SUN.	AR.DAILY EX SUN.	
			P. M.	P. M.	P. M.	
SOUTH FORK BR. JCT.	22.5	1.2				
BOOTH No. 1	21.3	0.3				
SOUTH FORK	21.0	0.7	\$ 3.51			
BOOTH No. 2	20.3	2.0	3.46			
ST. MICHAEL	18.3	0.8	\$ 3.42			
CRESLO	17.5	0.1	F 3.40			
BOOTH No. 4	17.4	0.6	3.39			
LOVETT	16.8	1.3	\$ 3.37	5.59		
RUTHFORD	18.1	1.7	F 3.33	F 5.55		
BEAVERDALE	19.8	0.5	F 3.28	F 5.51		
LLOYDELL	20.3		\$ 3.24	\$ 5.47		
LOVETT	18.8	3.1	\$ 3.10		6.28	
DUNLO	19.9	0.5	\$ 2.59		\$ 6.17	
LLANFAIR	20.4		\$ 2.56		\$ 6.16	
LOVETT	16.8	3.4	2.39			
SALIX	13.4	0.8	\$ 2.29			
SUMMIT	12.6	1.7	2.26			
ELTONBURG	10.9	3.2	\$ 2.21			
PAINT CREEK BR. JCT.	7.7	0.1	2.12			
AK-BLOCK STATION	7.6	0.6				
SCALP LEVEL	7.0	1.0	\$ 2.10			
WINDBER	6.0	0.1	\$ 2.07			
WINDBER BRANCH JCT.	5.9	1.7				
EUREKA No. 34	4.2	4.2				
ASHTOLA						
			P. M.	P. M.	P. M.	
			307	309	311	
			AR.DAILY	AR.DAILY	AR.DAILY	
			EX SUN.	EX SUN.	EX SUN.	

SOUTHWARD.

WINDBER BRANCH.

NORTHWARD.

STATIONS.		Distance from Eureka No. 39	Distance between Stations.	•347 AR DAILY EX. SUN.	•348 LE DAILY EX. SUN.	•346 LE DAILY EX. SUN.	•349 AR DAILY EX. SUN.	Distance from South Fork Branch.	Distance between Stations.	•346 AR DAILY EX. SUN.	•348 LE DAILY EX. SUN.	Distance between Stations.	•346 LE DAILY EX. SUN.	•348 LE DAILY EX. SUN.	Block Stations.
		Eureka No. 39		A. M.	P. M.	A. M.	P. M.	WINDBER } South Fork Branch.		A. M.	P. M.		A. M.	P. M.	tWD
		4.0	0.1	\$ 5.52	\$ 7.02			WINDBER		\$ 6.20	\$ 5.00				
		3.9	0.3	5.50	7.00			WINDBER BR. JCT.	0.1	6.22	5.02				
		3.0	0.8	\$ 6.47	\$ 6.57			EUREKA No. 35	0.4	\$ 6.20	\$ 5.08				tWF
		2.8	0.7	\$ 6.43	\$ 6.54			EUREKA No. 36	0.3	\$ 6.31	\$ 5.10				
		2.1	2.1	\$ 5.38	\$ 6.50			EUREKA No. 41	1.2	\$ 6.35	\$ 5.13				
				\$ 5.32	\$ 6.44			EUREKA No. 42	0.7	\$ 6.42	\$ 5.20				tKA
				P. M.	A. M.				4.0	A. M.	P. M.				
				•349 LE DAILY EX. SUN.	•347 LE DAILY EX. SUN.					•346 AR DAILY EX. SUN.	•348 LE DAILY EX. SUN.				

Southward trains are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

Rule 317a is in effect on the Windber Branch between Windber Branch Junction and Eureka No. 42.

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

Block system operations are controlled by Train Director at South Fork.

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NORTHWARD PAINT CREEK AND SHADE CREEK BRANCHES. SOUTHWARD

Distance between Stations.	Distance from End Shade Creek Branch.	STATIONS	Distance from Paint Creek Branch Jct.	Distance between Stations.	Block Stations.
0.1	7.6	--PAINT CK. BR. JCT. (S Fork Br.)--			t PJ
0.6	7.5	--AK-BLOCK STATION--	0.1	0.1	t AK
6.6	6.9	--SHADE CREEK BR. JCT--	0.7	0.6	t SJ
0.3	0.3	EUREKA No. 39	7.3	6.6	
		END SHADE CREEK BRANCH	7.6	0.3	

Southward trains are superior by direction to trains of the same class in the opposite direction.

Rule 317a is in effect on the Paint Creek and Shade Creek Branches between Paint Creek Branch Junction and Eureka No. 39.

Track from tSJ to Eureka 39 and return is operated as a block.

Block system operations are controlled by Train Director at South Fork.

SOUTHWARD BRADENVILLE BRANCH. NORTHWARD

Distance between Stations.	Distance from End Bradenville Branch.	STATIONS	Distance from Bradenville Branch Jct.	Distance between Stations.	Block Stations.
3.4	3.9	BRADENVILLE BRANCH JCT.			t BT
0.5	0.5	ATLANTIC No. 2	3.4	3.4	
		END BRADENVILLE BRANCH	3.9	0.5	

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

Rule 317a is in effect on the Bradenville Branch between Bradenville Branch Junction and Atlantic No. 2.

The track from Bradenville Branch Junction to Atlantic No. 2 and return is operated as a block.

Block system operations are controlled by signalman at DR.

NORTHWARD OPOSSUM RUN BRANCH SOUTHWARD

Distance between Stations.	Distance from end of Opossum Run Branch.	STATIONS	Distance from Opossum Run Branch Jct.	Distance between Stations.	Block Stations.
1.6	5.8	--OPOSSUM RUN BR. JCT--			NJ
4.0	4.3	TROTTER	1.6	1.6	t RT
0.2	0.2	MONARCH	5.6	4.0	t OM
		END OPOSSUM RUN BRANCH	5.8	0.2	

Southward trains are superior by direction to trains of the same class in the opposite direction.

Rule 317a is in effect on Opossum Run Branch between Opossum Run Branch Junction and Monarch.

Block system operations are controlled by the signalman at NJ.

SOUTHWARD SCOTTDALE BRANCH. NORTHWARD

Distance between Stations.	Distance from end of Scottdale Br.	STATIONS	Distance from Scottdale Br. Jct.	Distance between Stations.	Block Stations.
1.8	6.7	---SCOTTDALE BRANCH JCT---			SY
8.2	4.9	---JUNE BUG Y---	1.8	1.8	JY
1.7	1.7	---MT. PLEASANT---	5.0	3.2	MP
		---END SCOTTDALE BRANCH---	6.7	1.7	

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

Rule 317a is in effect on the Scottdale Branch between SY and Mt. Pleasant.

Block system operations are controlled by Signalman at SY.

All trains will approach Railroad Crossings prepared to stop until crossing is found to be clear.

SOUTHWARD MOREWOOD BRANCH NORTHWARD

Distance between Stations.	Distance from end of Morewood Br.	STATIONS	Distance from June Bug Y	Distance between Stations.	Block Stations.
2.5	2.9	---JUNE BUG Y---			JY
0.4	0.4	---MOREWOOD---	2.5	2.5	MW
		---END MOREWOOD BRANCH---	2.9	0.4	

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

Rule 317a is in effect on the Morewood Branch.

Track from Booth at Morewood to end Morewood Branch and return is operated as a block.

Block system operations are controlled by Signalman at SY.

Trains using Acme Coke Works Siding on the Morewood Branch will not obstruct the street car crossing until a man has been stationed on the crossing to prevent any accident due to the action of the trainmen.

NORTHWARD BROADFORD BRANCH SOUTHWARD

Distance between Stations.	Distance from Summit.	STATIONS	Distance from Broadford Br. Jct.	Distance between Stations.	Block Stations.
1.6	1.6	---BROADFORD BRANCH JCT---			OF
		---SUMMIT---	1.6	1.6	MZ

Southward trains are superior by direction to trains of the same class in the opposite direction.

Rule 317a is in effect on the Broadford Branch.

Block system operations are controlled by Signalman at SY.

All trains will approach Railroad Crossing prepared to stop until crossing is found to be clear.

SOUTH WEST BRANCH

South West Branch between SW and CN and between NJ and DB is operated as double track.

Rule 302a is in effect between SW and YU and for northward movements at YU.

Rule 317a is in effect between CN and NJ, between DB and IGQ, between IGQ and IWL, and on east (or short) leg of Y at Redstone Junction and for movements against current of traffic between SW and CN and between NJ and DB.

Rule 318a is in effect between SW and CN and between NJ and DB.

Block Stations below are closed as follows:

HN between 12.40 A. M. and 6.50 A. M.

HY between 12.40 A. M. and 6.50 A. M.

The Home and Distant block signals at HN, and all signals at HY will be left in normal position, and lights burning while these Block Stations are closed, and Home Signals must not be passed without an order from the Superintendent. Rule 341 is modified accordingly.

Southward distant signal for HN is also the distant switch signal for the switch leading to the north leg of Hunker Y, and while HN is closed this distant signal will be left in caution position, and all southward trains must approach the switch under control.

When HN is open, the Signalman will have charge of the switch leading to the north leg of Hunker Y. He will also have charge of the main track crossing switches.

Block system operations between VA and IGQ Block Station are controlled by Signalman at VA.

Trains must not use north leg of Y at County Home Junction without first obtaining permission from Signalman at CJ, and report promptly to him when they have cleared north leg of Y.

The siding to Marthabel Coke Works on the west side of main tracks just south of County Home Junction, must not be used for any purpose without orders from the Superintendent, and when such orders are received, a man must be stationed on the street car crossing to prevent any accident due to the action of the trainmen.

In Youngwood Yard between Bridge No. 4 and south leg of the Y at Engine House, freight trains must approach switches prepared to stop unless track is seen to be clear.

All trains will stop at Mt. P. & B. F. R. R. crossing at Everson, and will not proceed until flagman has been sent ahead and crossing is found to be clear.

All trains will approach railroad crossing at Darent prepared to stop until crossing is found to be clear.

Trains Nos. 103, 107 and 895, Monongahela Division trains Nos. 147, 169, 153, 167, 197, 179, 183, 187 and 331, also Coal Lick Run Branch trains Nos. 135, 137, 231 and 833 turn on the Y at Redstone Junction.

No. 108, after unloading passengers at Uniontown, will return to RS to turn train and then back empty to Uniontown Passenger Siding.

The track on west side of main track between RS and RJ will be used as a southward siding.

When pushing cars in advance of the engine between the freight station and Fayette Street Uniontown, a Flagman will be sent ahead to prevent accident. The whistle will not be used in Uniontown or Connellsville Boroughs except to prevent accident, engine bell must be rung continuously.

Northward trains, starting from Fairchance will report to Signalman at VA by telephone 10 minutes before schedule leaving time.

STATIONS	Interlock'g Stations	Distance from †GQ Block Stat'n	Distance between Stations	101		147	
				AR.DAILY	EX.SUN.	AR.DAILY	EX.SUN.
				A. M.	A. M.	A. M.	A. M.
SOUTH WEST JCT	I	44.5	0.8	8.13			
EAST GREENSBURG		44.2	1.7				
HUFF		42.5	0.4				
COUNTY HOME JCT.	I	42.1	2.9	8.09			
YOUNGWOOD		39.2	2.4	\$ 8.04			
NEW STANTON		36.8	1.1				
HUNKER		35.7	2.3	7.57			
RUFFSDALE		33.4	0.6				
TE-BLOCK STATION	I	32.8	0.4	7.52			
TARE		32.4	2.1	\$ 7.51			
ALVERTON		30.3	2.4				
SCOTSDALE BR. JCT.		27.9	0.6	7.44			
SCOTSDALE		27.3	0.4	\$ 7.41			
EVERSON		26.9	2.1	\$ 7.39			
PENNSVILLE		24.8	1.6				
MOYER		23.2	2.5				
CN BLOCK STAT'N	I	20.7	0.6	7.29			
CONNELLSVILLE		20.1	0.4	\$ 7.25			
CONNELLSVILLE W. S.		19.7	0.1	\$ 7.22			
NJ BLOCK STAT'N	I	19.6	2.7	7.21			
DB BLOCK STAT'N	I	16.9	0.6	7.17			
DUNBAR		16.3	2.3	\$ 7.16			
GIST		13.5	0.6				
HY-BLOCK STATION		12.9	1.7	7.11			
DARENT		11.2	0.9				
EVANS PASS. SID'G		10.3	2.2	7.06			
REDSTONE JUNCTION		8.1	0.8	7.03	\$ 7.37		
COAL LICK B. BR. JCT.		7.3	0.3		7.34		
UNIONTOWN		7.0	0.4	\$ 7.01	\$ 7.32		
UNIONTOWN P'B SID'G		6.6	0.5	6.51	7.22		
LEITH		6.1	2.2				
BROWNFIELD		3.9	1.4	F 6.46			
OLIPHANT FURNACE		2.5	2.0	F 6.44			
†PC-BLOCK STATION		0.5	0.1				
FAIRCHANCE		0.1	0.4	\$ 6.40			
†GQ-BLOCK STATION							
				A. M.	A. M.		
				101	147		
				LE DAILY	LE DAILY		
				EX. SUN.	EX. SUN.		

Northward trains between †GQ and DB and between NJ and CN are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

Northward Extra trains between RS and VA and between VA and RJ will use Main track. Southward Extra trains will use Southward siding.

Unattended Block Stations on Redstone Junction Y are located as follows:

†GO at the connection of the north leg of the Y with the South West Branch.

†WL at the connection of the north leg of the Y with the Monongahela Division.

The east (or short) leg of the Y at Redstone Junction is also operated as a block.

Block system operations on north and east legs of Redstone Junction Y are controlled by Signalman at RS.

Trains must not use north leg of Y at County Home Junction without first obtaining permission from Signalman at CJ, and report promptly to him when they have cleared north leg of Y.

131	133	135	103	169	153	105	Block Stations.						
								AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY
								EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.							
8.37			10.21			8.54	SW						
\$ 8.35						\$ 3.52							
						F 8.47							
8.30			10.16			\$ 8.45	CJ						
\$ 9.47			\$10.10			\$ 3.89	YU						
\$ 9.41			10.04			F 3.33							
\$ 9.37			10.02			F 3.30	HN						
			F 9.58			\$ 3.26							
			9.56			3.24	TR						
			\$ 9.56			\$ 3.23							
			F 9.51			F 3.17							
			9.45			8.12	SY						
			\$ 9.43			\$ 3.10							
			\$ 9.40			\$ 3.05							
						F 3.01							
			9.30			2.55	CN						
			\$ 9.26			\$ 2.50							
			\$ 9.23			\$ 2.46							
			9.21			2.43	NJ						
			9.17			2.39	DB						
			\$ 9.16			\$ 2.38							
			9.10			2.31	HY						
						F 2.28							
			9.06			2.26							
			\$ 8.50	\$ 8.57	\$ 9.40	\$11.16	\$ 2.23	RS					
			8.47	8.55	9.37	11.15	2.20	VA					
			\$ 8.53	\$ 9.35	\$11.13	\$ 2.18							
				9.27	11.03	2.11	UP						
						2.08							
						F 2.04							
						F 2.01							
						\$ 1.57	†FC						
							†GQ						
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.							
131	133	135	103	169	153	105							
LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY							
EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.							

No. 100 is superior by direction to No. 103 DB to Uniontown.

Northward Extra trains between RS and VA and between VA and RJ will use Main track. Southward Extra trains will use Southward siding.

STATIONS	137	167	139	
	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	
	P. M.	P. M.	P. M.	
SOUTH WEST JCT.			5.02	
EAST GREENSBURG			\$ 4.59	
HUFF			\$ 4.54	
COUNTY HOME JUNCTION			\$ 4.52	
YOUNGWOOD			\$ 4.45	
NEW STANTON			\$ 4.39	
HUNKER			\$ 4.34	
RUFFSDALE				
TR-BLOCK STATION				
TARR				
ALVERTON				
SCOTSDALE BR. JUNCTION				
SCOTSDALE				
EVERSON				
PENNSVILLE				
MOYER				
CN-BLOCK STATION				
CONNELLSVILLE				
CONNELLSVILLE W. SIDE				
NJ-BLOCK STATION				
DB-BLOCK STATION				
DUNBAR				
GIST				
HY-BLOCK STATION				
DARENT				
EVANS PASS. SIDING				
REDSTONE JUNCTION	\$ 3.30	\$ 4.10		
COAL LICK R. BR. JCT.	3.27	4.07		
UNIONTOWN		\$ 4.05		
UNIONTOWN PSGR SID'G		3.55		
LEITH				
BROWNFIELD				
OLIPHANT FURNACE				
FC-BLOCK STATION				
FAIRCHANCE				
IGQ-BLOCK STATION				
	P. M.	P. M.	P. M.	
	137	167	139	
	LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.	

Northward trains between †GQ and DB and between NJ and CN are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

No. 104 is superior by direction to No. 137 RS to VA.

Northward Extra trains between RS and VA and between VA and RJ will use Main track. Southward Extra trains will use Southward siding.

Unattended Block Stations on Redstone Junction Y are located as follows:

†GO at the connection of the north leg of the Y with the South West Branch.

†WL at the connection of the north leg of the Y with the Monongahela Division.

The east (or short) leg of the Y at Redstone Junction is also operated as a block.

Block system operations on north and east legs of Redstone Junction Y are controlled by Signalman at RS.

Trains must not use the north leg of Y at County Home Junction without first obtaining permission from Signalman at CJ, and report promptly to him when they have cleared north leg of Y.

	107	197	109		Block Stations
	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.		
	P. M.	P. M.	P. M.		
	6.33		9.00		-SW
\$	6.31				
	6.27		8.55		CJ YU
\$	6.22		\$ 8.50		
F	6.16				HN
F	6.13		8.43		
\$	6.09				TR
	6.07		8.38		
\$	6.06		\$ 8.37		SY
	5.57		8.30		
\$	5.55		\$ 8.27		CN
\$	5.52	F	8.24		
F	5.44				CN
	5.39		8.14		
\$	5.35		\$ 8.10		NJ DB
\$	5.32		\$ 8.07		
	5.30		8.06		NJ DB
	5.26		8.02		
\$	5.25		\$ 8.01		HY
F	5.19				
	5.17		7.56		HY
F	5.14				
	5.12		7.51		RS
\$	5.04	\$ 5.50	7.48		
	5.02	5.47			VA
\$	5.00	\$ 5.45	\$ 7.45		
	4.52	5.40	7.42		†UP
					†FC
					†GQ
	P. M.	P. M.	P. M.		
	107	197	109		
	LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.		

No. 104 is superior by direction to No. 107 DB to Uniontown Passenger Siding.

No. 192 is superior by direction to No. 197 RS to Uniontown Passenger Siding.

No. 106 is superior by direction to No. 109 DB to Uniontown Passenger Siding.

Northward Extra trains between RS and VA and between VA and RJ will use Main track. Southward Extra trains will use Southward siding.

STATIONS	Interlock & Stations.	Distance from S. W. Jct.	Distance between Stations.	108	160	100	Block Stations.
				LE DAILY EX MON.	LE DAILY EX SUN.	LE DAILY EX SUN.	
				A. M.	A. M.	A. M.	
				A. M.	A. M.	A. M.	
SOUTH WEST JCT.	I			12.22		6.57	
EAST GREENSBURG		0.3	0.3			\$ 6.59	
HUFF		2.0	1.7				
COUNTY HOME JCT.	I	2.4	0.4	12.26		7.02	
YOUNGWOOD		5.3	2.9	\$12.31		\$ 7.08	
NEW STANTON		7.7	2.4			F 7.14	
HUNKER		8.8	1.1	12.37		F 7.17	
RUFFSDALE		11.1	2.8			\$ 7.21	
TR-BLOCK STATION	I	11.7	0.6	12.42		\$ 7.24	
TARR		12.1	0.4	\$12.49		\$ 7.26	
ALVERTON		14.2	2.1			\$ 7.38	
SCOTTDAL E BR. JCT.		16.6	2.4	12.49		7.39	
SCOTTDAL E		17.2	0.6	\$12.51		\$ 7.43	
EVERSON		17.6	0.4	12.55		\$ 7.45	
PENNSVILLE		19.7	2.1				
MOYER		21.3	1.6				
CN-BLOCK STAT'N	I	23.8	2.5	1.05		7.56	
CONNELLSVILLE		24.4	0.6	\$ 1.09		\$ 8.02	
CONNELLSVILLE W. S.		24.8	0.4	\$ 1.12		\$ 8.06	
NJ-BLOCK STAT'N	I	24.9	0.1	1.13		8.07	
DB-BLOCK STAT'N	I	27.6	2.7	1.17		8.11	
DUNBAR		28.2	0.6	\$ 1.19		\$ 8.13	
GIST		31.0	2.8				
HY-BLOCK STATION		31.6	0.6	1.26		8.22	
DARENT		33.3	1.7			F 8.26	
EVANS PASS. SIDING		34.2	0.9	1.30		8.28	
REDSTONE JCT.		36.4	2.2	1.33	\$ 8.22	\$ 8.37	
COAL LICK R. BR. JCT.		37.2	0.8	1.36	8.24	8.40	
UNIONTOWN		37.5	0.3	\$ 1.40	\$ 8.27	\$ 8.43	
UNIONTOWN P'RSID'G		37.9	0.4		8.30		
LEITH		38.4	0.5				
BROWNFIELD		40.6	2.2				
OLIPHANT FURNACE		42.0	1.4				
FC-BLOCK STATION		44.0	2.0				
FAIRCHANCE		44.1	0.1				
IGQ-BLOCK STATION		44.5	0.4				
				A. M.	A. M.	A. M.	
				108	160	100	
				ARDAILY EX MON.	ARDAILY EX SUN.	ARDAILY EX SUN.	

Northward trains between †GQ and DB and between NJ and CN are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

No. 100 is superior by direction to No. 103 DB to Uniontown.

Northward Extra trains between RS and VA and between VA and RJ will use Main track and Southward Extra trains will use Southward siding.

Unattended Block Stations on Redstone Junction Y are located as follows:

†GO at the connection of the north leg of the Y with the South West Branch.

†WL at the connection of the north leg of the Y with the Monongahela Division.

The east (or short) leg of the Y at Redstone Junction is also operated as a Block.

Block system operations on north and east legs of Redstone Junction Y are controlled by signalman at RS.

Trains must not use north leg of Y at County Home Junction without first obtaining permission from Signalman at CJ, and report promptly to him when they have cleared north leg of Y.

146	126	132	136	102	154	104	Block Stations.
LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.	
A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	
A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	
		8.44		9.42		1.43	SW
	\$ 8.46			\$ 9.43		\$ 1.45	
				F 9.47			
		8.50		9.50		F 1.52	CJ
	\$ 8.07			\$ 9.59		\$ 1.59	YU
	\$ 8.13			F 10.05		F 2.05	
	\$ 8.18			\$ 10.08		F 2.09	HN
				\$ 10.13		\$ 2.14	
				10.15		2.17	TR
				\$ 10.16		\$ 2.19	
				F 10.21		F 2.25	
				10.26		2.30	SY
				\$ 10.28		\$ 2.34	
				\$ 10.31		\$ 2.38	
				F 10.36			
				H 10.40			
				10.45		2.55	CN
				\$ 10.49		\$ 3.00	
				\$ 10.51		\$ 3.03	
				10.52		3.04	NJ
				10.56		3.08	DB
				\$ 10.58		\$ 3.10	
				11.07		3.17	HY
				F 11.10		F 3.20	
				11.13		3.22	
\$ 8.57		\$ 9.00	\$ 11.18	\$ 2.23	\$ 3.30	\$ 3.30	RS
8.59			9.03	11.20	2.25	3.32	VA
\$ 9.02			\$ 11.23	\$ 2.28	\$ 3.35		
9.05			11.26	2.31	3.44	3.44	†UP
			11.31				
				F 11.35			
				F 11.38			†FC
				\$ 11.44			†GQ
A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	
146	126	132	136	102	154	104	
ARDAILY EX SUN.	ARDAILY EX SUN.	ARDAILY EX SUN.	ARDAILY EX SUN.	ARDAILY EX SUN.	ARDAILY EX SUN.	ARDAILY EX SUN.	

No. 104 is superior by direction to No. 107 DB to Uniontown Passenger Siding.

No. 104 is superior by direction to No. 137 RS to VA.

Northward Extra trains between RS and VA and between VA and RJ will use Main track. Southward Extra trains will use Southward siding.

STATIONS	128	138	192	134
	LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.
	P. M.	P. M.	P. M.	P. M.
SOUTH WEST JCT.				5.10
EAST GREENSBURG				\$ 5 11
HUFF				
COUNTY HOME JUNCTION				\$ 5.18
YOUNGWOOD	\$ 3.25			\$ 5.25
NEW STANTON	\$ 3.31			
HUNKER	\$ 3.35			
RUFFSDALE				
TR-BLOCK STATION				
TARR				
ALVERTON				
SCOTSDALE BR. JUNCTION				
SCOTSDALE				
EVERSON				
PENNSVILLE				
MOYER				
CN-BLOCK STATION				
CONNELLSVILLE				
CONNELLSVILLE W. SIDE				
NJ-BLOCK STATION				
DB-BLOCK STATION				
DUNBAR				
GIST				
HY-BLOCK STATION				
DARENT				
EVANS PASS. SIDING				
REDSTONE JUNCTION		\$ 3.37	\$ 5.04	
COAL LICK R. BR. JCT.		3.40	5.06	
UNIONTOWN			\$ 5.09	
UNIONTOWN PSGR SID'G			5.13	
LEITE				
BROWNFIELD				
OLIPHANT FURNACE				
FC-BLOCK STATION				
FAIRCHANCE				
GG-BLOCK STATION				
	P. M.	P. M.	P. M.	P. M.
	128	138	192	134
	AR DAILY EX SUN.	AR DAILY EX SUN.	AR DAILY EX SUN.	AR DAILY EX SUN.

Northward trains between †GG and DB and between NJ and CN are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

No. 192 is superior by direction to No. 197 RS to Uniontown Passenger Siding.

Northward Extra trains between RS and VA and between VA and RJ will use Main track. Southward Extra trains will use Southward siding.

Unattended Block Stations on Redstone Junction Y are located as follows:

†GO at the connection of the north leg of the Y with the South West Branch.

†WL at the connection of the north leg of the Y with the Monongahela Division.

The east (or short) leg of the Y at Redstone Junction is also operated as a Block.

Block system operations on north and east legs of Redstone Junction Y are controlled by Signalman at RS.

Trains must not use north leg of Y at County Home Junction without first obtaining permission from Signalman at CJ. and report promptly to him when they have cleared north leg of Y.

	106	168						Block Stations.
	LE DAILY EX SUN.	LE DAILY EX SUN.						
	P. M.	P. M.						
	6.19							SW
	6.20							
	6.23							CJ
	\$ 6.28							YU
	6.35							HN
	6.40							TR
	\$ 6.41							
	6.48							SY
	\$ 6.50							
	6.52							
	7.03							CN
	\$ 7.07							
	\$ 7.10							
	7.12							NJ
	7.16							DB
	\$ 7.18							
	7.25							HY
	7.29							
	7.33	\$ 8.04						RS
	7.35	8.06						VA
	\$ 7.38	\$ 8.09						
	7.41	8.12						†UP
	F 7.51							†FC
	\$ 7.55							†GG
	P. M.	P. M.						
	106	168						
	AR DAILY EX SUN.	AR DAILY EX SUN.						

No. 106 is superior by direction to No. 109 DB to Uniontown Passenger Siding.

Northward Extra trains between RS and VA and between VA and RJ will use Main track. Southward Extra trains will use Southward siding.

STATIONS.	Distance from Marquette.	Distance between Stations.	351	353	355	Block Stations.
			ARDAILY EX SUN.	ARDAILY EX SUN.	ARDAILY EX SUN.	
			A. M.	A. M.	A. M.	
YOUNGWOOD-----S. W. Br.	9.3	0.1	\$ 7.53			YU
SEWICKLEY BR. JCT.-----	9.2	1.6	7.52			ISK
S. END DOUBLE TRACK-----	7.8	0.4	7.47			EDT
WEAVER'S OLD STAND-----	7.2	0.8	\$ 7.46			
BOYER RUN JCT.-----	6.4	0.4	7.42	10.43		IVK
UDELL-----	6.9	1.3	F 7.40	F 10.41		IVK
HECLA-----	8.1		\$ 7.36	\$ 10.37		HA
BOYER RUN JCT.-----	6.4	0.8	7.29			IVK
BRINKERTON-----	5.6	0.5	F 7.26			
BRINKER RUN JCT.-----	5.1	1.6	7.23		10.59	IJB
MUTUAL-----	6.7		\$ 7.18		\$ 10.54	IUL
BRINKER RUN JCT.-----	5.1	1.0	7.12			IJB
SHOUP-----	4.1	0.1	F 7.08			
MAMMOTH BR. JCT.-----	4.0	0.7	7.07			IMJ
CALUMET-----	4.7	0.4	F 7.05			
RUMBAUGH-----	5.1	1.1	F 7.03			
MAMMOTH-----	6.2		\$ 7.00			IMH
MAMMOTH BR. JCT.-----	4.0	0.4	6.52			IMJ
UNITED-----	3.6	0.8	\$ 6.50			
BESSEMER BR. JCT.-----	2.8	0.5	6.47			IBM
TRAUGER-----	3.3		\$ 6.46			ITG
BESSEMER BR. JCT.-----	2.8	1.7	6.44			IBM
PLEASANT UNITY CR-----	1.1	1.1	\$ 6.39			
MARGUERITE-----			\$ 6.35			IMG
			A. M.	A. M.	A. M.	
			351	353	355	
			LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.	

Southward trains between South End double track and Trauger, and on Boyer Run, Brinker Run, Mammoth and Bessemer Branches are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

SEWICKLEY BRANCH.

Sewickley Branch between Sewickley Branch Jct. and a point 2000 feet north of Weaver's old stand is operated as double track.

Rule 317a is in effect:

On Sewickley Branch between end of double track and Trauger.

On Boyer Run Branch between Boyer Run Jct. and Hecla.

On Brinker Run Branch between Brinker Run Jct. and Mutual.

On Mammoth Branch between Mammoth Branch Jct. and Mammoth.

On Bessemer and Marguerite Branches between Bessemer Branch Jct. and Marguerite.

Rule 318a is in effect:

Between Sewickley Branch Jct. and end of double track on Sewickley Branch.

Rule 317a will apply for movements against current of traffic between Sewickley Branch Jct. and end of double track.

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

Southward trains to Sewickley Branch will report to YU when ready to leave Youngwood, and obtain permission to proceed from Signalman at that point. Northward trains off Sewickley Branch will report to Signalman at YU when clear of Branch.

Block system operations are controlled by the Train Dispatcher at Youngwood.

357	359	361	363	365	367	369	Block Stations.
ARDAILY EX SUN.	ARDAILY EX SUN.	ARDAILY EX SUN.	ARDAILY EX SUN.	ARDAILY EX SUN.	ARDAILY EX SUN.	ARDAILY EX SUN.	
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
		\$ 3.24					YU
		3.20					ISK
		3.13					EDT
		\$ 3.12					
		3.10	5.51				IVK
		F 3.08	F 5.48				IVK
		\$ 3.04	\$ 5.44				HA
		2.57					IVK
		F 2.52					
		2.49		6.09			IJB
		\$ 2.43		\$ 6.08			IUL
		2.86					IJB
		F 2.31					
11.22		2.30		6.30			IMJ
F 11.20		F 2.26		F 6.28			
F 11.18		F 2.24		F 6.26			
\$ 11.16		\$ 2.20		\$ 6.23			IMH
		2.11					IMJ
		\$ 2.08					
	11.37	2.06			6.44		IBM
	\$ 11.36	\$ 2.04			\$ 6.42		ITG
		2.01					IBM
		\$ 1.55					
		\$ 1.50					IMG
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
357	359	361	363	365	367	369	
LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.	LE DAILY EX SUN.	

STATIONS.	Distance from Youngwood.	Distance between Stations.	352	354	356
			LE DAILY EX. SUN.	LE DAILY EX. SUN.	LE DAILY EX. SUN.
			A. M.	A. M.	A. M.
YOUNGWOOD-----S. W. Br.					
SEWICKLEY BR. JCT	0.1	0.1			
S. END DOUBLE TRACK	1.7	1.6			
WEAVER'S OLD STAND	2.1	0.4			
BOYER RUN JCT.	Boyer Run Br.	2.9			
UDELL		3.3	0.4		
HECLA		4.6	1.3		
BOYER RUN JCT.		2.9	0.8		
BRINKERTON		3.7	0.8		
BRINKER RUN JCT.	Brink. Run Br.	4.2			7.12
MUTUAL		5.8	1.6		\$ 7.17
BRINKER RUN JCT.		4.2	0.5		
SHOUP		5.2	1.0		
MAMMOTH BR. JCT.	MAMMOTH BRANCH	5.3			6.52
CALUMET		6.0	0.7		F 6.54
RUMBAUGH		6.4	0.4		F 6.56
MAMMOTH		7.5	1.1		\$ 6.59
MAMMOTH BR. JCT.		5.3	0.1		
UNITED		5.7	0.4		
BESSEMER BR. JCT.		6.5	0.8	6.44	
TRAUGER		7.0	0.5	\$ 6.45	
BESSEMER BR. JCT.	Bes. Br.	6.5			
PLEASANT UNITY, CR		8.2	1.7		
MARGUERITE		9.3	1.1		
			A. M.	A. M.	A. M.
			352	354	356
			AR DAILY	AR DAILY	AR DAILY
			EX. SUN.	EX. SUN.	EX. SUN.

Southward trains between South end double track and Trauger, and on Boyer Run, Brinker Run, Mammoth and Bessemer Branches are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

358	360	362	364	366	368	370	Block Stations.
LE DAILY EX. SUN.	LE DAILY EX. SUN.	LE DAILY EX. SUN.	LE DAILY EX. SUN.	LE DAILY EX. SUN.	LE DAILY EX. SUN.	LE DAILY EX. SUN.	
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	\$10.18					\$ 5.27	YU
	10.19					5.28	ISK
	10.23					5.32	EDT
	\$10.24					\$ 5.33	
7.29	10.28				2.57	5.36	IVK
F 7.31	F 10.30				F 2.59	F 5.38	IVK
\$ 7.35	\$10.36				\$ 3.03	\$ 5.43	IHA
	10.43					5.52	IVK
	F 10.46					F 5.54	
	10.48			2.36		5.57	JB
	\$10.53			\$ 2.42		\$ 6.02	IUL
	10.59					6.10	JB
	F 11.03					F 6.13	
	11.04		2.11			6.14	IMJ
	F 11.07		F 2.13			F 6.16	
	F 11.09		F 2.15			F 6.18	
	\$11.14		\$ 2.19			\$ 6.22	IMH
	11.23					6.31	IMJ
	\$11.24					\$ 6.32	
	11.27	2.01				6.35	IBM
	\$11.33	\$ 2.03				\$ 6.41	ITG
	11.38					6.44	IBM
	\$11.45					\$ 6.50	
	\$11.50					\$ 6.55	IMG
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
358	360	362	364	366	368	370	
AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY	AR DAILY	
EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	

SOUTHWARD.

YUKON BRANCH.

NORTHWARD.

Block Division	137		135		Distance between Stations	Distance from Ache Jct.	STATIONS.	Distance from C. L. F. Br. Jc.	Distance between Stations.	136		138		Block Stations.
	ARDAILY EX.SUN.	P. M.	ARDAILY EX.SUN.	A. M.						ARDAILY EX.SUN.	P. M.	ARDAILY EX.SUN.	P. M.	
HN							HUNKER							
							WALTZ							
							YUKON							
							MILBELL							
WM							WYANO (Hunter Run Br.)							

Northward trains are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

Rule 317a is in effect on Yukon and Hunter Run Branches, between H. N. and Wyano.

Block system operations will be controlled by the signalman at HN between 6.50 A. M. and 12.40 A. M., and by the Train Dispatcher at Youngwood between 12.40 A. M. and 9.50 A. M.

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NORTHWARD.

COAL LICK RUN BRANCH.

SOUTHWARD.

Block Division	137		135		Distance between Stations	Distance from Ache Jct.	STATIONS.	Distance from C. L. F. Br. Jc.	Distance between Stations.	136		138		Block Stations.
	ARDAILY EX.SUN.	P. M.	ARDAILY EX.SUN.	A. M.						ARDAILY EX.SUN.	P. M.	ARDAILY EX.SUN.	P. M.	
							REDSTONE JCT.							
							COAL LICK R. BR. JCT.							
							COAL LICK RUN BR. JCT.							
							SOUTH UNIONTOWN							
							RAINEY BRANCH JCT.							
							SO. END CONT'L. No. 2.							
							WALNUT HILL							
							NEWCOMER							
							PHANCIS							
							MESSMORE							
							ACHE JUNCTION							

Northward trains are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

Rule 317a is in effect on Coal Lick Run Branch.

No. 104 is superior by direction to No. 137 RS to VA.

Northward Extra trains between RS and VA and between VA and RJ will use Main track. Southward Extra trains will use Southward siding.

Block system operations between RJ and Ache Junction are controlled by Train Director at RJ.

The track on west side of main track between RS and RJ will be used as a southward siding.

When pushing cars in advance of the engine over crossings at South Uniontown, a Flagman will be sent ahead to prevent accident, and the whistle will not be used in Uniontown Borough except to prevent accident, engine bell must be rung continuously.

Trains using Continental No. 1 Coke Works Siding will not obstruct the street car crossings until a man has been stationed on the crossing to prevent any accident due to the action of the trainmen.

SUNDAY TRAINS.

STATIONS.	23	55	31	7	45
	LR DAILY	LR DAILY	LR DAILY	LR DAILY	LR DAILY
	A. M.	A. M.	A. M.	A. M.	EX. MON. A. M.
ALTOONA	\$12.35	\$12.48	1.02	\$ 1.40	E 2.18
BO-BLOCK STAT'N	12.38	12.51	1.05	1.43	2.18
KITTANNING P'NT	12.50	1.01	1.15	1.53	2.28
SF-BLOCK STAT'N	1.05	1.14	1.29	2.07	2.39
GALLITZIN	1.08	1.17	1.32	2.10	2.42
CRESSON	1.11	1.21	1.36	2.14	2.45
LILLY	1.15	1.25	1.40	2.18	2.49
BENS CREEK					
PORTAGE	1.19	1.29	1.44	2.22	2.53
WILMORE					
SUMMERHILL	1.25	1.34	1.49	2.27	2.58
EHRENFELD					
SOUTH FORK	1.28	1.37	1.52	2.30	3.00
MINERAL POINT					
AO-BLOCK STAT'N	1.36	1.45	2.00	2.38	3.08
CONEMAUGH					
JOHNSTOWN				E 2.47	
SG-BLOCK STAT'N	1.45	1.54	2.09	2.51	3.17
SEWARD	1.53	2.02	2.17	2.59	3.25
NEW FLORENCE					
CONPITT JCT.	1.59	2.08	2.23	3.08	3.31
LOCKPORT					
BOLIVAR					
BLAIRSVILLE INT	2.11	2.19	2.34	3.17	3.42
GRAY					
HILLSIDE					
MILLWOOD					
DERBY	2.19	2.27	2.42	3.25	3.49
BRADENVILLE					
LOYALHANNA					
LATROBE	2.25	2.33	2.48	3.31	3.55
BEATTY					
DONOHUE	2.33	2.41	2.57	3.39	4.01
SOUTH WEST JCT.	2.37	2.45	3.01	3.43	4.05
GREENSBURG					
BADEBAUGH	2.41	2.49	3.05	3.47	4.09
GRAPEVILLE					
JEANNETTE					
PENN					
MANOR	2.48	2.56	3.12	3.54	4.15
BIDDLE					
SHAFTON					
IRWIN					
LARIMER	2.53	3.01	3.17	3.59	4.19
ARDAHA					
TRAFFORD					
UJ-BLOCK STAT'N					
PITCAIRN	2.59	3.07	3.23	4.05	4.24
WILMERDING					
TURTLE CREEK					
EAST PITTSBURGH	3.04	3.12	3.28	4.11	4.29
BESSEMER					
BRADDOCK					
COPELAND					
HAWKINS					
SWISSVALE					
EDGEWOOD					
WILKINSBURG	3.14	3.21	3.37	4.20	4.37
HOMEWOOD					
VI-BLOCK STA--(B. R.)					
OM-BLOCK STAT'N					
EAST LIBERTY	3.19	3.25	3.42	4.25	4.41
BOUP					
SHADYSIDE					
DV-BLOCK STAT'N	3.23	3.28	3.45	4.28	4.44
BU-BLOCK STAT'N	3.27	3.32	3.49	4.32	4.47
PITTSBURGH	\$ 3.30	\$ 3.35	\$ 3.52	\$ 4.35	E 4.50
	A. M.	A. M.	A. M.	A. M.	A. M.
	23	55	31	7	45
	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY EX. MON.

39	841	9	19	701	35	443
LR DAILY	LR SUN. ONLY	LR DAILY	LR DAILY	LR DAILY	LR DAILY	LR SUN. ONLY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 3.20		\$ 3.30	\$ 4.22		\$ 4.50	
3.23		3.33	4.25		4.53	
3.35		3.45	4.35		5.05	
3.50		4.01	4.50		5.19	
3.53		4.05	4.54		5.22	
3.57		4.10	4.57	R	5.28	
4.01		4.14	5.01		5.30	
4.06		4.18	5.05		5.34	
4.12		4.24	5.11		5.40	
4.15		4.27	5.13		5.43	
4.24		4.36	5.21		5.51	
\$ 4.32		\$ 4.46	\$ 5.28	R	5.58	
4.37		4.51	5.32		6.02	
4.45		4.59	5.40		6.11	
4.52		5.06	5.46		6.17	
R 5.04	F	5.19	R 5.59	R	6.29	
5.13	\$ 5.22	5.29	6.08		6.39	
R 5.21	\$ 5.31	\$ 5.38	\$ 6.17	R	6.47	
5.31		\$ 5.50	6.28		6.58	
5.35	5.47	5.55	6.32		7.03	
N 5.40	\$ 5.50	\$ 5.58	\$ 6.34	R	7.05	
5.47	5.55	6.04	6.40		7.09	
	\$ 6.02					
	\$ 6.05					
5.57	\$ 6.08	6.12	6.48		7.16	
F 6.12						
\$ 6.17						
6.02	\$ 6.21	6.19	6.55		7.20	
F 6.24						
\$ 6.29						
6.30						
6.10	\$ 6.32	6.28	7.02		7.26	
R 6.15	\$ 6.35	\$ 6.30			R 7.30	
6.19	\$ 6.39	6.35	7.09		7.34	
	\$ 6.44					
	\$ 6.46					
	\$ 6.48					
	\$ 6.51					
	\$ 6.53					
6.30	\$ 6.55	6.48	7.19		7.43	
	\$ 6.58					
					7.32	7.47
					7.37	7.52
\$ 6.37	\$ 7.01	\$ 6.54	\$ 7.24	\$ 7.40	R 7.50	\$ 7.54
	\$ 7.03					
6.43	7.05	6.58	7.29	7.44	7.54	7.58
6.47	7.09	7.02	7.32	7.48	7.57	8.02
\$ 6.50	\$ 7.12	\$ 7.05	\$ 7.35	\$ 7.51	\$ 8.00	\$ 8.05
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
39	841	9	19	701	35	443
ARDAILY	ARDAILY ONLY	ARDAILY	ARDAILY	ARDAILY	ARDAILY	ARDAILY ONLY

STATIONS.	801	• 17	• 1019	• 97	851
	LR.SUN.	• LR.DAILY	• LR.DAILY	• LR.DAILY	• LR.SUN.
	ONLY.	EX MON.	EX MON.	EX MON.	ONLY.
	A. M.	A. M.	A. M.	A. M.	A. M.
ALTOONA		E 5.15	E 5.38	E 6.15	
BO-BLOCK STAT'N		5.18	5.41	6.17	
KITTANNING P'NT		5.29	5.51	6.28	
SF-BLOCK STAT'N		5.43	6.05	6.42	
GALLITZIN		5.46	6.08	6.45	
CRESSION		5.50	6.12	6.48	
LILLY		5.54	6.17	6.52	
BENS CREEK					
PORTAGE		5.58	6.21	6.56	
WILMORE					
SUMMERHILL		6.05	6.27	7.01	
EHRENFELD					
SOUTH FORK		6.08	6.30	7.03	
MINERAL POINT					
AO-BLOCK STAT'N		6.16	6.38	7.11	
CONEMAUGH		6.19			
JOHNSTOWN			E 6.47		
SG-BLOCK STAT'N		6.26	6.52	7.20	
BEWARD		6.35	7.01	7.28	
NEW FLORENCE					
CONPITT JCT.		6.43	7.08	7.34	
LOCKPORT					
BOLIVAR					
BLAIRSVILLE INT.		6.55	7.19	7.45	
GRAY					
HILLSIDE					
MILLWOOD					
DEBRY		7.05	7.27	7.52	
BRADENVILLE					
LOYALHANNA					
LATROBE		7.13	7.33	7.58	
BEATTY					
DONOHUE		7.22	7.41	8.05	8.25
SOUTH WEST JCT.		7.27	7.45	8.09	8.31
GREENSBURG			X 7.46		\$ 8.32
RADEBAUGH		7.31	7.49	8.14	
GRAPEVILLE					
JEANNETTE					
PENN					
MANOR		7.39	7.56	8.21	
BIDDLE					
SHAFTON					
IRWIN					
LARIMER		7.44	8.00	8.26	
ARDARA					
TRAFFORD	7.27				
UJ-BLOCK STAT'N	7.29				
PITCAIRN	\$ 7.31	7.51	8.06	8.32	
WILMERDING	\$ 7.35		X 8.09		
TURTLE CREEK	\$ 7.38				
EAST PITTSB'RGH	\$ 7.40	8.00	X 8.12	8.39	
BESSEMER	\$ 7.43				
BRADDOCK	\$ 7.45		X 8.16		
COPELAND	\$ 7.47				
HAWKINS	\$ 7.49				
SWISSVALE	\$ 7.52				
EDGEWOOD	\$ 7.54				
WILKINSBURG	\$ 7.56	8.13	X 8.26	8.48	
HOMWOOD	\$ 7.59				
VI-BLOCK STA--(B. Br.)					
CM-BLOCK STAT'N	8.00				
EAST LIBERTY	\$ 8.03	8.19	X 8.33	8.55	
ROUF	\$ 8.05				
SHADYSIDE	\$ 8.07				
DV-BLOCK STAT'N	8.08	8.23	8.38	9.00	
BU-BLOCK STAT'N	8.12		8.42		
PITTSBURGH	\$ 8.15		E 8.45		
	A. M.	A. M.	A. M.	A. M.	A. M.
	801	• 17	• 1019	• 97	851
	AR.SUN.	AR.DAILY	AR.DAILY	AR.DAILY	AR.SUN.
	ONLY.	EX MON.	EX MON.	EX MON.	ONLY.

• 803	37	891	805	989	843	711
LR.SUN.	LR.DAILY	LR.SUN.	LR.SUN.	LR.SUN.	LR.SUN.	LR.DAILY
ONLY.	ONLY.	ONLY.	ONLY.	ONLY.	ONLY.	ONLY.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 6.33					
	6.36					
	6.47					
	7.02					
	7.05					
	\$ 7.10					
	7.14					
	7.18					
	7.23					
	7.25					
	7.33					
	\$ 7.41					
	7.45					
	7.53					
	7.59					
	8.10				\$ 8.12	
					\$ 8.20	
	8.18				\$ 8.24	
					\$ 8.28	
					\$ 8.36	
					\$ 8.37	
	Z 8.24				\$ 8.41	
					\$ 8.46	
	8.32				\$ 8.52	
	8.36	8.42			\$ 8.57	
	\$ 8.44				\$ 8.59	
	8.40				\$ 9.04	
					\$ 9.07	
					\$ 9.09	
					\$ 9.12	
	8.47				\$ 9.16	
					\$ 9.21	
	8.51				\$ 9.24	
					\$ 9.27	
			9.25		\$ 9.31	
	8.40		9.27			
\$ 8.42	8.57		\$ 9.30		\$ 9.35	
\$ 8.46					\$ 9.39	
\$ 8.49					\$ 9.42	
\$ 8.51	9.02				\$ 9.44	
\$ 8.54					\$ 9.47	
\$ 8.56					\$ 9.49	
\$ 8.58					\$ 9.52	
\$ 9.00					\$ 9.54	
\$ 9.03					\$ 9.57	
\$ 9.05					\$10.00	
\$ 9.07	9.13				\$10.03	
\$ 9.10					\$10.08	
				9.39	10.54	
9.11				9.44	10.07	10.59
\$ 9.14	D 9.19			\$ 9.47	\$10.10	\$11.02
\$ 9.16					\$10.12	
\$ 9.18					\$10.14	
9.19	9.23			9.51	10.15	11.06
9.22	9.27			9.55	10.19	11.09
\$ 9.25	\$ 9.30			\$ 9.58	\$10.22	\$11.12
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
• 803	37	891	805	989	843	711
AR.SUN.	AR.DAILY	AR.SUN.	AR.SUN.	AR.SUN.	AR.SUN.	AR.DAILY
ONLY.	ONLY.	ONLY.	ONLY.	ONLY.	ONLY.	ONLY.

STATIONS.	3	807	1033 • 11		423
	LE DAILY	LE SUN ONLY	LE DAILY	LE DAILY	LE SUN ONLY
	A. M.	A. M.	A. M.	A. M.	P. M.
ALTOONA	\$ 7.50		\$ 8.15	9.46	
BO-BLOCK STAT'N	7.52		8.18	9.48	
KITTANNINGP'NT	8.02		\$ 8.29	9.57	
SE-BLOCK STAT'N	8.14		8.43	10.08	
GALLITZIN	\$ 8.18		\$ 8.48	10.11	
CRESSON	\$ 8.23		\$ 8.56	10.14	
LILLY	F 8.29		\$ 9.02	10.18	
BENS CREEK	\$ 8.31		\$ 9.08		
PORTAGE	\$ 8.35		\$ 9.11	10.22	
WILMORE	F 8.40		\$ 9.16		
SUMMERHILL	8.44		\$ 9.21	10.27	
EHRENFELD					
SOUTH FORK	\$ 8.48		\$ 9.26	10.29	
MINERAL POINT					
AO-BLOCK STAT'N	8.57		9.34	10.37	
CONEMAUGH			\$ 9.39		
JOHNSTOWN	\$ 9.07		\$ 9.46		
SG-BLOCK STAT'N	9.11		9.51	10.46	
SEWARD	9.19		\$10.01	10.54	
NEW FLORENCE	\$ 9.25		\$10.08		
CONPITT JCT.	9.28		10.11	11.00	
LOCKPORT			F10.14		
BOLIVAR	\$ 9.34		\$10.17		
BLAIRSVILLE INT	\$ 9.44		\$10.28	11.11	
GRAY			F10.31		
HILLSIDE			\$10.35		
MILLWOOD			\$10.39		
DERBY	9.53		\$10.43	11.18	
BRADENVILLE			\$10.49		
LOYALHANNA			F10.52		
LATROBE	\$10.01		\$10.57	11.23	
BEATTY			\$11.02		
DONOHUE	10.09		\$11.09	11.30	
SOUTH WEST JCT.	10.13		11.14	11.34	
GREENSBURG	\$10.15		\$11.17		
RADEBAUGH	10.19		11.22	11.38	
GRAPEVILLE					
JEANNETTE	\$10.23		\$11.27		
PENN			\$11.30		
MANOR	10.27		\$11.33	11.44	
BIDDLE					
SHAFTON					
IRWIN	\$10.31		\$11.38		
LABIMER			\$11.42	11.48	
ARDARA					
TRAFFORD		11.08	\$11.48		
UJ-BLOCK STAT'N		11.10	\$11.49		
PITCAIRN	10.40	\$11.12	\$11.51	11.53	
WILMERDING	\$10.43	\$11.16	\$11.57		
TURTLE CREEK		\$11.19			
EAST PITTSB'RGH	10.47	\$11.21	\$12.03	11.58	
BESSEMER		\$11.24			
BRADDOCK		\$11.26	\$12.09		
COPELAND		\$11.28			
HAWKINS		\$11.30	12.14		
SWISSVALE		\$11.33			
EDGEWOOD		\$11.35			
WILKINSBURG	10.57	\$11.37	\$12.22	12.06	
HOMWOOD		\$11.40			
VI-BLOCK STA--(B. Br.)				12.42	
CM-BLOCKSTAT'N		11.41	12.26		12.47
EAST LIBERTY	\$11.04	\$11.44	\$12.29	12.11	\$12.49
ROUP		\$11.46			\$12.51
SHADYSIDE		\$11.48			
DV-BLOCK STAT'N	11.09	11.49	12.35	12.14	12.54
BU-BLOCK STAT'N	11.12	11.53	12.39	12.17	12.58
PITTSBURGH	\$11.15	\$11.56	\$12.42	\$12.20	\$ 1.01
	A. M.	A. M.	P. M.	P. M.	P. M.
	3	807	1033	• 11	423
	AR.DAILY	AR.SUN ONLY	AR.DAILY	AR.DAILY	AR.SUN ONLY

	809	991	1075	811	293	493	837
	LE SUN ONLY	LE SUN ONLY	LE SUN ONLY	LE SUN ONLY	LE DAILY	LE SUN ONLY	LE SUN ONLY
	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.
			\$11.25				
			11.27				
			11.39				
			11.53				
			11.57				
			\$12.02				
			12.05				
			12.09				
			12.14				
			\$12.18				
			12.26				
			\$12.34				
			12.38				
			12.46				
			12.52				
			\$ 1.04		\$ 1.30		
					F 1.34		
					\$ 1.39		
					\$ 1.43		
			1.12		\$ 1.48		
					\$ 1.52		
					F 1.55		
			\$ 1.20		\$ 2.01		
					\$ 2.06		
			1.28		\$ 2.12		
			1.32		2.17		\$ 3.50
			\$ 1.34		\$ 2.21		\$ 3.53
			1.38		F 2.26		
					F 2.30		
					\$ 2.32		\$ 4.03
					\$ 2.36		\$ 4.06
			1.45		\$ 2.40		\$ 4.10
					\$ 2.45		\$ 4.16
			1.49		\$ 2.49		\$ 4.19
				1.57	\$ 2.54		\$ 4.25
				1.59	2.56		4.27
			\$ 1.06				\$ 4.29
			\$ 1.10		\$ 1.55	\$ 2.01	\$ 2.58
			\$ 1.13		\$ 1.58	\$ 2.05	\$ 3.02
			\$ 1.15		\$ 2.08		\$ 4.36
			\$ 1.18		2.01	\$ 2.10	\$ 3.06
			\$ 1.20		\$ 2.13		\$ 4.41
			\$ 1.22		\$ 2.15	\$ 3.11	\$ 4.43
			\$ 1.24		\$ 2.17		\$ 4.45
			\$ 1.27		\$ 2.19		\$ 4.47
			\$ 1.29		\$ 2.22	\$ 3.16	\$ 4.50
			\$ 1.31		\$ 2.24	\$ 3.19	\$ 4.52
			\$ 1.34		2.10	\$ 2.26	\$ 3.22
					\$ 2.29	\$ 3.25	\$ 4.57
			1.59				4.06
			1.35	2.04		2.30	3.26
			\$ 1.38	\$ 2.07	\$ 2.15	\$ 2.33	\$ 3.29
			\$ 1.40	\$ 2.09		\$ 2.35	\$ 3.32
			\$ 1.42	\$ 2.11		\$ 2.37	\$ 3.35
			1.43	2.12	2.19	2.38	3.36
			1.47	2.15	2.22	2.42	3.40
			\$ 1.50	\$ 2.18	\$ 2.25	\$ 2.45	\$ 3.43
							\$ 4.25
							\$ 5.13
			P. M.	P. M.	P. M.	P. M.	P. M.
			809	991	1075	811	293
			AR.SUN ONLY	AR.SUN ONLY	AR.SUN ONLY	AR.SUN ONLY	AR.SUN ONLY

STATIONS.	729	71	• 13	993	15
	LE DAILY	LE SUN.	LE DAILY	LE SUN.	LE DAILY
	P. M.	ONLY.	P. M.	ONLY.	P. M.
ALTOONA		\$ 1.15	\$ 3.07		\$ 3.09
BO-BLOCK STAT'N		1.18	3.10		3.12
KITTANNING P'NT		\$ 1.30	3.19		3.23
SF-BLOCK STAT'N		1.45	3.31		3.38
GALLITZIN		\$ 1.49	3.34		3.41
GRESSION		\$ 1.54	3.37		\$ 3.46
LILLY		\$ 2.00	3.41		3.51
BENS CREEK		F 2.04			
PORTAGE		\$ 2.08	3.45		3.55
WILMORE		\$ 2.13			
SUMMERHILL		F 2.17	3.50		4.00
Ehrenfeld		F 2.19			
SOUTH FORK		\$ 2.23	3.52		\$ 4.04
MINERAL POINT		F 2.28			
AO-BLOCK STAT'N		2.33	4.00		4.13
CONEMAUGH		\$ 2.37			
JOHNSTOWN		\$ 2.47	\$ 4.07		\$ 4.22
SG-BLOCK STAT'N		2.53	4.11		4.28
SEWARD		\$ 2.03	4.19		4.34
NEW FLORENCE		\$ 3.11			
CONPITT JCT.		3.16	4.25		4.41
LOCKPORT		F 3.20			
BOLIVAR		\$ 3.25			
BLAIRSVILLE INT.		\$ 3.35	-4.36		\$ 4.54
GRAY		F 3.40			
HILLSIDE		\$ 3.45			
MILLWOOD		\$ 3.49			
DERRY		\$ 3.54	4.44		5.03
BRADENVILLE		\$ 3.59			
LOYALHANNA		F 4.03			
LATROBE		\$ 4.08	4.49		\$ 5.12
BEATTY		\$ 4.12			
DONOHOE		\$ 4.18	4.56		5.21
SOUTH WEST JCT.		4.22	5.00		5.25
GREENSBURG		\$ 4.24			\$ 5.27
RADEBAUGH		F 4.30	5.04		5.33
GRAPEVILLE		F 4.33			
JEANNETTE		\$ 4.35			\$ 5.38
PENN		\$ 4.39			
MANOR		\$ 4.43	5.10		5.42
BIDDLE		F 4.45			
SHAFTON		F 4.47			
IRWIN		\$ 4.51			\$ 5.48
LARIMER		\$ 4.55	5.14		
ARDARA		F 4.58			
TRAFFORD		\$ 5.02			
UJ-BLOCK STAT'N		5.04			
FITCAIRN		\$ 5.08	5.20		5.57
WILMERDING		\$ 5.10			\$ 6.01
TURTLE CREEK					
EAST PITTSBURGH		\$ 5.15	5.25		6.05
BESSEMER					
BRADDOCK		\$ 5.20			
COPELAND					
HAWKINS					
SWISSVALE					
EDGEWOOD					
WILKINSBURG		\$ 5.32	5.35		\$ 6.17
HOMEWOOD					
VI-BLOCK STA (R.R.)	5.28			5.53	
GM-BLOCK STAT'N	5.33	5.36		5.58	6.21
EAST LIBERTY	\$ 5.35	\$ 5.37	\$ 5.40	\$ 6.01	\$ 6.24
ROUF				\$ 6.03	
SHADYSIDE				\$ 6.05	
DV-BLOCK STAT'N	5.39	5.41	5.45	6.08	6.28
BU-BLOCK STAT'N	5.42	5.45	5.49	6.10	6.32
PITTSBURGH	\$ 5.45	\$ 5.48	\$ 5.52	\$ 6.13	\$ 6.35
	P. M.	P. M.	P. M.	P. M.	P. M.
	729	71	• 13	993	15
	ARDAILY	ARSUN.	ARDAILY	ARSUN.	ARDAILY
		ONLY		ONLY	

STATIONS.	• 49	25	495	995	815	819	997
	LE DAILY	LE DAILY	LE SUN.	LE SUN.	LE SUN.	LE SUN.	LE SUN.
	EX MON	P. M.	ONLY.	ONLY.	ONLY.	ONLY.	ONLY.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
E	3.33	\$ 3.56					
	3.36	3.59					
	3.47	4.09					
	4.01	4.23					
	4.04	4.26					
	4.07	G 4.31					
	4.11	4.35					
	4.15	4.39					
	4.20	4.44					
	4.23	4.46					
	4.31	4.54					
	4.39	\$ 5.01					
	4.43	5.05					
	4.51	5.13					
	4.58	5.19					
	5.10	5.31					
	5.18	5.39					
	5.24	5.45					
	5.34	5.53					
	5.38	5.57					
		\$ 5.59					
	5.44	6.04					
	5.51	6.11					
	5.56	6.16					
					6.27		
					6.30	6.43	
	6.05	6.21			\$ 6.33	\$ 6.45	
						\$ 6.49	
						\$ 6.52	
	6.11	6.28				\$ 6.54	
						\$ 6.57	
						\$ 6.59	
						\$ 7.01	
						\$ 7.03	
						\$ 7.06	
						\$ 7.08	
	6.20	6.39				\$ 7.10	
						\$ 7.13	
			6.49	6.57			8.00
	6.25		6.54	7.02		7.14	8.05
	\$ 6.45	\$ 6.57	\$ 7.05		\$ 7.17	\$ 8.08	
					\$ 7.19	\$ 8.10	
					\$ 7.21	\$ 8.12	
	6.31	6.48	7.01	7.09	7.22	8.13	
		6.52	7.04	7.12	7.26	8.17	
		\$ 6.55	\$ 7.07	\$ 7.15	\$ 7.29	\$ 8.20	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	• 49	25	495	995	815	819	997
	ARDAILY	ARDAILY	ARSUN.	ARSUN.	ARSUN.	ARSUN.	ARSUN.
	EX MON.		ONLY.	ONLY.	ONLY.	ONLY.	ONLY.

STATIONS.	47	29	•299	•845
	LE DAILY	LE DAILY	LE DAILY	LE SUN.
	P. M.	P. M.	P. M.	P. M.
ALTOONA	\$ 7.40	9.40		
BO—BLOCK STAT'N	7.43	9.43		
KITTANNING POINT	7.53	9.52		
SF—BLOCK STAT'N	8.07	10.04		
GALLITZIN	8.10	10.07		
CRESSON	8.14	10.10		
LILLY	8.18	10.14		
BENS CREEK				
PORTAGE	8.22	10.18		
WILMORE				
SUMMERHILL	8.27	10.23		
EHRENFELD				
SOUTH FORK	8.30	10.25		
MINERAL POINT				
AO—BLOCK STAT'N	8.38	10.33		
CONEMAUGH				
JOHNSTOWN	\$ 8.45			
SG—BLOCK STAT'N	8.50	10.42		
SEWARD	8.58	10.50		
NEW FLORENCE				
CONPITT JCT.	9.04	10.56		
LOCKPORT				
BOLIVAR				
BLAIRSVILLE INT.	\$ 9.16	11.08		
GRAY				
HILLSIDE				
MILLWOOD				
DERRY	9.26	11.16		
BRADENVILLE				
LOYALHANNA				
LATROBE	\$ 9.35	11.22		
BEATTY				
DONOHUE	9.44	11.29		
SOUTH WEST JCT	9.48	11.33	11.35	11.35
GREENSBURG	\$ 9.49		\$11.38	\$11.38
RADEBAUGH	9.55	11.37	11.42	11.42
GRAPEVILLE				
JEANNETTE			\$11.46	\$11.46
PENN			F11.49	F11.49
MANOR	10.03	11.44	\$11.53	\$11.52
BIDDLE				
SHAFTON				
IRWIN			\$11.58	\$11.57
LARIMER	10.08	11.48	\$12.01	\$12.00
ARDARA				
TRAFFORD			\$12.06	\$12.05
UJ—BLOCK STAT'N			12.08	12.07
PITCAIRN	10.14	11.53	\$12.10	\$12.09
WILMERDING			\$12.14	\$12.13
TURTLE CREEK				\$12.16
EAST PITTSBURGH	10.19	11.58	\$12.18	\$12.18
BESSEMER				\$12.21
BRADDOCK			\$12.22	\$12.23
COPELAND			\$12.24	\$12.25
HAWKINS				\$12.27
SWISSVALE			\$12.28	\$12.30
EDGEWOOD			\$12.30	\$12.32
WILKINSBURG	10.28	12.06	\$12.32	\$12.34
HOMEWOOD			\$12.35	\$12.37
VI—BLOCK STA (B.Br.)				
CM—BLOCK STAT'N			12.36	12.38
EAST LIBERTY	\$10.34	12.10	\$12.38	\$12.41
ROUP			\$12.40	\$12.43
SHADYSIDE			\$12.42	\$12.45
DV—BLOCK STAT'N	10.38	12.13	12.43	12.46
BU—BLOCK STAT'N	10.42	12.17	12.47	12.50
PITTSBURGH	\$10.45	\$12.20	\$12.50	\$12.53
	P. M.	A. M.	A. M.	A. M.
	47	29	•299	•845
	ARDAILY	ARDAILY	ARDAILY	AR. MON.
			EX MON.	ONLY.

	21	33		
	LE DAILY	LE DAILY		
	P. M.	P. M.		
	\$10.16	\$11.00		
	10.19	11.08		
	10.30	11.14		
	10.44	11.28		
	10.48	\$11.32		
	10.51	\$11.37		
	10.56	F11.43		
	11.00	F11.50		
	11.06	11.56		
	11.08	F12.00		
	11.16	12.08		
	\$11.26	\$12.16		
	11.29	12.20		
	11.37	12.29		
		12.34		
	11.44	12.36		
	11.56	12.47		
	12.04	12.55		
	12.10	\$ 1.04		
	12.18	1.14		
	12.22	1.18		
		\$ 1.21		
	12.27	1.26		
	12.34	1.33		
	12.39	1.37		
	12.45	1.43		
	12.50	1.48		
	1.00	1.58		
	1.05	F 2.05		
	1.08	2.09		
	1.12	2.13		
	\$ 1.15	\$ 2.16		
	A. M.	A. M.		
	21	33		
	ARDAILY	ARDAILY		

STATIONS.	990	74	720	992	836
	AR.SUN	AR.SUN	AR.DAILY	AR.SUN	AR.SUN
	ONLY	ONLY		ONLY	ONLY
	P. M.	P. M.	P. M.	P. M.	P. M.
ALTOONA		\$ 5.32			
BO-BLOCK STAT'N		5.28			
KITTANNING P'NT	F	5.19			
SF-BLOCK STAT'N		5.08			
GALLITZIN		\$ 5.05			
CRESSON		\$ 4.56			
LILLY		\$ 4.45			
BENS CREEK	F	4.36			
FORTAGE		\$ 4.31			
WILMORE		\$ 4.24			
SUMMERHILL	F	4.18			
EHRENFELD	F	4.15			
SOUTH FORK		\$ 4.12			
MINERAL POINT	F	4.05			
AO-BLOCK STAT'N		3.59			
CONEMAUGH		\$ 3.54			
JOHNSTOWN		\$ 3.48			
SG-BLOCK STAT'N					
SEWARD		\$ 3.27			
NEW FLORENCE		\$ 3.19			
CONPITT JCT.		3.12			
LOCKPORT	F	3.09			
BOLIVAR		\$ 3.05			
BLAIRSVILLE INT		\$ 2.56			
GRAY	F	2.51			
HILLSIDE		\$ 2.47			
MILLWOOD		\$ 2.43			
DERRY		\$ 2.39			
BRADENVILLE		\$ 2.32			
LOYALHANNA	F	2.28			
LATROBE		\$ 2.24			
BEATTY		\$ 2.17			
DONOHUE		\$ 2.09			
SOUTH WEST JCT.		2.00			3.26
GREENSBURG		\$ 1.58			\$ 3.24
RADEBAUGH	F	1.53			
GRAPEVILLE	F	1.49			
JEANNETTE		\$ 1.46			\$ 3.11
PENN		\$ 1.42			\$ 3.08
MANOR		\$ 1.39			\$ 3.04
BIDDLE					
SHAFTON					
IRWIN		\$ 1.34			\$ 2.59
LABIMER	F	1.30			\$ 2.55
ARDARA	F	1.27			
TRAFFORD	F	1.23			\$ 2.49
UJ-BLOCK STAT'N		1.20			2.46
PITCAIRN		\$ 1.19			\$ 2.44
WILMERDING		\$ 1.15			\$ 2.40
TURTLE CREEK					\$ 2.37
EAST PITTSB'RGH		\$ 1.10			\$ 2.35
BESSEMER					\$ 2.32
BRADDOCK		\$ 1.06			\$ 2.30
COPELAND					\$ 2.28
HAWKINS					\$ 2.26
SWISSVALE					\$ 2.23
EDGEWOOD					\$ 2.21
WILKINSBURG		\$ 12.58			\$ 2.19
HOMEWOOD					\$ 2.16
VI-BLOCK STA--(B. R.)	12.48		1.27	2.00	
OM-BLOCK STAT'N	12.44	12.53	1.23	1.56	2.14
EAST LIBERTY	\$12.41	\$12.52	\$ 1.20	\$ 1.53	\$ 2.13
ROUP				\$ 1.50	\$ 2.10
SHADYSIDE	\$12.38			\$ 1.48	\$ 2.08
DV-BLOCK STAT'N	12.37	12.47	1.16	1.47	2.07
BV-BLOCK STAT'N	12.33	12.43	1.13	1.43	2.03
PITTSBURGH	\$12.30	\$12.40	\$ 1.10	\$ 1.40	\$ 2.00
	P. M.	P. M.	P. M.	P. M.	P. M.
	LE.SUN	LE.SUN	LE.DAILY	LE.SUN	LE.SUN
	ONLY	ONLY		ONLY	ONLY

STATIONS.	814	46	840	874	420	816	96	18	
	AR.SUN	AR.DAILY	AR.SUN	AR.SUN	AR.SUN	AR.SUN	AR.DAILY	AR.DAILY	
	ONLY		ONLY	ONLY	ONLY	ONLY			
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
		\$ 6.23					\$ 8.40	\$ 8.13	
		6.20					8.36	8.09	
		6.13					8.27	8.01	
		6.03					8.18	7.50	
		6.01					F 8.15	7.48	
		\$ 5.55					\$ 8.07	7.41	
		5.49					7.56	7.33	
		5.42					7.45	7.24	
		5.35					7.35	7.16	
		5.32					\$ 7.30	7.13	
		5.24					7.18	7.04	
		\$ 5.16					\$ 7.08	\$ 6.55	
		5.03					6.48	6.40	
		4.58					6.41	6.33	
		\$ 4.47					\$ 6.30	6.21	
		4.38	\$ 6.02				6.19	6.13	
		F 5.57							
		F 5.54							
		\$ 4.30	\$ 5.50				\$ 6.09	\$ 6.08	
		\$ 5.44							
		4.22	\$ 5.39	5.47			5.59	6.55	
		4.17	5.32	5.32			5.54	6.49	
		\$ 4.16	\$ 5.30				\$ 5.53	\$ 5.48	
		4.12	5.24				5.48	5.44	
			\$ 5.19				\$ 5.43		
			\$ 5.14						
		4.06	\$ 5.09				\$ 5.36	6.35	
			\$ 5.04				\$ 5.32		
		4.01	5.00				\$ 5.28	6.30	
			F 4.56						
			\$ 4.52				5.03	\$ 5.21	
		3.47	4.49				5.00		
		\$ 3.44	3.56	\$ 4.47			\$ 4.58	\$ 5.17	6.23
		\$ 3.40		\$ 4.43			\$ 5.13		
		\$ 3.37							
		\$ 3.35	3.51	4.38			\$ 5.08	6.16	
		\$ 3.32							
		\$ 3.30		\$ 4.33			\$ 5.02		
		\$ 3.28							
		\$ 3.26							
		\$ 3.23							
		\$ 3.21							
		\$ 3.19	3.43	\$ 4.27			4.55	5.07	
		\$ 3.16							
							4.31		
		3.14		4.23			4.27		
		\$ 3.13	C 3.40	\$ 4.22			\$ 4.24	\$ 4.50	\$ 5.02
		\$ 3.10					\$ 4.22		
		\$ 3.08					\$ 4.20		
		3.07	3.36	4.17			4.19	4.44	4.57
		3.03	3.33	4.13			4.15	4.40	4.53
		\$ 3.00	\$ 3.30	\$ 4.10			\$ 4.12		\$ 4.50
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		814	46	840	874	420	816	96	18
		LE.SUN	LE.DAILY	LE.SUN	LE.SUN	LE.SUN	LE.SUN	LE.DAILY	LE.DAILY
		ONLY		ONLY	ONLY	ONLY	ONLY		

STATIONS.	10	894	732	838	820
	ARDAILY P. M.	AR.SUN. ONLY P. M.	ARDAILY P. M.	AR.SUN. ONLY P. M.	AR.SUN. ONLY P. M.
ALTOONA	\$ 8.50				
BO-BLOCK STAT'N	8.48				
KITTANNING PNT	8.38				
SF-BLOCK STAT'N	8.28				
GALLITZIN	\$ 8.25				
CRESSON	\$ 8.18				
LILLY	\$ 8.08				
BENS CREEK	\$ 7.58				
PORTAGE	\$ 7.53				
WILMORE	\$ 7.46				
SUMMERHILL	\$ 7.41				
EHEINFELD					
SOUTH FORK	\$ 7.36				
MINERAL POINT					
AO-BLOCK STAT'N	7.25				
CONEMAUGH	\$ 7.21				
JOHNSTOWN	\$ 7.15				
SG-BLOCK STAT'N					
SEWARD	\$ 6.59				
NEW FLORENCE	\$ 6.53				
COMPITT JCT.	6.49				
LOCKPORT					
BOLIVAR	\$ 6.45				
BLAIRSVILLE INT	\$ 6.36				
GRAY					
HILLSIDE					
MILLWOOD					
DERRY	\$ 6.25				
BRADENVILLE					
LOYALHANNA					
LATROBE	\$ 6.14				
BEATTY					
DONOHUE	6.08				
SOUTHWEST JCT.	6.00	6.05		7.03	
GREENSBURG	\$ 5.59	\$ 6.03		\$ 7.01	
BADEBAUGH	5.55			6.57	
GRAPEVILLE					
JEANNETTE	\$ 5.50			\$ 6.52	
PENN				\$ 6.48	
MANOR	\$ 5.43			\$ 6.44	
HIDDLE					
SHAFTON					
IRWIN	\$ 5.38			\$ 6.39	
LABIMER				\$ 6.35	
ARDARA					
TRAFFORD				\$ 6.29	
UJ-BLOCK STAT'N				6.26	7.17
PITCAIRN	5.29		Runs as No. 77 from VI	\$ 6.24	\$ 7.14
WILMERDING	\$ 5.25			\$ 6.20	\$ 7.10
TURTLE CREEK				\$ 6.17	\$ 7.07
EAST PITTSB'RGH				\$ 6.15	\$ 7.05
BESSEMER				\$ 6.12	\$ 7.02
BRADDOCK	\$ 5.17			\$ 6.10	\$ 7.00
COPELAND				\$ 6.08	\$ 6.98
HAWKINS				\$ 6.06	\$ 6.96
SWISSVALE				\$ 6.03	\$ 6.93
EDGEWOOD				\$ 6.01	\$ 6.91
WILKINSBURG	\$ 5.11			\$ 5.99	\$ 6.89
HOMEWOOD				\$ 5.96	\$ 6.86
VI-BLOCK STA (B.Br.)			5.23		
OM-BLOCK STAT'N			5.19	5.54	6.44
EAST LIBERTY	\$ 5.07		\$ 5.16	\$ 5.53	\$ 6.43
BOUP				\$ 5.50	\$ 6.40
SHADYSIDE				\$ 5.48	\$ 6.38
DV-BLOCK STAT'N	5.02		5.12	5.47	6.87
BU-BLOCK STAT'N	4.58		5.08	5.43	6.33
PITTSBURGH	\$ 4.55		\$ 5.05	\$ 5.40	\$ 6.30
	P. M.	P. M.	P. M.	P. M.	P. M.
	10	894	732	838	820
	LR DAILY	LR SUN. ONLY	LR DAILY	LR SUN. ONLY	LR SUN. ONLY

STATIONS.	994	• 14	6	822	494
	AR.SUN. ONLY P. M.	ARDAILY P. M.	ARDAILY P. M.	AR.SUN. ONLY P. M.	AR.SUN. ONLY P. M.
		E10.15	\$10.28		
		10.11	10.24		
		10.04	10.17		
		9.54	10.07		
		9.52	10.05		
		9.45	9.58		
		9.36	9.50		
		9.27	9.42		
		9.19	9.35		
		9.16	9.32		
		9.07	9.23		
			\$ 9.15		
		8.57			
		8.49	9.01		
		8.42	8.54		
		8.31	8.42		
		8.22	8.32		
		8.15	8.24		
		8.09	8.18		
		8.03	8.12		
	P	8.01	8.10		
		7.57	8.05		
		7.49	7.56		
		7.43	7.50		
				8.07	
Runs as No. 927 from VI		7.36	7.43	\$ 8.04	
	Q	7.32	C 7.39	\$ 8.00	
	Q	7.28		\$ 7.57	
	Q	7.23	7.32	\$ 7.55	
				\$ 7.52	
				\$ 7.50	
				\$ 7.48	
				\$ 7.46	
				\$ 7.43	
				\$ 7.41	
		7.16	7.26	\$ 7.39	
				\$ 7.36	
		7.03			7.49
		6.59		7.34	7.44
	\$	6.56	P 7.12	\$ 7.22	\$ 7.33
	\$	6.54			\$ 7.30
	\$	6.52			\$ 7.28
		6.51	7.07	7.17	7.27
		6.48	7.03	7.13	7.23
	\$	6.45	P 7.00	\$ 7.10	\$ 7.20
					\$ 7.30
	P. M.	P. M.	P. M.	P. M.	P. M.
	994	• 14	6	822	494
	LR SUN. ONLY	LR DAILY	LR DAILY	LR SUN. ONLY	LR SUN. ONLY

STATIONS.	842	4	•1036	996		
	AR.SUN. ONLY	ARDAILY	ARDAILY	AR.SUN. ONLY		
	P. M.	A. M.	A. M.	P. M.		
ALTOONA		\$12.15	\$12.23			
BO-BLOCK STAT'N		12.11	12.19			
KITTANNING POINT		12.08	12.11			
SF-BLOCK STAT'N		11.53	12.01			
GALLITZIN		\$11.50	11.59			
CREBSOON		\$11.41	11.52			
LILLY		\$11.33	11.44			
BENS CREEK						
PORTAGE		\$11.24	11.35			
WILMORE		\$11.17				
SUMMERHILL		F 11.12	11.27			
EBBENFELD						
SOUTH FORK		\$11.07	11.23			
MINERAL POINT						
AO-BLOCK STAT'N		10.57	11.14			
CONEMAUGH		\$10.54				
JOHNSTOWN		\$10.49	\$11.05			
SG-BLOCK STAT'N						
SEWARD		10.34	10.48			
NEW FLORENCE		\$10.28				
CONPITT JCT		10.24	10.41			
LOCKPORT						
BOLIVAR		\$10.20				
BLAIRSVILLE INT.	\$10.04	\$10.10	\$10.29			
GRAY	\$ 9.59					
HILLSIDE	F 9.55					
MILLWOOD	\$ 9.51					
DERRY	\$ 9.48	\$10.01	10.19			
BRADENVILLE						
LOYALHANNA						
LATROBE	\$ 9.40	\$ 9.51	\$10.09			
BEATTY						
DONOHOE	9.32	9.43	10.01			
SOUTH WEST JCT.	9.27	9.37	9.54			
GREENSBURG	\$ 9.25	\$ 9.35	\$ 9.52			
BADEBAUGH	F 9.20	9.30	9.47			
GRAPEVILLE	F 9.15					
JEANNETTE	\$ 9.13	\$ 9.25				
PENN	\$ 9.09					
MANOR	\$ 9.05	\$ 9.19	9.38			
BIDDLE	F 9.02					
SHAFTON	F 9.00					
IRWIN	\$ 8.57	\$ 9.14	F 9.33			
LARIMER	\$ 8.54					
ARDARA	F 8.51					
TRAFFORD	\$ 8.47					
UJ-BLOCK STAT'N	8.44					
PITCAIRN	\$ 8.42	9.04	9.23	Runs as No. 901 from VI		
WILMERDING	\$ 8.38	\$ 9.00	\$ 9.19			
TURTLE CREEK						
EAST PITTSBURGH	\$ 8.34					
BESSEMER						
BRADDOCK	\$ 8.29	\$ 8.58				
COPELAND	\$ 8.27					
HAWKINS						
SWISSVALE	\$ 8.23					
EDGEWOOD	\$ 8.21					
WILKINSBURG	\$ 8.19	\$ 8.46	9.06			
HOMEWOOD	\$ 8.16					
VI-BLOCK STA.--(B. R.)			9.48			
CM-BLOCK STAT'N	8.14		9.44			
EAST LIBERTY	\$ 8.13	\$ 8.41	\$ 9.01	\$ 9.41		
ROUF	\$ 8.10					
SHADYSIDE	\$ 8.08					
DV-BLOCK STAT'N	8.07	8.37	8.57	9.37		
BU-BLOCK STAT'N	8.03	8.33	8.53	9.38		
PITTSBURGH	\$ 8.00	\$ 8.30	\$ 8.50	\$ 9.30		
	P. M.	P. M.	P. M.	P. M.		
	842	4	•1036	996		
	AR.SUN. ONLY	AR.DAILY	AR.DAILY	AR.SUN. ONLY		

STATIONS.	496	16	•844	42	748	998		
	AR.SUN. ONLY	ARDAILY	AR.SUN. ONLY	ARDAILY	ARDAILY	AR.SUN. ONLY		
	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.		
		C12.42		\$ 1.29				
		12.38		1.25				
		12.30		1.18				
		12.20		1.08				
		12.18		1.06				
		12.11		12.59				
		12.03		12.52				
		11.55		12.44				
		11.48		12.37				
		11.45		12.34				
		11.36		12.26				
		11.26		12.16				
		11.17		12.08				
		11.11		12.02				
		11.00		11.51				
		10.52		11.44				
		10.45		11.38				
		10.39		11.33				
		10.33	11.18	11.29				
			\$11.16					
		10.30	11.11	11.26				
			\$11.04					
			\$11.00					
		10.22	\$10.56	11.18				
			\$10.52					
		10.17	\$10.49	11.13				
			\$10.43					
			10.41					
		10.10	\$10.39	11.07				
			\$10.35					
			\$10.32					
		10.04	\$10.30	11.02				
			\$10.26					
			\$10.24					
			\$10.22					
			\$10.19					
			\$10.16					
		9.56	\$10.14	10.54				
			\$10.11					
		9.54			11.03	11.08		
		9.49	10.09		10.59	11.04		
		\$ 9.46	C 9.52	\$10.08	C10.51	\$10.56	\$11.01	
			\$10.05			\$10.59		
			\$10.03			\$10.57		
		9.42	9.47	10.02	10.46	10.51	10.56	
		9.38	9.43	9.58	10.43	10.48	10.53	
		\$ 9.35	\$ 9.40	\$ 9.55	\$10.40	\$10.45	\$10.50	
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
		496	16	•844	42	748	998	
		AR.SUN. ONLY	AR.DAILY	AR.SUN. ONLY	AR.DAILY	AR.DAILY	AR.SUN. ONLY	

EASTWARD.

TURTLE CREEK BRANCH.

WESTWARD.

Block Station	815		811		805		801		277		STATIONS.		850		848		Distance from Andrico.	Distance between Stations.	Distance from Donohoe.	847		849		Block Station	
	AR.SUN. ONLY	P. M.	AR.SUN. ONLY	P. M.	AR.SUN. ONLY	P. M.	AR.SUN. ONLY	P. M.	AR.SUN. ONLY	P. M.	AR.SUN. ONLY	P. M.	AR.SUN. ONLY	P. M.	AR.SUN. ONLY	P. M.				AR.SUN. ONLY	P. M.	AR.SUN. ONLY	P. M.		AR.SUN. ONLY	P. M.
SZ	816	810	808	804	802	276	TRAFFORD	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
BY	816	810	808	804	802	276	NORTH TRAFFORD	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
HD	816	810	808	804	802	276	E. E. DOUBLE TRACK	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
HD	816	810	808	804	802	276	BLAOKBURN Y	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
HD	816	810	808	804	802	276	SAUNDERS	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
HD	816	810	808	804	802	276	LYONS RUN BR. JCT.	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
HD	816	810	808	804	802	276	LYONS R/N MINE	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
HD	816	810	808	804	802	276	MURRAYSVILLE	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
HD	816	810	808	804	802	276	NEWLINSBURG	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
HD	816	810	808	804	802	276	WHITE VALLEY	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
HD	816	810	808	804	802	276	EXP. EXPORT	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
HD	816	810	808	804	802	276	WHITE VALLEY	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
HD	816	810	808	804	802	276	WHITE VALLEY	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849

Eastward trains between East End Double Track and end of Turtle Creek Branch and on Lyon's Run Branch, are superior by direction to trains of the same class in the opposite direction.

Turtle Creek Branch between SZ and west end of cut east of North Trafford is operated as double track.
Train of No. 277 runs extra Trafford to Pitcairn passenger yard.

Northward trains are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

Block Station	858		856		854		852		850		STATIONS.		848		Distance from Andrico.	Distance between Stations.	Distance from Donohoe.	847		849		Block Station			
	AR.SUN. ONLY	P. M.	AR.SUN. ONLY	P. M.	AR.SUN. ONLY	P. M.	AR.SUN. ONLY	P. M.	AR.SUN. ONLY	P. M.	AR.SUN. ONLY	P. M.	AR.SUN. ONLY	P. M.				AR.SUN. ONLY	P. M.						
PN	816	810	808	804	802	276	DUNDALE BR. JCT.	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
DJ	816	810	808	804	802	276	ALLSWORTH	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
UD	816	810	808	804	802	276	DUNDALE	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
GW	816	810	808	804	802	276	GREENWALD	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
JM	816	810	808	804	802	276	JAMISON NO. 2 BR. JCT.	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
FS	816	810	808	804	802	276	HANNASTOWN	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
WA	816	810	808	804	802	276	FORBES ROAD	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
WA	816	810	808	804	802	276	WINTHROP	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
WA	816	810	808	804	802	276	DONOHOE	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
WA	816	810	808	804	802	276	SOWASH	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849
WA	816	810	808	804	802	276	ALEXANDRIA BR. JCT.	850	848	847	849	847	849	847	849	847	849	847	849	847	849	847	849	847	849

SOUTHWARD.

ALEXANDRIA BRANCH.

NORTHWARD.

STATIONS.	Dist. from So. Fork Br. Jct.	Distance between Stations.	860	862	864	Block Stations.
			LE.SUN. ONLY.	LE.SUN. ONLY.	LE.SUN. ONLY.	
			A. M.	A. M.	A. M.	
SOUTH FORK BR. JCT.						
BOOTH No. 1	1.2	1.2				W
SOUTH FORK	1.5	0.3			\$ 9.35	SM
BOOTH No. 2	2.2	0.7			\$ 9.38	FY
ST. MICHAEL	4.2	2.0			\$ 9.43	
CRESLO	5.0	0.8			\$ 9.46	
BOOTH No. 4	5.1	0.1			\$ 9.46	CO
LOVETT	5.7			7.29	\$ 9.48	LV
RUTHFORD	7.0	1.3		F 7.33	F 9.52	
BEAVERDALE	8.7	1.7		F 7.38	F 9.57	
LLOYDELL	9.2	0.5		\$ 7.41	\$10.01	DL
LOVETT	5.7		\$ 6.58		\$10.15	LV
DUNLO	8.9	3.1	\$ 7.09		\$10.26	
LLANFAIR	9.3	0.5	\$ 7.13		\$10.29	LF
LOVETT	5.7	0.8			\$10.44	LV
SALIX	9.1	3.4			\$10.55	
SUMMIT	9.9	0.8			10.57	SU
ELTONBURG	11.6	1.7			\$11.03	
PAINT CREEK BR. JCT.	14.8	3.2			11.12	PJ
AK-BLOCK STATION	14.9	0.1				AK
SCALP LEVEL	15.5	0.6			\$11.14	
WINDBER	16.5	1.0			\$11.17	WD
WINDBER BRANCH JCT.	16.6	0.1				WF
EUREKA No. 34	18.3	1.7				RK
ASHTOLA	22.5	4.2				
			A. M.	A. M.	A. M.	
			860	862	864	
			AR.SUN. ONLY.	AR.SUN. ONLY.	AR.SUN. ONLY.	

SOUTH FORK BRANCH.

STATIONS.	Distance from Ashtola.	Distance between Stations.	859	861	863	Block Stations.
			AR.SUN. ONLY.	AR.SUN. ONLY.	AR.SUN. ONLY.	
			A. M.	A. M.	A. M.	
SOUTH FORK BR. JCT.	22.5	1.2				W
BOOTH No. 1	21.3	0.3				SM
SOUTH FORK	21.0	0.7	\$ 8.08			FY
BOOTH No. 2	20.3	2.0	\$ 8.02			
ST. MICHAEL	18.3	0.8	\$ 8.00			
CRESLO	17.5	0.1	F 7.58			CO
BOOTH No. 4	17.4	0.6	7.57			LV
LOVETT	16.8	1.3	\$ 7.55	10.14		DL
RUTHFORD	18.1	1.7	F 7.51	F10.10		
BEAVERDALE	19.9	0.5	F 7.46	F10.05		
LLOYDELL	20.3		\$ 7.42	\$10.02		DL
LOVETT	16.8	3.1	\$ 7.28		10.43	LV
DUNLO	19.9	0.5	\$ 7.17		\$10.32	LF
LLANFAIR	20.4		\$ 7.14		\$10.30	LV
LOVETT	16.8	3.4	\$ 6.57			SU
SALIX	13.4	0.8	\$ 6.47			
SUMMIT	12.8	1.7	6.44			PJ
ELTONBURG	10.9	3.2	\$ 6.39			AK
PAINT CREEK BR. JCT.	7.7	0.1	6.30			WD
AK-BLOCK STATION	7.6	0.6				WF
SCALP LEVEL	7.0	1.0	\$ 6.28			RK
WINDBER	6.0	0.1	\$ 6.25			
WINDBER BRANCH JCT.	5.9	1.7				
EUREKA No. 34	4.2	4.2				
ASHTOLA						
			A. M.	A. M.	A. M.	
			859	861	863	
			LE.SUN. ONLY.	LE.SUN. ONLY.	LE.SUN. ONLY.	

Southward trains between Windber and Ashtola are superior by direction to trains of the same class in the opposite direction.

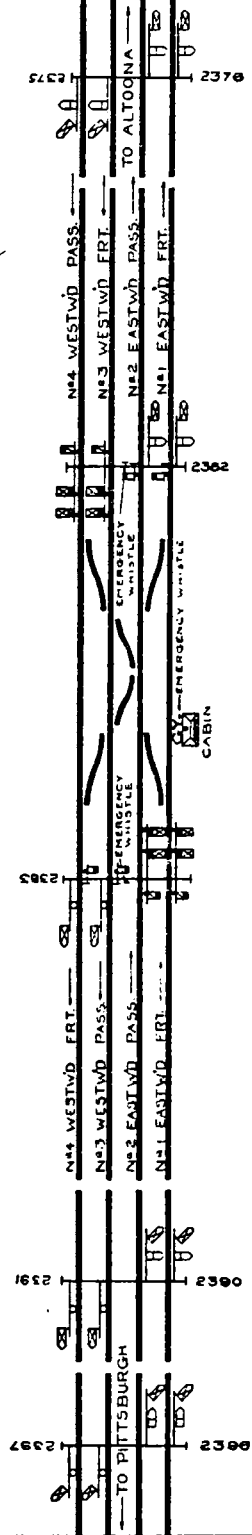
Southward trains on Beaver and Llanfair Branches are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

866	868	870	Block Stations.
LE.SUN. ONLY.	LE.SUN. ONLY.	LE.SUN. ONLY.	
P. M.	P. M.	P. M.	
			W
		\$ 5.20	SM
		5.23	FY
		\$ 5.28	
		F 5.30	
		5.31	CO
	8.11	\$ 5.33	LV
F 3.15	F 5.37		
F 3.19	F 5.42		
\$ 3.23	\$ 5.46		DL
\$ 2.40	\$ 6.00		LV
\$ 2.51	\$ 6.11		
\$ 2.55	\$ 6.14		LF
	\$ 6.29		LV
	\$ 6.40		
	6.42		SU
	\$ 6.48		
	6.57		PJ
	\$ 6.59		AK
	\$ 7.02		WD
			WF
			RK
P. M.	P. M.	P. M.	
866	868	870	
AR.SUN. ONLY.	AR.SUN. ONLY.	AR.SUN. ONLY.	

NORTHWARD.

865	867	869	Block Stations.
AR.SUN. ONLY.	AR.SUN. ONLY.	AR.SUN. ONLY.	
P. M.	P. M.	P. M.	
			W
			SM
\$ 3.51			FY
3.46			
\$ 3.42			
F 3.40			CO
3.39			LV
\$ 3.37	5.59		DL
F 3.33	F 5.55		
F 3.28	F 5.50		
\$ 3.24	\$ 5.47		DL
\$ 3.10		6.28	LV
\$ 2.59		\$ 6.17	LF
\$ 2.56		\$ 6.15	LV
2.39			SU
\$ 2.29			
2.26			PJ
\$ 2.21			AK
2.12			WD
\$ 2.10			WF
\$ 2.07			RK
P. M.	P. M.	P. M.	
865	867	869	
LE.SUN. ONLY.	LE.SUN. ONLY.	LE.SUN. ONLY.	

DIAGRAM OF TRACKS AND SIGNALS
AT
GY-BLOCK AND INTERLOCKING STATION
MCGARVEY

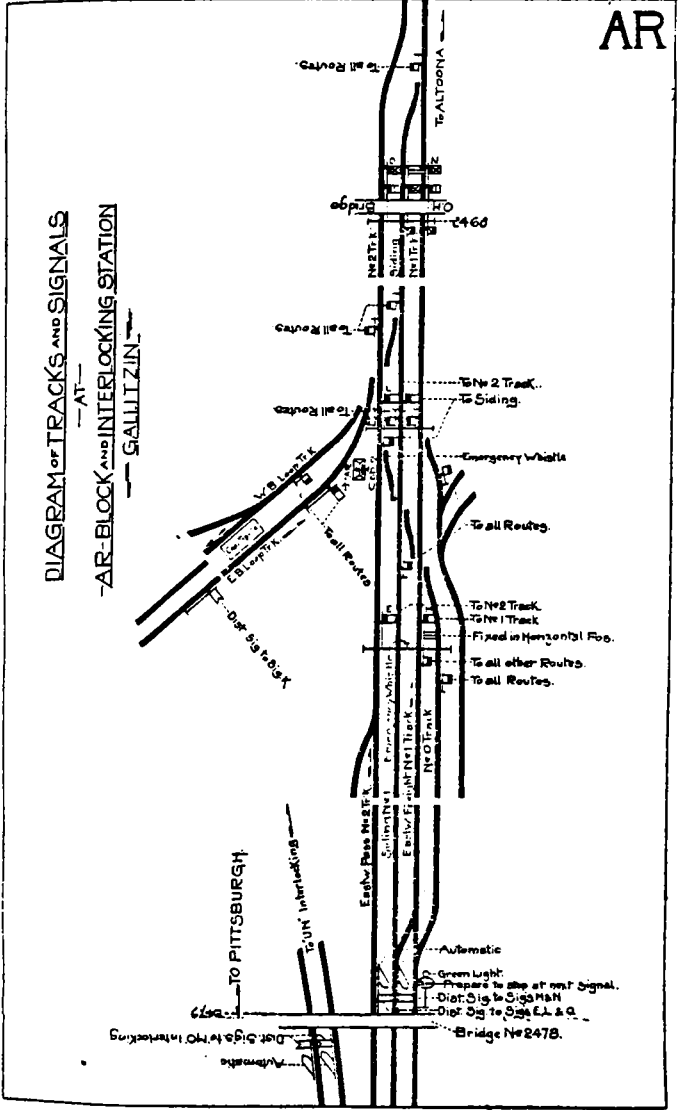
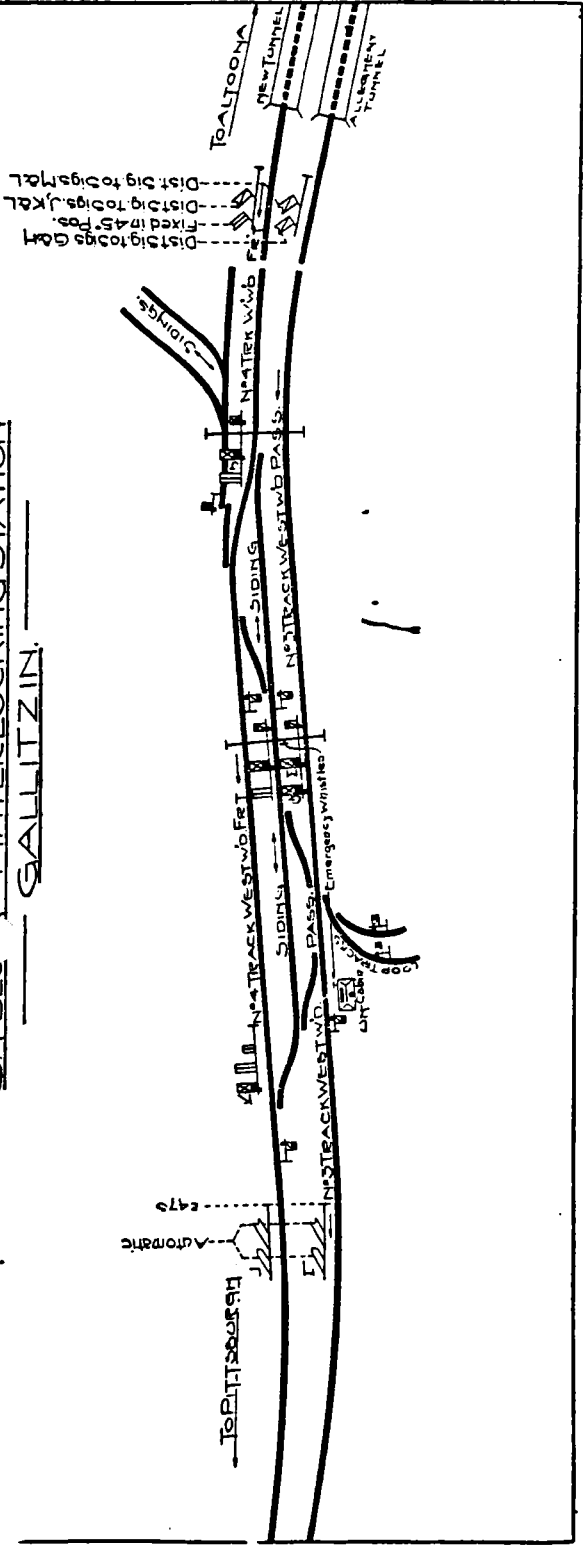


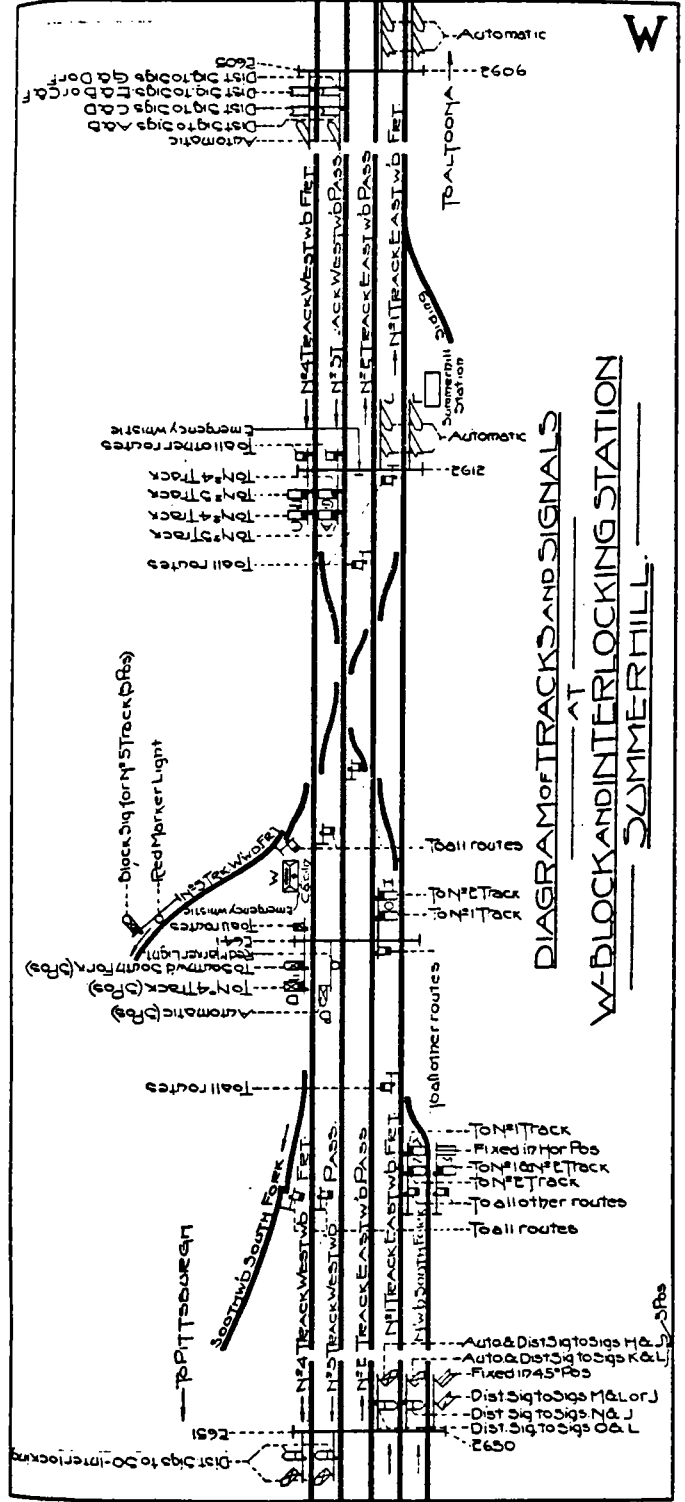
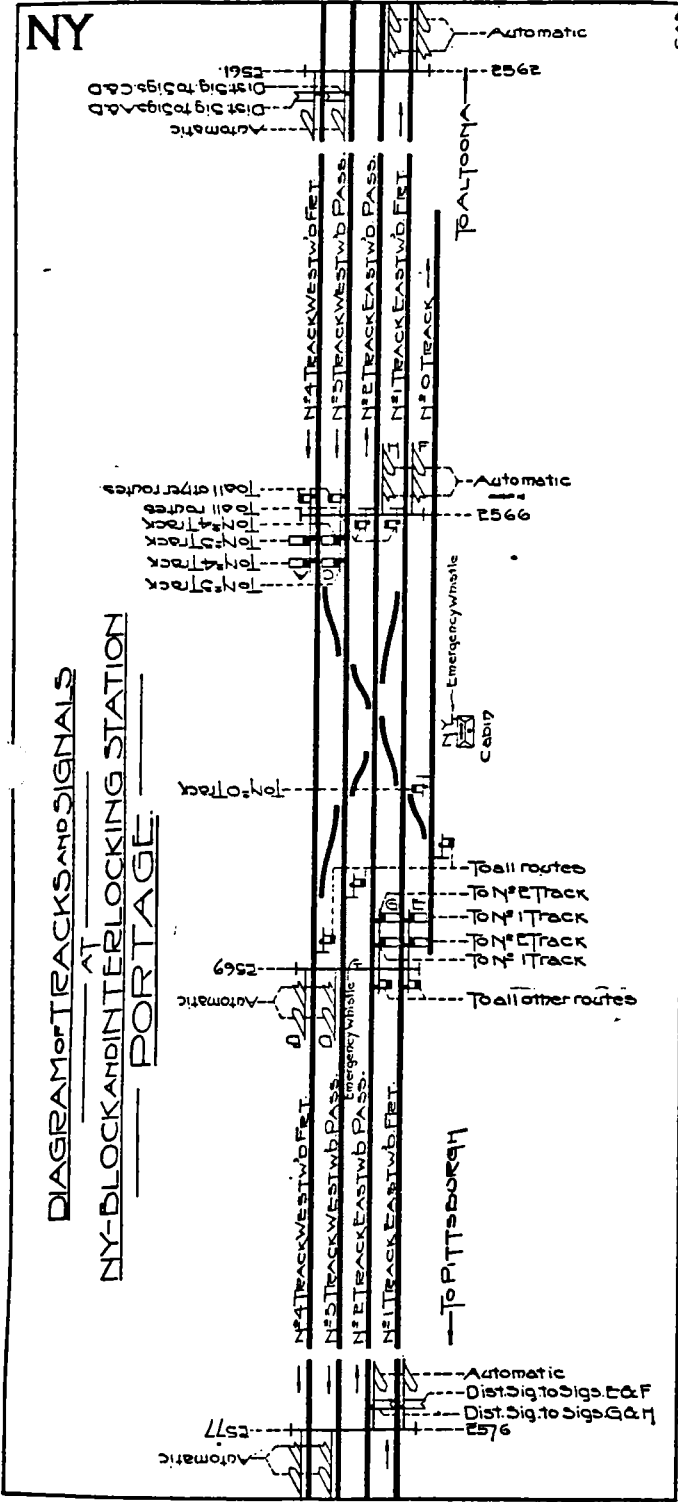
GY

AMC.

UN

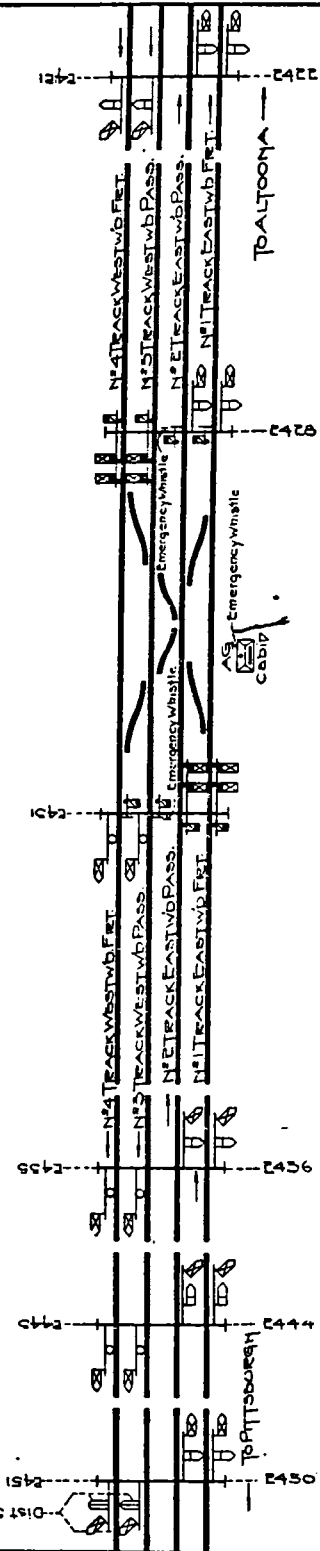
**DIAGRAM OF TRACKS AND SIGNALS
AT
AIR-BLOCK AND INTERLOCKING STATION
GALLITZIN**





AG

DIAGRAM OF TRACKS AND SIGNALS
 AT
 AG-BLOCK AND INTERLOCKING STATION.
 ALLEGRIPOS.



456

SF

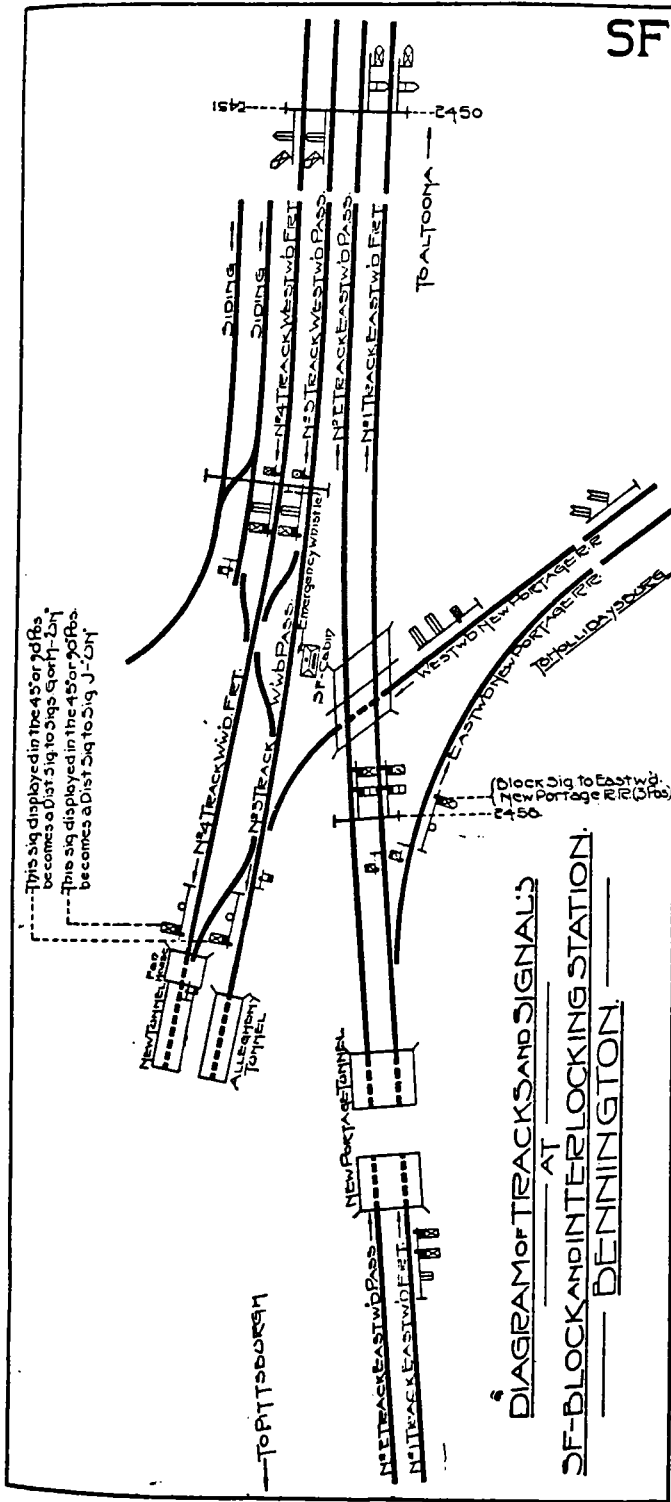


DIAGRAM OF TRACKS AND SIGNALS
 AT
 SF-BLOCK AND INTERLOCKING STATION.
 DENNINGTON.

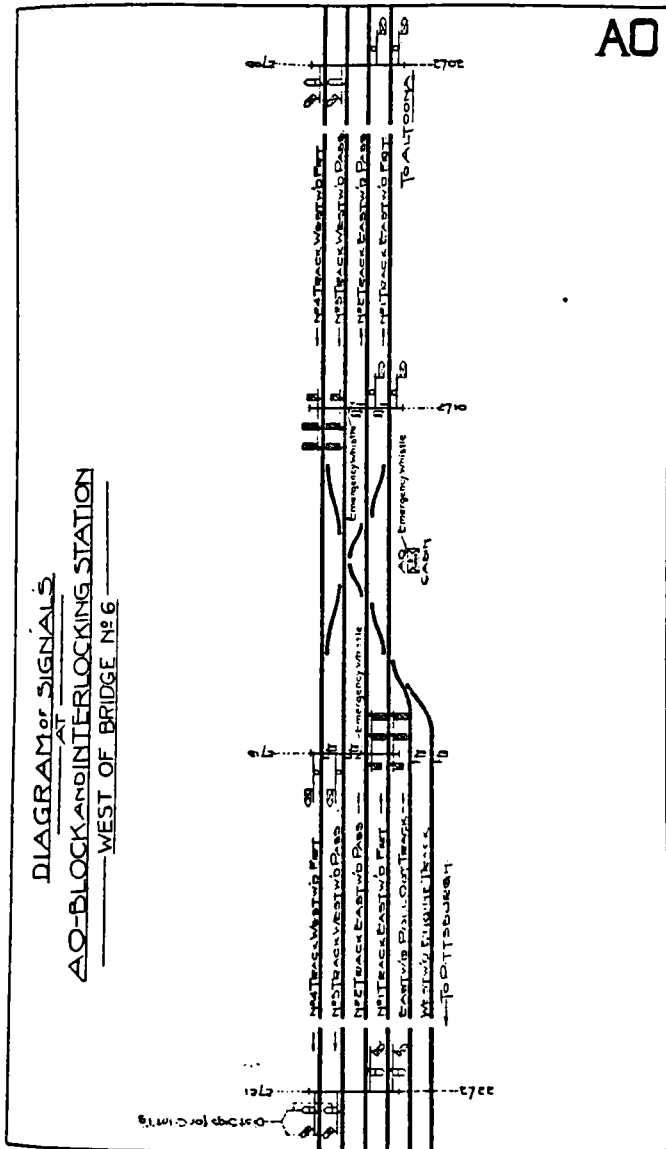
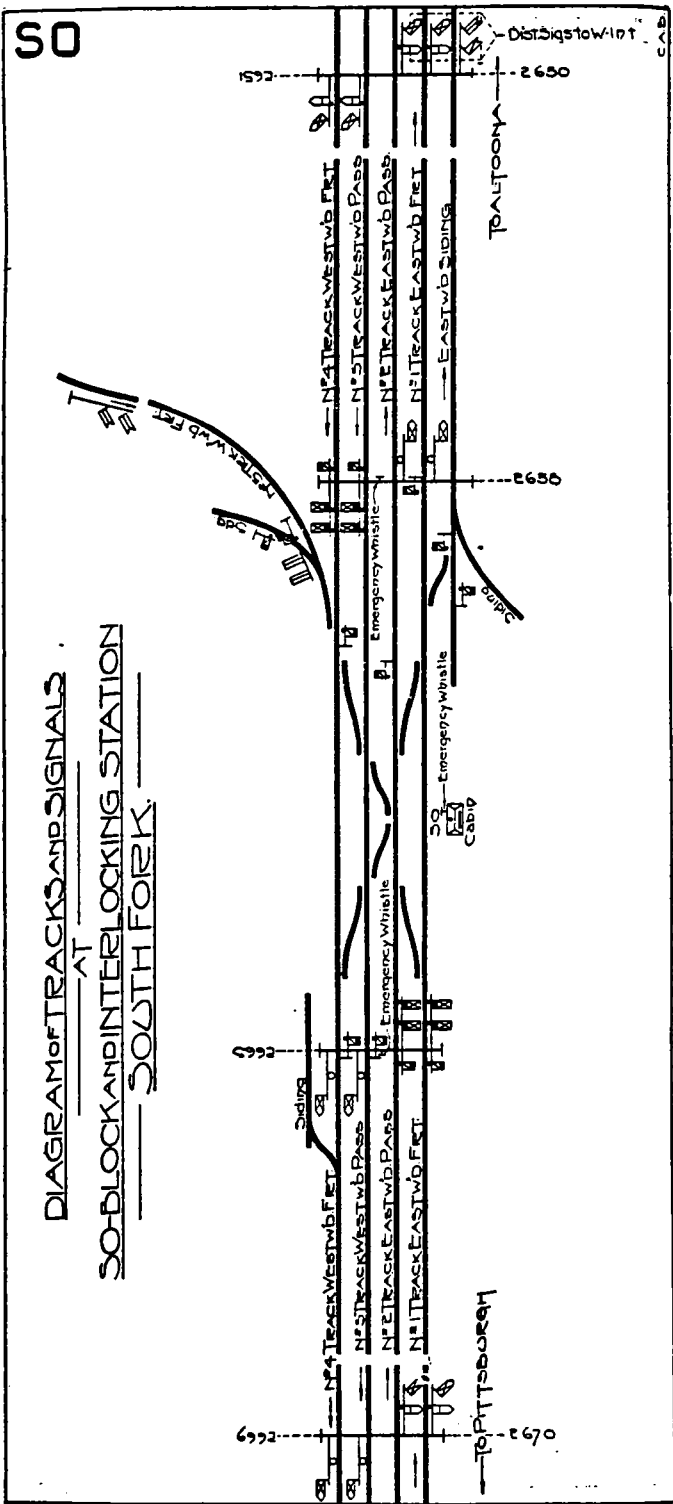


DIAGRAM OF SIGNALS
AT
C-BLOCK AND INTERLOCKING STATION
— CONEMAUGH —

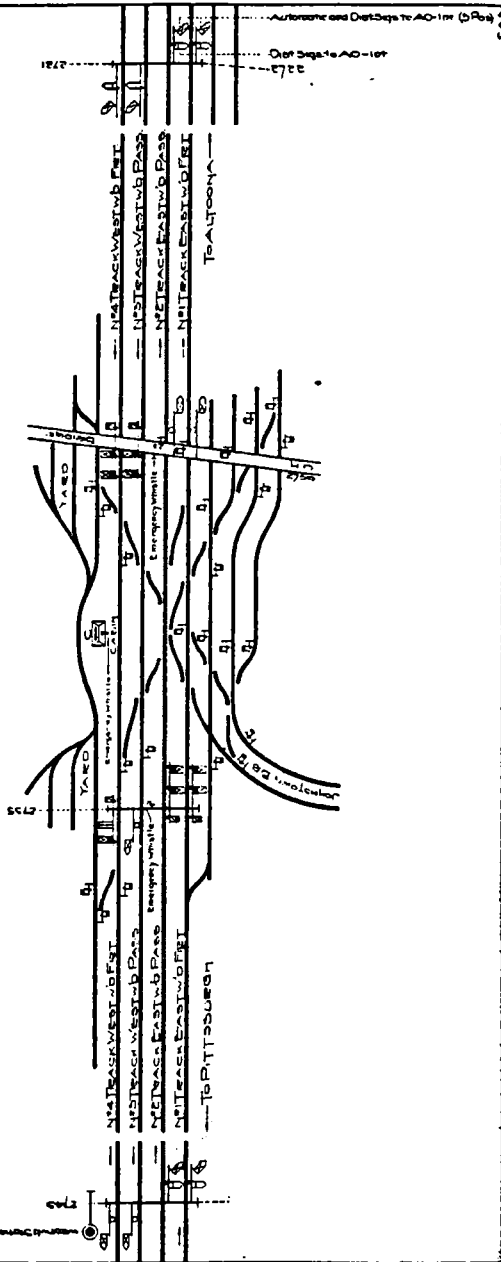
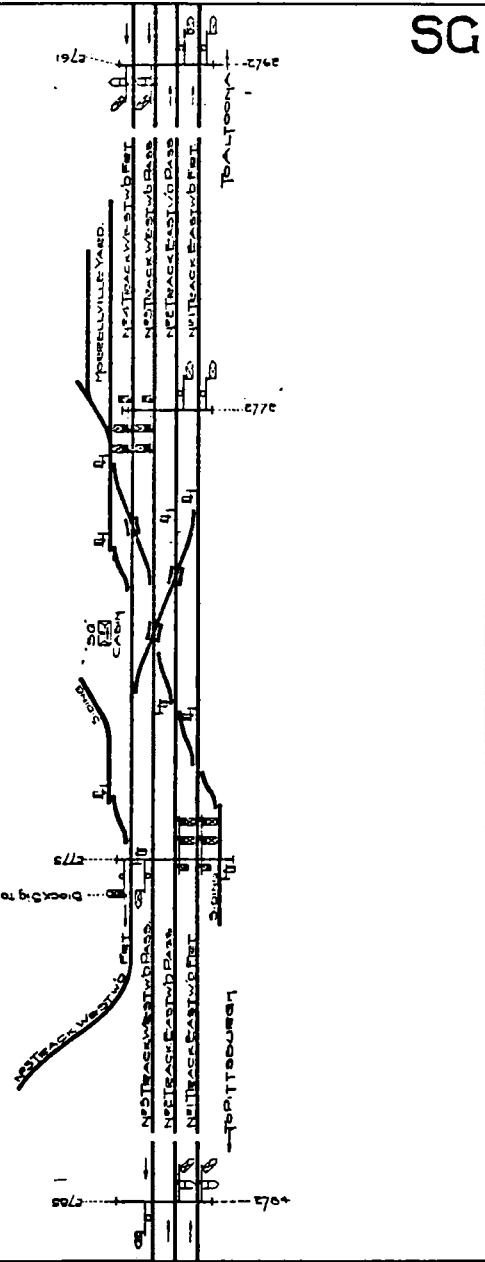
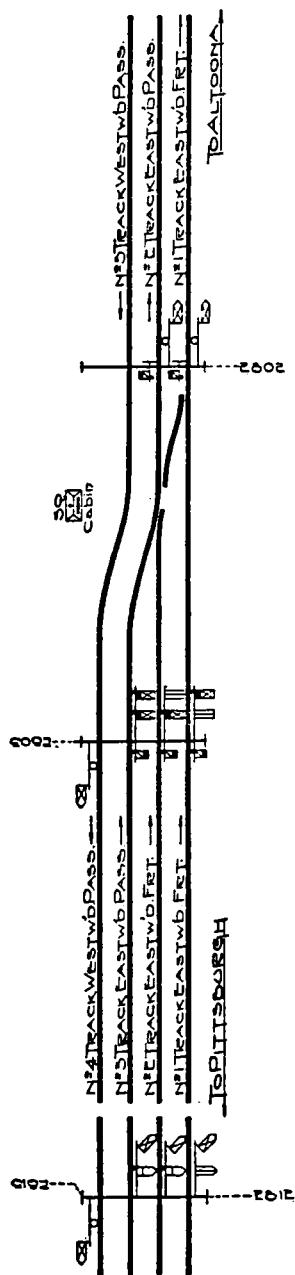


DIAGRAM OF SIGNALS
AT
C-BLOCK AND INTERLOCKING STATION
— SHERIDAN —



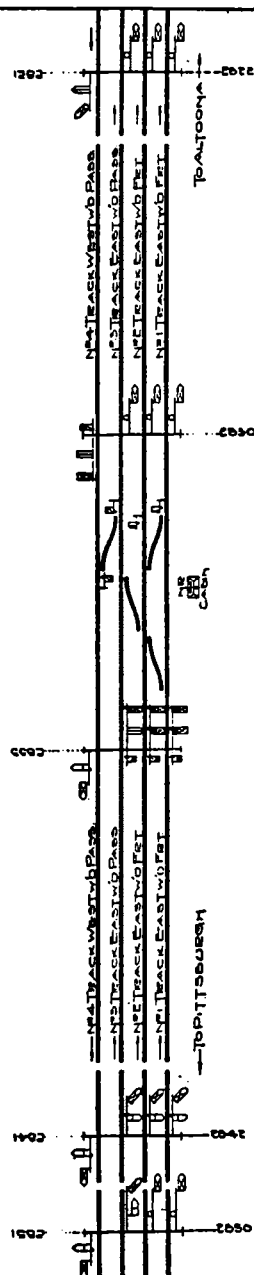
SQ

DIAGRAM OF TRACKS AND SIGNALS
 AT
 SQ-BLOCK AND INTERLOCKING STATION
 SANG HOLLOW.

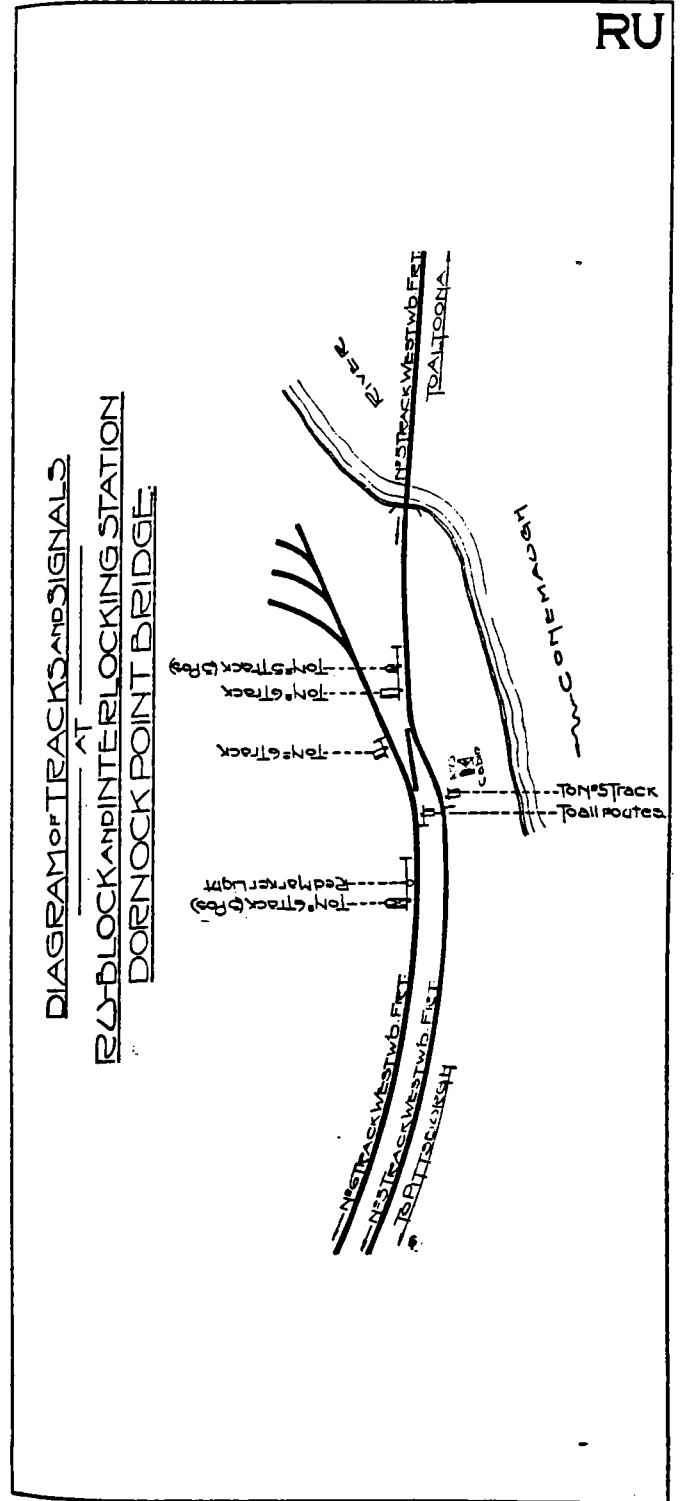
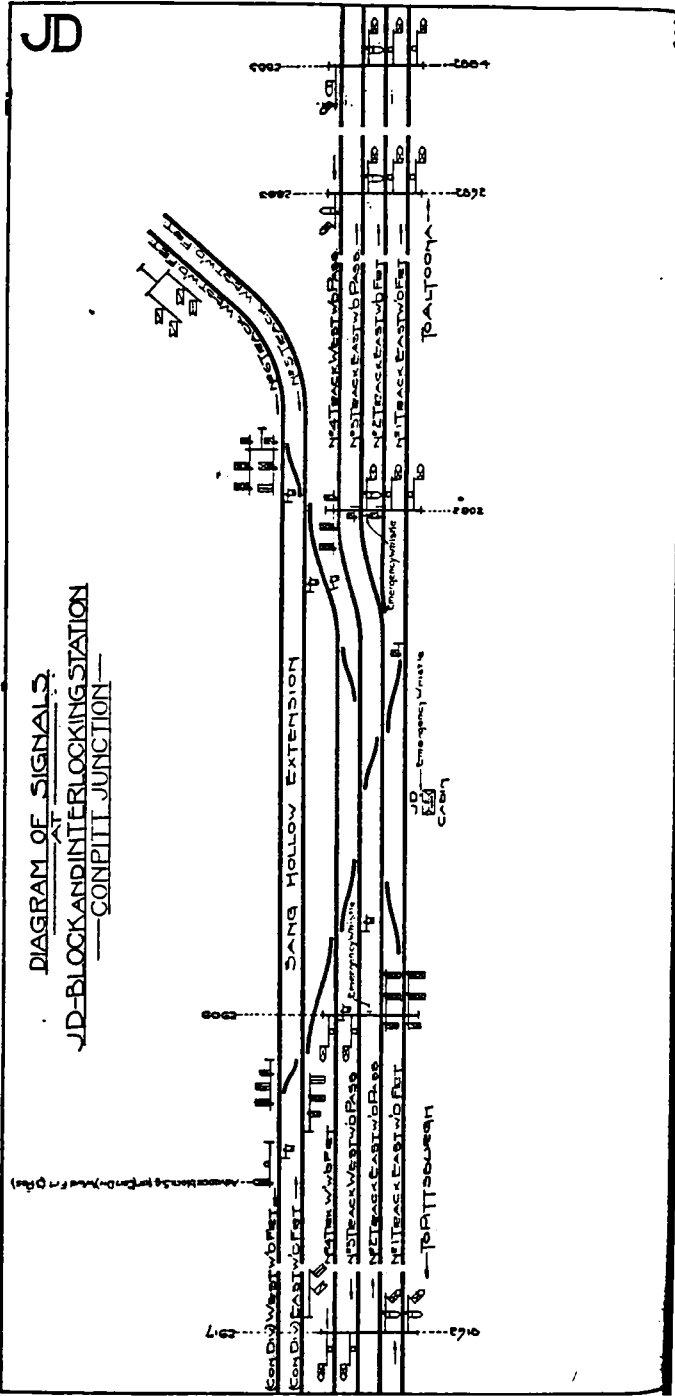


CAR

DIAGRAM OF SIGNALS
 AT
 NR-BLOCK AND INTERLOCKING STATION
 SEWARD



NR



DP

SAD

DIAGRAM OF TRACKS AND SIGNALS
AT
DP-BLOCK AND INTERLOCKING STATION
SANGHOLLOW EXTENSION

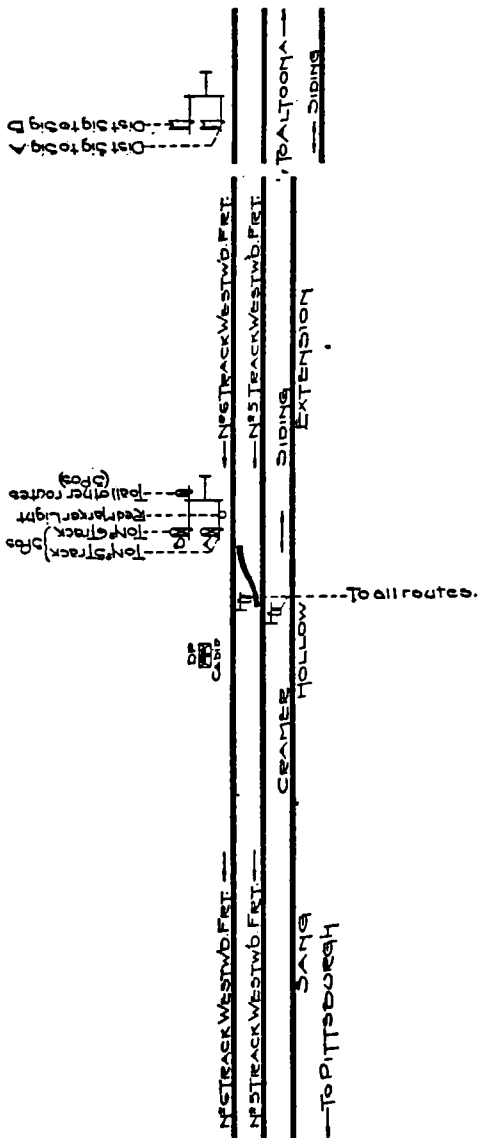
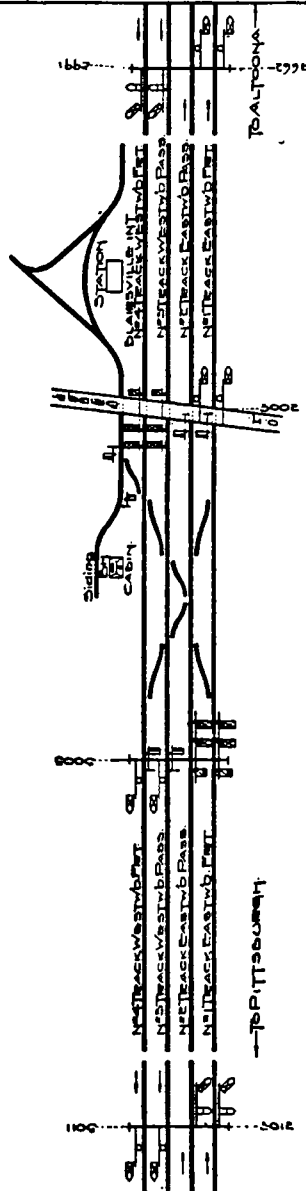


DIAGRAM OF SIGNALS
AT
DH-BLOCK AND INTERLOCKING STATION
BLAIRSVILLE INTERSECTION



BH

DIAGRAM OF TRACKS AND SIGNALS
 AT
 HM-BLOCK AND INTERLOCKING STATION
 HILLSIDE

HM

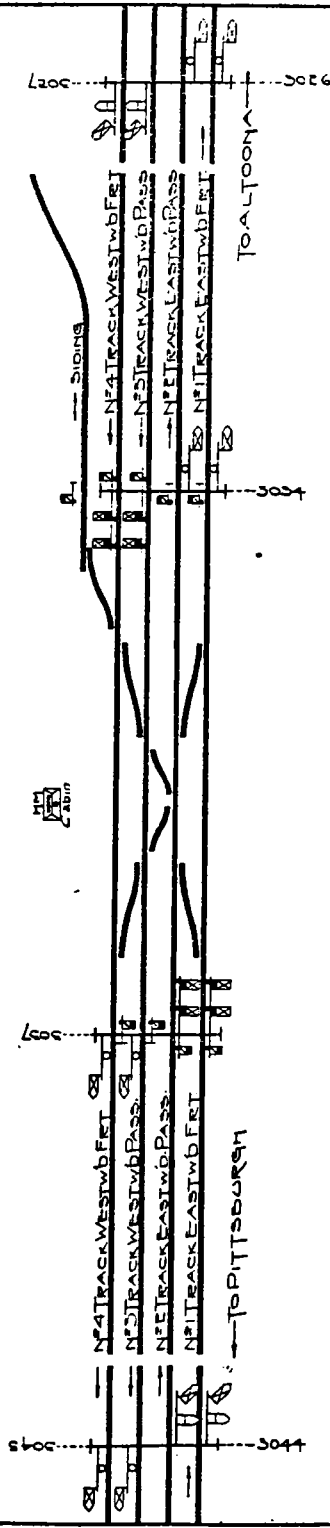


DIAGRAM OF TRACKS AND SIGNALS
 AT
 DR-BLOCK AND INTERLOCKING STATION
 PEIREY

DR

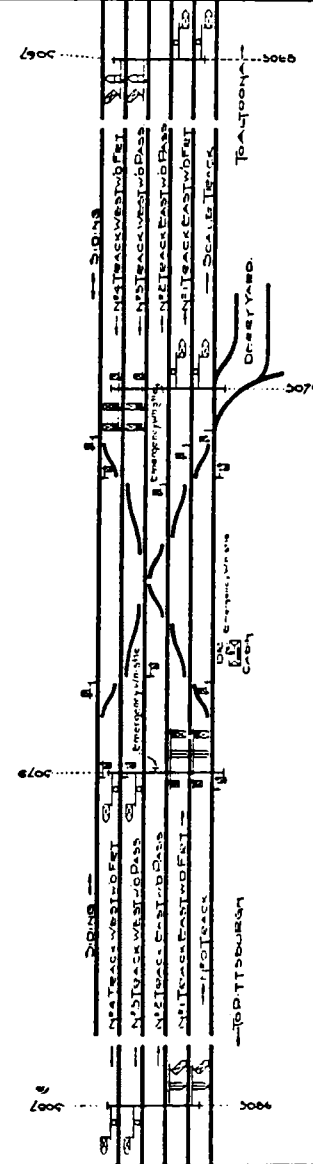


DIAGRAM OF TRACKS AND SIGNALS
 AT
 BV-BLOCK AND INTERLOCKING STATION
 BRADENVILLE

BV

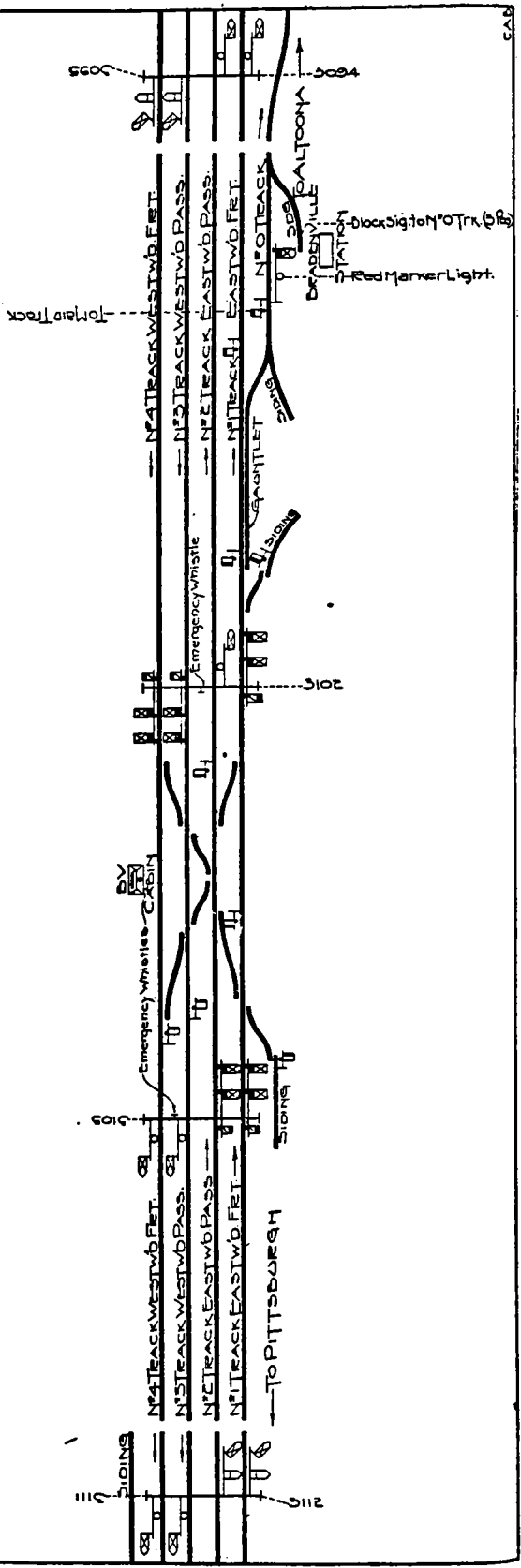


DIAGRAM OF TRACKS AND SIGNALS
 AT
 KR-BLOCK AND INTERLOCKING STATION
 LATROBE

KR

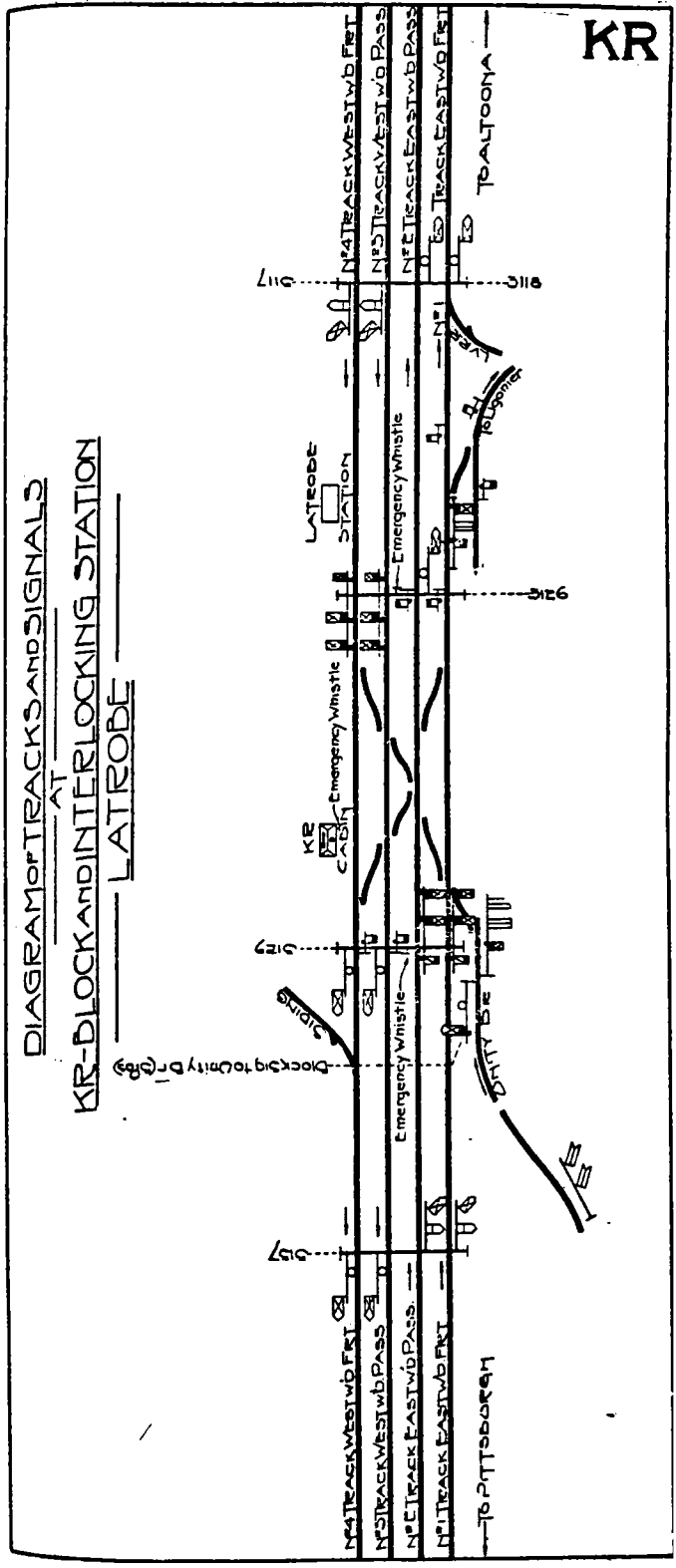


DIAGRAM OF TRACKS AND SIGNALS
MF-BLOCK AND INTERLOCKING STATION
BIDDLE

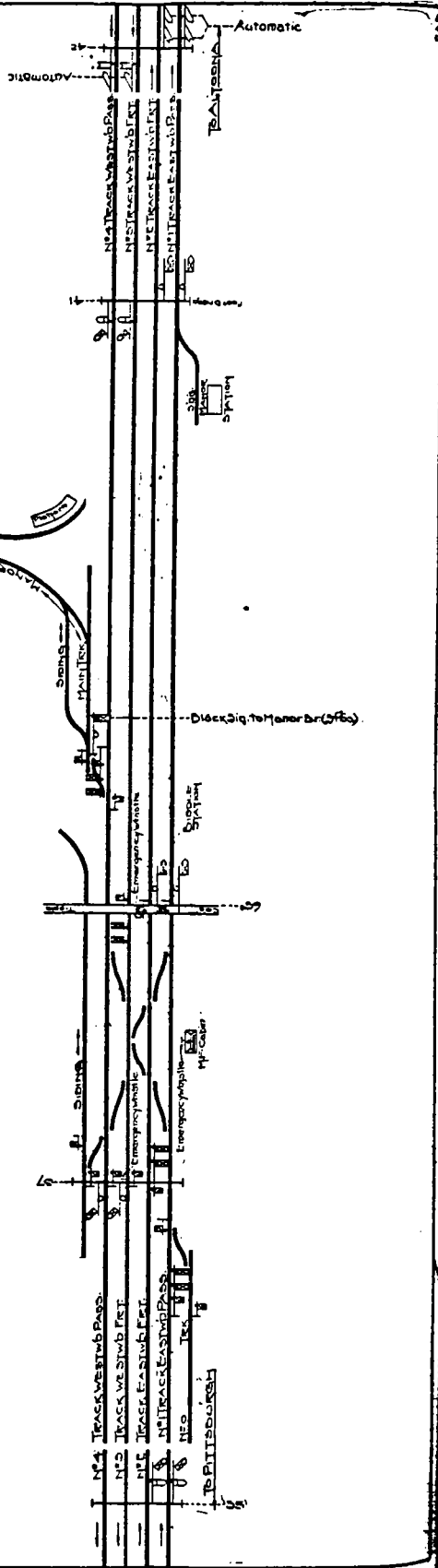
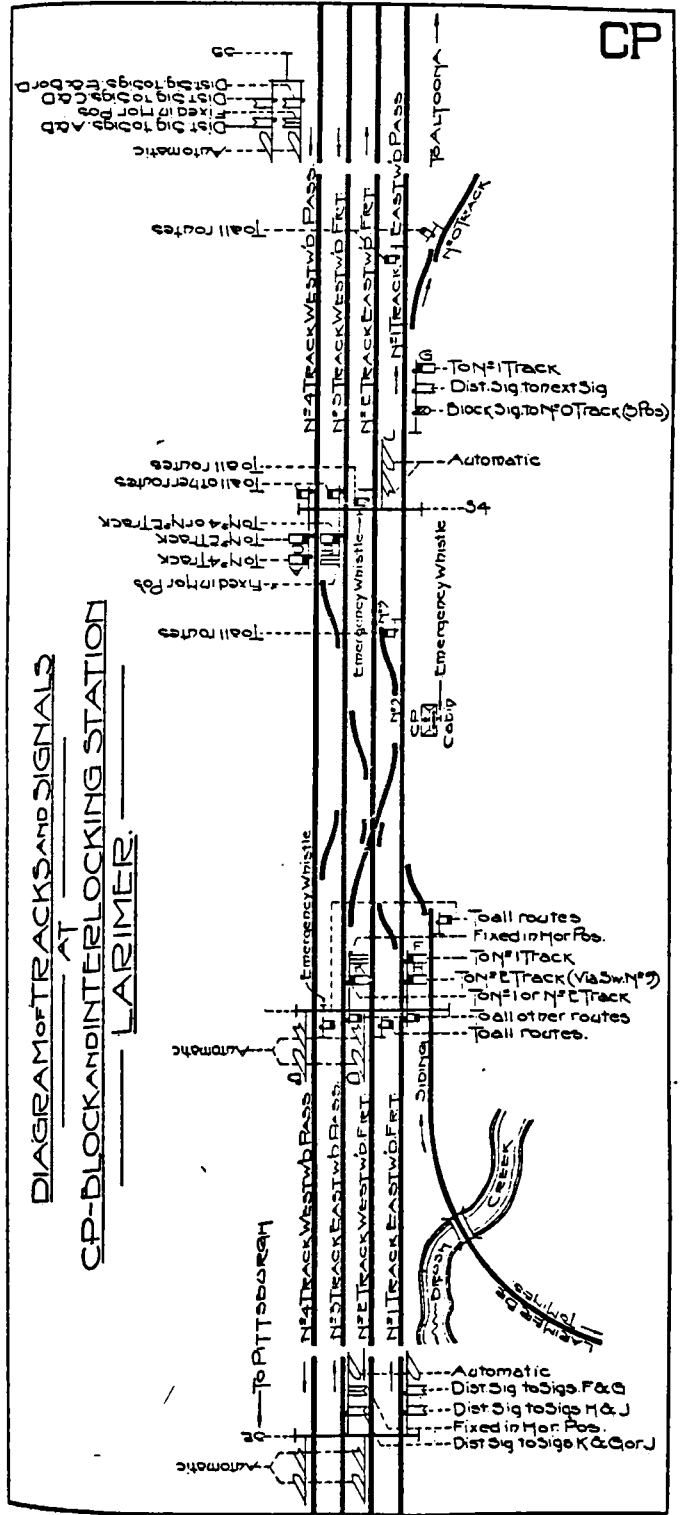


DIAGRAM OF TRACKS AND SIGNALS
AT
CP-BLOCK AND INTERLOCKING STATION
LARIMER.



WG

DIAGRAM OF TRACKS AND SIGNALS
AT
WG-BLOCK AND INTERLOCKING STATION
WILMERDING

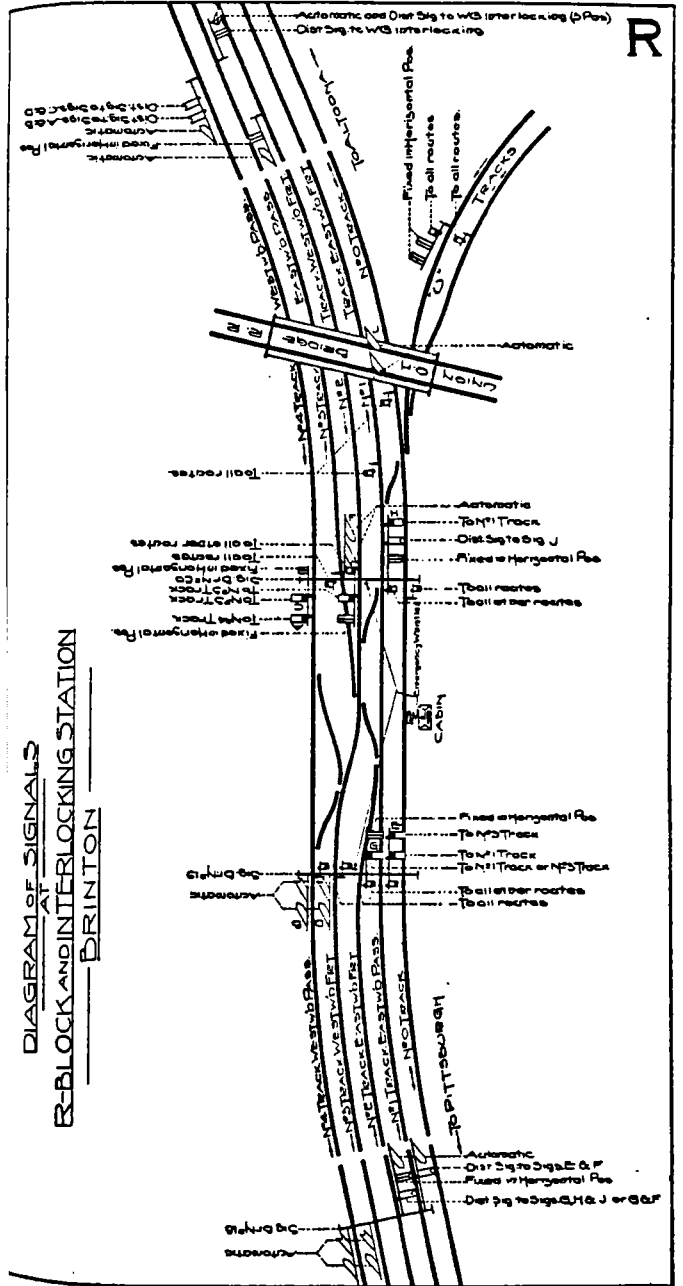
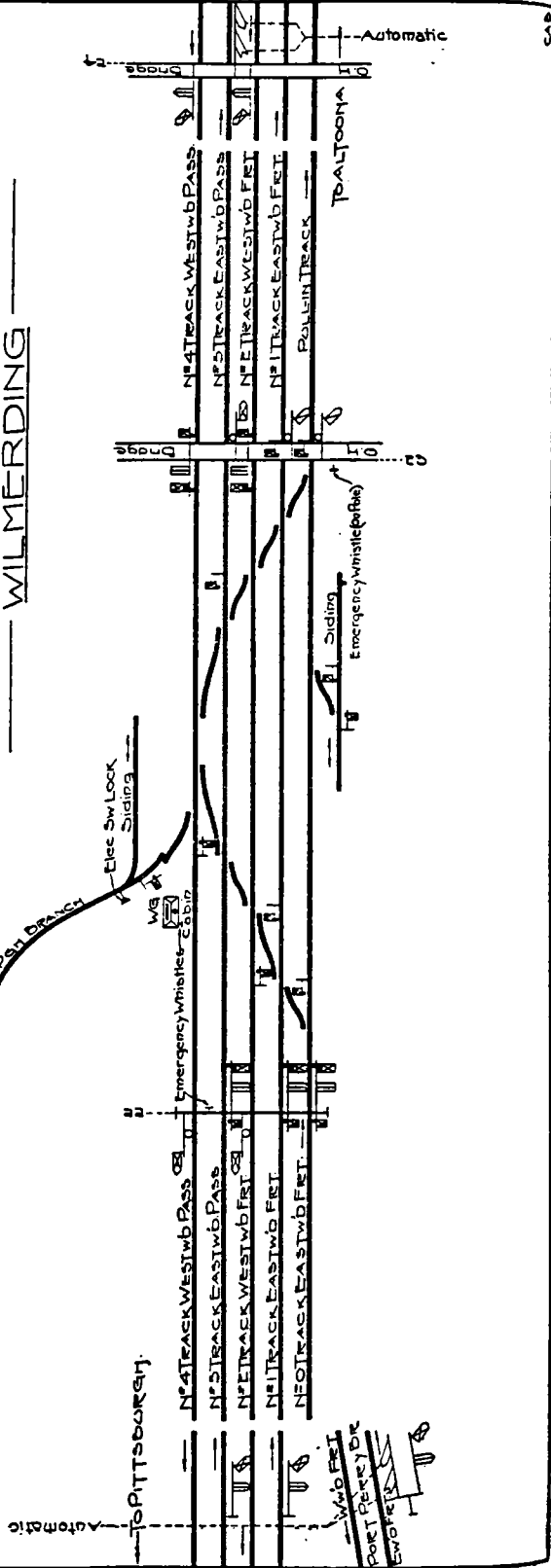


DIAGRAM OF SIGNALS
AT
R-BLOCK AND INTERLOCKING STATION
BRINTON

R

WK

DIAGRAM OF TRACKS AND SIGNALS
AT
WK-BLOCK AND INTERLOCKING STATION
SWISSVALE

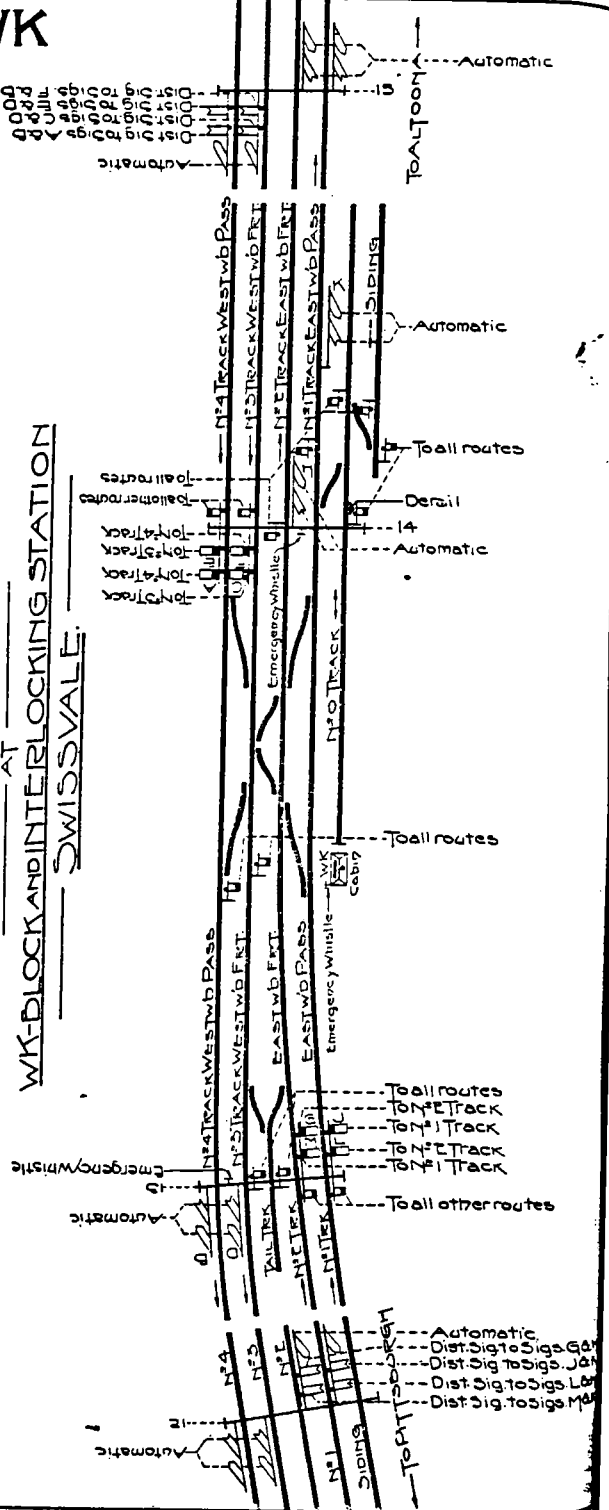
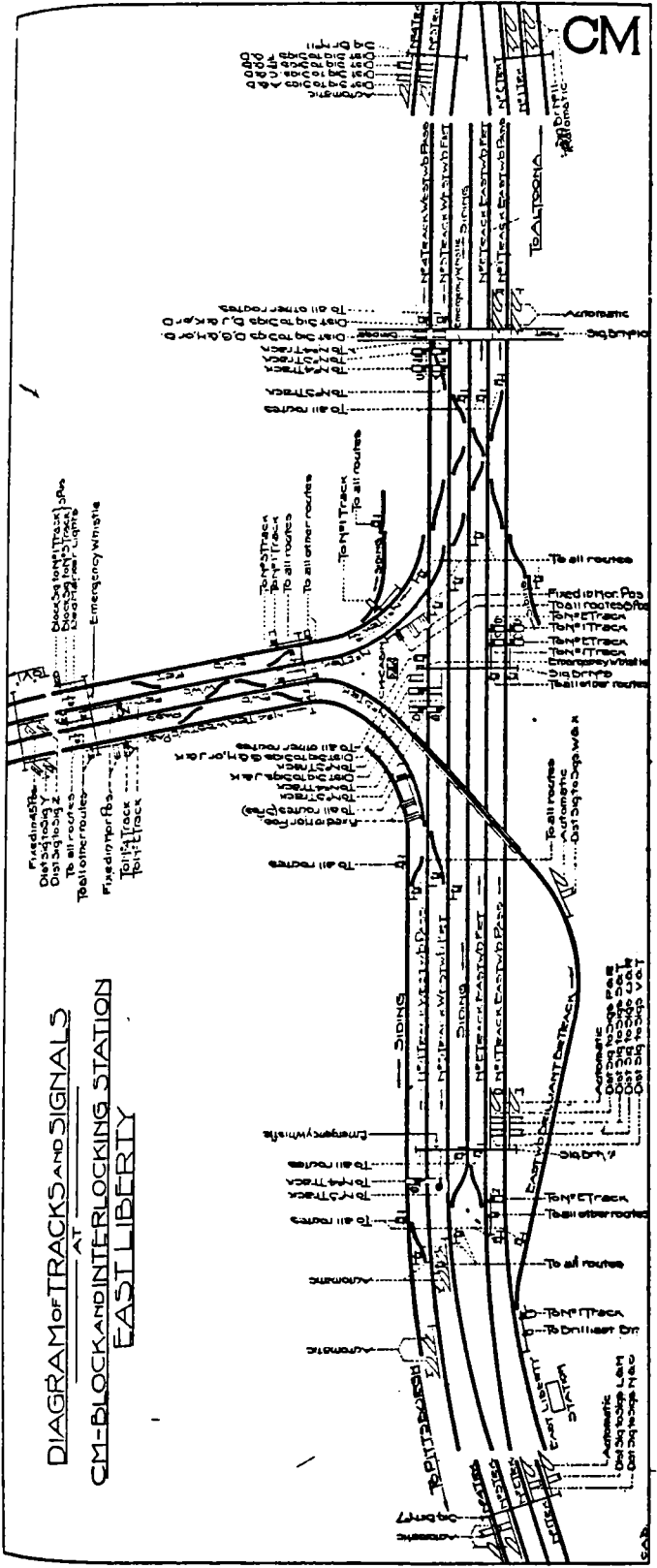
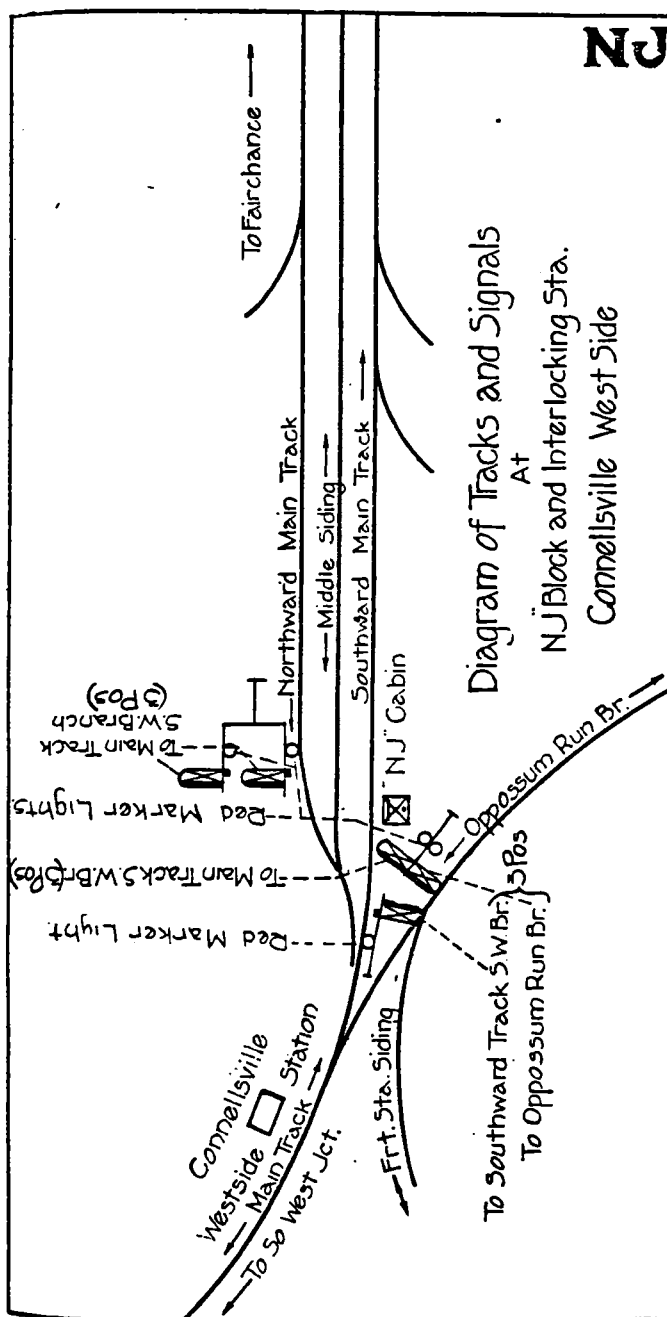
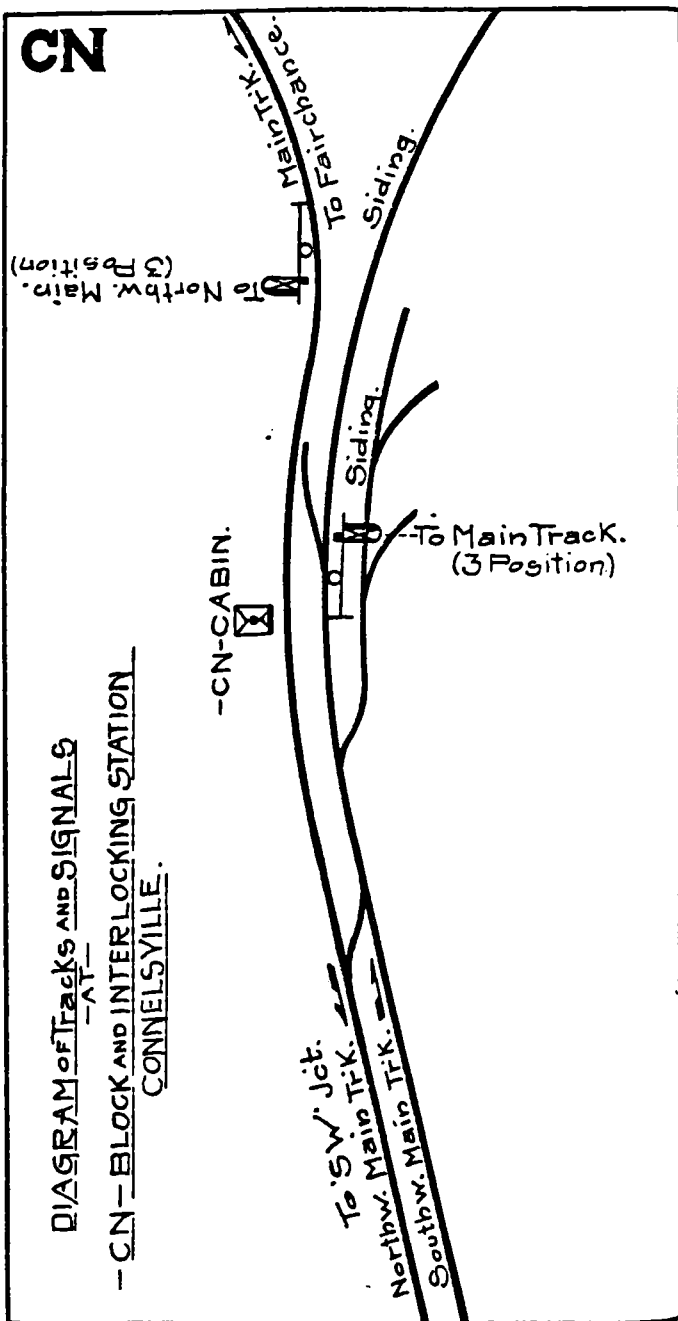


DIAGRAM OF TRACKS AND SIGNALS
AT
CM-BLOCK AND INTERLOCKING STATION
EAST LIBERTY

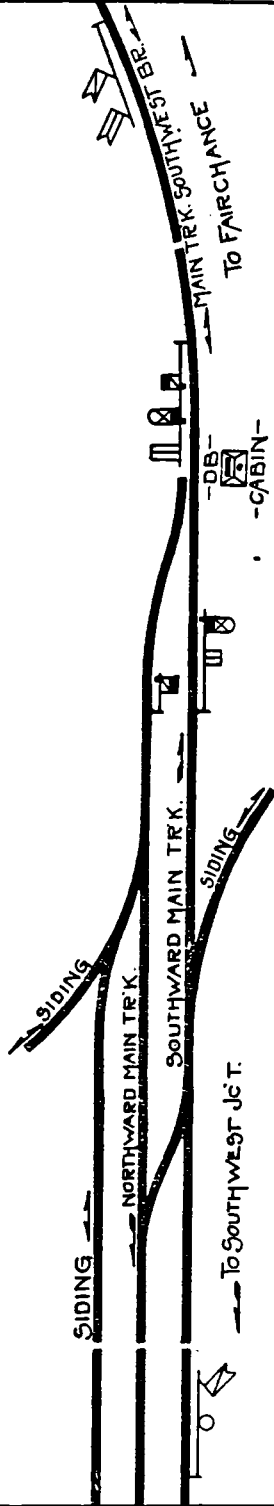


CM



DB

DIAGRAM OF TRACKS AND SIGNALS
 -AT-
 -DB-BLOCK AND INTERLOCKING STATION
 -DUNBAR-



HJ

DIAGRAM OF TRACKS AND SIGNALS
 -AT-
 -HJ-BLOCK AND INTERLOCKING STATION
 HEMPFIELD BR JCT.

