

THE PENNSYLVANIA RAILROAD

PITTSBURGH REGION

Time Table No. 7

In effect 2.01 A.M., Sunday, April 26, 1959

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

P. M. ROEPER,
General Manager Transportation.

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

G. M. SMITH,
Superintendent Transportation.

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Original timetable from the collection of Tim Zukas

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2021

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NOTE—Applies on pages 3 to 23, inclusive:
X Indicates in service continuously.
B Indicates in service part-time.
C Indicates controlled by.
O Indicates trainphone.
R Indicates remote controlled from.

MAIN LINE—MIDDLE

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East or South	West or North	Both
X	X	X	HARRISBURG (Phila. Reg.).....	104.6			
			ROCKVILLE.....	109.9			
			MARYSVILLE.....	112.0			
X	X	X-O	BANKS.....	113.2			
			REGION POST (Phila. Reg.).....	113.4			
			PERDIX.....	114.3			
			COVE.....	115.3			
X	X	X-O	VIEW.....	118.9			
			DUNCANNON.....	119.4			
			IROQUOIS SHOP TRACK.....	125.4			
			BAILEY.....	127.5			
			NEWPORT.....	132.0			
X	X	X-O	PORT.....	133.4			
			MILLERSTOWN.....	137.3			
			THOMPSONTOWN.....	142.3			
			VANDYKE.....	145.4			
			TUSCARORA.....	147.6			
			PORT ROYAL.....	150.8			
X	X	X-O	MIFFLIN.....	153.6			
X	X		WEST MIFFLIN.....	155.2			
X	X		EAST WALL.....	155.8			
			DENHOLM.....	156.2	R-Mifflin	112	157
X			WALL.....	157.0			
			HAWSTONE.....	160.5			
			LEWISTOWN.....	165.2			
X	X	X-O	LEWIS.....	166.4			
			GRANVILLE.....	169.6			
			LONGFELLOW SHOP TRACK.....	173.2			
			McVEYTOWN.....	177.1			
			RYDE.....	181.3			
			VINEYARD SHOP TRACK.....	184.2			
			NEWTON HAMILTON.....	187.8			
X	X	X-O	MOUNT UNION.....	190.4			150
			JACKS.....	191.4			
			MAPLETON.....	193.7			
			BRIDGEPORT.....	196.0			
			MILL CREEK SHOP TRACK.....	196.3			
			MILL CREEK.....	196.9			
X	X	X-O	HUNTINGDON.....	202.3			180
X	X		HUNT.....	202.3			
X	X		DEER.....	204.7			
			PETERSBURG.....	208.6	R-Hunt		
X			PETE.....	209.0			
			BARREE.....	211.9			
X	X	X-O	TUNNEL.....	212.9	R-Spruce		
			SPRUCE.....	214.1			
			SPRUCE CREEK.....	214.5			
			UNION FURNACE.....	216.1			
X	X	X-O	BIRMINGHAM.....	219.5			
			FORGE.....	220.9			
X	X		TYRONE.....	222.1			
X	X	X-O	WILSON.....	222.2	R-Gray		
X	X		GRAY.....	223.1			
X	X		BELLWOOD.....	229.3			
X	X	X-O	BELL.....	230.0			
X	X		ANTIS.....	232.1			
X	X		WORKS.....	235.5			
X	X	X-O	ALTOONA.....	236.1			
X	X	X-O	ALTO.....	236.3			
X	X		SLOPE.....	237.2			

MAIN LINE—PITTSBURGH							
Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction. Car Capacity 50 ft. cars		
					East or South	West or North	Both
X	X	X-O	SLOPE (MIDDLE)	237.2			
X	B	B-O	MG	243.4			
X			BENNY	246.4			
X			SF	247.4			
X			GALLITZIN	248.2	R-AR		
X			UN	248.4			
X	X	X-O	AR*	248.4			
X	X	X-O	MO	250.5			
X			CRESSON	251.0			
X			LILLY	254.0			
X			BC	256.7	R-NY		
X	B	B-O	NY	259.1			
X			W	264.1	R-SO		
X	X	X-O	SO	266.1			
X			AO	271.2	R-C		
X	X	X-O	CONEMAUGH	272.6			
X			C	273.2			
X			JW	274.5	R-C		
X	X	X-O	JOHNSTOWN	275.1			
X			SC	277.3			
X		*	BW	280.4			
X		*	DP	283.2			
X		*	CV	287.4			
X	X	X-O	NEW FLORENCE	288.7			
X			JD	290.6			
X			TORRANCE	299.9			
X			MILLWOOD	306.0	R-DR		
X	X	X-O	DERRY	307.3			
X			DR	307.8			
X	X	X-O	LATROBE	312.3			
X			KR	312.7			
X			DONOHUE	317.6			
X			GREENSBURG JCT.	320.5			
X			GREENSBURG	322.1			
X			RADEBAUGH	323.9			
X	X	X-O	RG	325.0			
X			GRAPEVILLE	325.8			
X			JEANNETTE	326.3			
X			PENN	327.8			
X			MANOR	329.3			
X			SHAFTON	330.7			
X	X	X-O	IRWIN	331.6			
X			CP	332.7			
X			LARIMER	332.9			
X	X	X-O	ARDARA	334.2			
X			TRAFFORD	336.3			
X			SZ	336.5	R-SZ		
X			UJ	337.5			
X			PITCAIRN	337.9			
X			SPRING HILL	338.1			
X			WILMERDING	339.3			
X	X	X-O	WG	339.7			
X			TURTLE CREEK	340.3			
X			PERRY	340.5	R-WG		
X			EAST PITTSBURGH	340.8			
X	X	X-O	R	341.6			
X			BESSEMER	342.2			
X			BRADDOCK	342.9			
X			COPELAND	343.5			
X			HAWKINS	344.1			
X			SWISSVALE	345.0			
X			WK	345.5	R-CM		
X			EDGEWOOD	345.8			
X			WILKINSBURG	346.5			
X			HOMEWOOD	347.4			
X	X	X-O	CM	347.8			
X			EAST LIBERTY	348.6			
X			ROUP	349.4			
X			SHADYSIDE	349.9			
X	B	B-O	DV	350.3			
X	X	X-O	PITT	352.7			
X			PITTSBURGH	353.1			
X	X	X	PH	353.2			

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

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

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

Distance—Altoona to Pittsburgh is 113.3 miles.

Interlocking, Block and Block-Limit Stations in service part-time as follows:						
Station	Hours in service					
NY	Daily except Saturday, Sunday and Holidays. Holidays: Memorial Day, May 30, Independence Day, July 4, Labor Day, Sept. 7. Closed 6.01 A. M. Saturday to 6.01 A. M. Monday and the above Holidays 6.01 A. M. to 6.01 A. M. following day.					
MG	Daily except Monday and Tuesday and the following Holidays: Memorial Day, May 30, Independence Day, July 4 and Labor Day, Sept. 7.					
DV	12.01 A. M. to 8.01 A. M. and 3.45 P. M. to 11.45 P. M., daily except Saturday, Sunday and Holidays: Holidays: Memorial Day, May 30, Independence Day, July 4 and Labor Day, Sept. 7. Closed 12.01 A. M. Saturday to 12.01 A. M. Monday and on the above Holidays 12.01 A. M. to 12.01 A. M., following day.					
MAIN LINE—CONEMAUGH						
Interlocking	Interlocking Station	Block Station	STATIONS	Distance from JD	Sidings Assigned Direction. Car Capacity 50 ft. cars	
					East or South	West or North	Both
X	X	X-O	JD			
X			LOCKPORT	2.1		
X			TOMS RUN	5.9	R-BI	
X			BENNETT	6.4		148
X	X	X-O	ALUM BANK	7.5	R-BI	
X			BI	10.0		
X			ATLAS	17.3		
X			SALTSBURG INDUSTRIAL TRACK	17.4		
X			AVONMORE INDUSTRIAL TRACK	26.1		
X			SALINA	26.7		
X	X	X-O	TRUXALL	30.8		112
X			APOLLO	34.3	R-Truxall	
X			WEST APOLLO	34.9		
X			VANDERGRIFT	37.5		
X			GI	38.4		
X			PINE RUN	39.2		86
X			HYDE PARK	41.6		
X			LEECHBURG	42.9		
X			WEST LEECHBURG	43.6		
X	X	X-O	AJ	47.3		
X			KISKIMINETAS JCT.	47.8		
X			FREEPORT	49.1		
X			BUTLER SECONDARY TRACK	49.8		
X			HARRIS	49.8	R-AJ	137
X			BEALE	51.4	R-AJ	
X			NATRONA	53.9		
X			BRACKENRIDGE	54.3		
X			TARENTUM	55.3		
X			WEST TARENTUM	56.5		
X			HIGGINS	57.1		
X			CREIGHTON	57.4		
X			SPRINGDALE	60.7		
X			CHESWICK	62.8		
X			ACME	63.1	R-UY	
X			HARMAR	64.6	R-UY	145
X			BLAWNOX	68.2		
X			ASPINWALL	70.2		
X	X	X-O	UY	70.4		
X			SHARPSBURG	72.3		
X			ETNA	72.4	R-UY	
X	X	X	CQ	75.9		
X			FEDERAL STREET	77.2		

NOTE—The distance from JD to Mile Post 0 is 3.6 miles.

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

The distance from JD to Federal Street is 78.6 miles.

MAIN LINE—EASTERN

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars			
					East or South	West or North	Both	
			PITTSBURGH					
X	X	X	PITT	0.3				
X	X	X	FEDERAL STREET	0.9				
X	X	X	PENNSYLVANIA AVE.	1.8				
			COLUMBUS AVE.	2.2				
			ISLAND AVENUE	2.7				
X	X	X-O	WOODS RUN	3.4				
			JACKS RUN	4.8				
			BELLEVUE	5.1				
			AVALON	6.0				
			BEN AVON	6.5				
			BMSWORTH	7.0				
			GLENFIELD	9.4				
			HAYSVILLE	11.0				
			GLEN OSBORNE	11.9				
			SEWICKLEY	12.5				
			EDGEWORTH	13.4				
X	X	X	SHIELDS	14.0				
			LEETSDALE	15.0				
			AMBRIDGE	16.5				
			BADEN	20.6				
X	X	X-O	EAST CONWAY	20.8				
			CONWAY	22.6				
			FREEDOM	23.9				
X	X	X	WEST CONWAY	24.5				
X	X	X-O	ROCHESTER	25.9				
			WEST ROCHESTER	26.3				
			NEW BRIGHTON	28.9				
			RAMP	29.7				
			BEAVER FALLS	30.2				
			MORADO	32.8				
			REGION POST (Lake Reg.)	34.0				
X	X	X	WOOD	34.8				
X	X	X	ALLIANCE } Lake Region	83.0				
X	X	X	CRESTLINE (Northw'n Region)	188.7				

MAIN LINE—PANHANDLE

Interlocking	Interlocking Station	Block Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
					East or South	West or North	Both
X	X	X	PITTSBURGH				
			PH	0.1			
X	X	X	FOURTH AVENUE	0.6			
			MONON	1.1			
			SMITHFIELD STREET	1.3			
			POINT BRIDGE	2.2			
X	X	X	ELLIOTT	3.2			
			CORLISS	4.5			
			INGRAM	5.4			
X	X	X-O	CRAFTON	6.0			
			IDLEWOOD	6.8			
			WAGNER	7.8			
			ROSSLYN	7.8			
			CARNEGIE	8.5			
			CAMP HILL	9.4			
			FORT PITT	9.8			
			WALKERS MILL	11.0			
			RENNERDALE	11.8			
			GREGG	13.5			
X			OAKDALE R-Laurel Hill	14.8			
			NOBLESTOWN	15.6			
X	X	X	STURGEON	16.8			
			LAUREL HILL	17.8			
			McDONALD	18.3			
			PRIMROSE	19.8			
			MIDWAY	21.5			
X			BULGER R-Laurel Hill	23.7			
			RACCOON	25.6			
X	X	X-O	BURGETTS	26.8			
			BURGETTSTOWN	27.5			
			BERTHA	29.9			
			HANLIN	32.1			
			COLLIER	35.6			
X			CO R-Weirton Jct.	35.8			
X	X	X-O	NC R-Weirton Jct.	39.7			
			WEIRTON JCT	41.0			
			SB R-Weirton Jct.	41.7			
X	X	X-O	STUBENVILLE	43.2			
			HD R-Mingo Jct.	44.1			
X	X	X-O	MINGO JCT	46.3		203	
X			GOULD R-Mingo Jct.	49.0			190
			REGION POST (Buckeye Reg.)	50.3			
X	X	X-O	ACRE (Buckeye Reg.)	57.4	187	124	
			DENNISON (Buckeye Reg.)	90.3			
			COLUMBUS (Buckeye Reg.)	190.7			
			*Distance from Pittsburgh.				
			BALD EAGLE BRANCH				
X	X	X-O	LOCK HAVEN (Nor. Reg.)	54.2			
X			POST (Nor. Reg.) R-Lock Haven (Nor. Reg.)	52.5			164
			REGION POST (Nor. Reg.)	52.0			
			MILL HALL	51.3			
X			EAST BEECH	47.2			
			BEECH CREEK	45.9			211
X			WEST BEECH	45.1			
			EAGLEVILLE	44.3			
X			WOOD	40.9			
			HOWARD	39.7			61
			MT. EAGLE	36.6			
X			SAND	35.9			
			CURTIN	34.4			
X	X	X-O	MILES	30.8			
			MILESBURG	30.8			123
			SHOW SHOE INT. R-Miles	29.5			
X			BAKER	29.4			
			UNIONVILLE	25.9			
X			EAST JULIAN	21.5			
			JULIAN	21.4			129
X			WEST JULIAN	20.1			
			MARTHA	17.2			
			PORT MATILDA	13.8			116
			HANNAH	10.6			
X			BEAVER	9.7			
			DIX	8.1			
X			EAGLE	6.1			367
			BALD EAGLE	5.0			
X			VAIL	3.1			
X	X	X	PARK	1.5			144
X	X	X	PARK TYRONE (Clearfield Branch)	1.5			

The direction from Park to Lock Haven is eastward.
*Distance from Tyrone.

CLEARFIELD BRANCH
CLEARFIELD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyrone	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
				GRAMPIAN.....	52.5			
				STRONACH.....	50.8			
				CURWENSVILLE.....	47.1			
			X	CUR..... C-Park	46.8			
			X	CLEARFIELD.....	40.5			
				FIELD..... C-Park	39.1			
				WOODLAND.....	34.3			26
				BIGLER.....	31.9			
			X	WALLACETON.....	29.4			29
				LACE..... C-Park	29.4			
				BLUE BALL.....	27.1			
X				GRAHAM.....	25.3			
			X	RG. (N.Y.C. Crossing) (*)	23.7			
				PHIL..... C-Park	23.5			
				PHILIPSBURG.....	23.2			
			B	MAPLE.....	20.8			
				MILLS..... C-Park	19.2			
				OSCEOLA MILLS.....	18.8			
				RETORT.....	15.5			
				SANDY RIDGE.....	14.8			
			X	SUMMIT..... C-Park	13.1			67
				BIG FILL.....	10.4			
				VAIL.....	3.1			
X	X	X		N. END CLASS'FN. YARD.....	1.9			
				PARK.....	1.5			
X	X	X		PARK.....	1.5			
				17th STREET, TYRONE.....	Clfd. 0.9			
				TYRONE.....				
				WILSON..... R-Gray				

The direction from Park to Tyrone is southward.

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

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

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

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

HOLLIDAYSBURG & PETERSBURG BRANCH

H. & P. SECONDARY TRACK
NEW PORTAGE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Petersburg	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
				PETERSBURG (Main Line).....				
X		X		PETE (Main Line)..... R-Hunt	0.5			103
				HATFIELD.....	3.5			
				ALEXANDRIA.....	6.0			
				ALFARATA.....	6.3			45
				WATER STREET.....	7.1			
				GOODMAN.....	8.9			
				BLAIRFOUR.....	10.6			
				MOUNT ETNA.....	11.3			
				COVEDALE.....	14.0			
				CLOVER CREEK JCT.....	15.1			
				SPRING..... C-Wye.	15.1			
		X		WILLIAMSBURG.....	17.3			166
				GANISTER.....	19.3			
				CANOE CREEK JCT.....	22.8			
				HORRELL.....	24.0			
				FRANKSTOWN.....	28.5			
			X	FRANK..... C-Wye.	28.5			
				W.E. EAST'D ADV. TRKS.....	29.4			
				E.E. RELAY YARD.....	29.5			
				JONES ST. HOLLBG.....	30.5			
				JCT. MOR. COVE TRK.....	31.0			
			X	HOLLY..... C-Wye.	31.2			
X	X	X-O		HOLLIDAYSBURG.....	31.3			
				WYE.....	32.4			
X	X	X-O		WYE.....	32.4			
X	X	X-O		ELDORADO.....	35.6			
X	X	X-O		ELDO..... R-Wye.	35.6			
				ALTO.....	38.6			
				ALTOONA.....	38.9			
X	X	X-O		WYE.....	32.4			
				DU.....	36.1			
				MS.....	39.6			
				AH.....	43.7			
				PS.....	45.9			
X	X	X		SF..... R-AR (M. L.)	47.7			180

NOTE—The direction from Petersburg to Altoona is westward.

DU, MS, AH and PS are emergency block stations, and will be in service only when opened by train order.

Block Station—Remote controlled as follows:

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

IRVONA BRANCH									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction, Car Capacity 50 ft. cars			
						East or South	West or North	Both	
				CRESSON.....					
				YARD LIMIT.....	2.0				
				PENNA. NO. 16.....	8.0			65	
				CONDON.....	13.2			65	
				SANDY RUN.....	18.0			60	
				VAN ORMER.....	18.9				
				IRVONA JUNCTION.....	26.6				
				IRVONA.....	26.9				
				COALPORT (R. R. St.).....	29.2				
				HEVERLY.....	31.5				
				BLANDBURG (Stroud Jct.).....	39.4				
				The direction from Cresson to Blandenburg is Northward.					
				*Distance from Cresson.					
				SOUTH FORK BRANCH					
X		X		W-R-SO.....					
				SM.....	1.2				
			X	SOUTH FORK.....	1.6				
				JK-C-SO.....	2.1				
				ST. MICHAEL.....	4.2				
				CO.....	5.1				
			X	LOVETT.....	5.7	45			
				LV-C-SO.....	5.8				
			X	SU.....	8.6				
				HC-C-SO.....	13.8				
				Block Stations Remote Controlled as follows:					
				Block Station	Controlled by				
				W	SO Main Line				
				The direction from W to HC is Southward.					
				*Distance from W.					
				PAINT CREEK AND SHADE CREEK BRANCH					
			X	HC (South Fork Branch).....	1.1				
				PAINT CREEK BR. JCT.....	1.8				
				SHADE CREEK BR. JCT.....	2.6				
				REITZ 5.....	2.6				
				HUSKIN SIDING (HW).....	13.3			45	
				CAIRNBROOK (RP).....	16.9				
				CENTRAL CITY (CW).....	18.2				
				The direction from Paint Creek Br. Jct. to Central City is Southward.					
				*Distance from HC.					

ALEXANDRIA BRANCH									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction, Car Capacity 50 ft. cars			
						East or South	West or North	Both	
				DONOHOE.....					
				JAMISON NO. 2 JCT.....	3.7				
				The direction from Donohoe to Jamison No. 2 Jct. is Northward.					
				*Distance from Donohoe.					
				TURTLE CREEK BRANCH					
X	X	X-O		SZ.....	0.1				
				TRAFFORD.....	0.5				
			X	NORTH TRAFFORD.....	0.9				
				BY..... C-SZ.....	6.0				
				MURRYSVILLE.....	10.1				
			X	EXPORT.....	10.3				
				JG..... C-SZ.....	10.3				
				END OF TRACK.....	11.5				
				The direction from SZ to end of track is Eastward.					
				*Distance from SZ.					
				PORT PERRY BRANCH					
X				PERRY..... R-WG.....	1.1				
X	X	X		U JCT. (Main Line)..... R-R.....	2.1				
				PG.....					
				*Distance from Perry.					
				PETERS CREEK BRANCH					
				PETERS CREEK JCT. } Industrial.....					
				PENNMONT..... } Track.....	7.4				
				PENNMONT.....	7.4				
				GOULD.....	8.0				
				The direction from Pennmont to Gould is Southward.					
				*Distance from Peters Creek Jct.					
				BRILLIANT BRANCH—WEST PENN					
X	X	X-O		UY.....					
X	X	X-O		CM.....	1.8				
				The direction from UY to CM is Westward.					
				*Distance from UY.					

OHIO CONNECTING BRIDGE

Interlocking	Interlocking Station	Block Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
					East or South	West or North	Both
X	X	X-O	ESPLEN.....				
X	X	X	ISLAND AVENUE JCT.—R-Esplen.....	0.5			
X	X	X	ISLAND AVENUE JCT.—R-Esplen.....	0.5			
X	X	X	ISLAND AVENUE.....	1.1			
X	X	X	PENNSYLVANIA AVENUE.....	2.0			
X	X	X-O	ISLAND AVENUE JCT.—R-Esplen.....	0.5			
X	X	X-O	JACKS RUN.....	2.4			
			The direction from Esplen to Island Ave. Jct. is Westward; from Island Ave. Jct. to Penna. Ave. is Eastward; from Island Ave. Jct. to Jacks Run is Westward. *Distance from Esplen.				
			NO. 101 AND NO. 102 SECONDARY TRACKS				
			BRILLIANT BRANCH— VALLEY—ALLEGHENY BRANCH				
			PITTSBURGH 11TH ST.....				
			29TH STREET SOUTH END.....	1.3			
			COLEMAN YARD.....	6.1			
			NORTH END COLEMAN YARD.....	6.7			
			NADINE.....	7.8			
			PITTSBURGH STATION.....				
X	X	X-O	CM.....				
			NADINE (Brilliant Branch—Valley).....				
		X	NADINE.....	7.8			
		X	DN.....	10.1			
		X	VERONA.....	10.3			
		X	EDGEWATER.....	10.8			
		X	OAKMONT.....	11.1			
		X	HULTON.....	11.7			
		X	HILLMAN.....	14.8			
		X	BARKING.....	15.2			
		X	PARNASSUS.....	17.4			
		X	NEW KENSINGTON.....	18.1			
		X	FN.....	18.6			230
		X	ARNOLD.....	18.9			
		X	BRAEBURN.....	22.8			
		X	GARVERS FERRY.....	27.3			
		X	AJ.....	28.7	230	155	
		X	KISKIMINETAS JCT.....	28.7			
		X	SCHENLEY.....	29.1			
		X	ALADDIN.....	29.8			
		X	GODFREY.....	31.9			
		X	LOGANSFORD.....	36.7			
		X	FD.....	40.0	240	200	
		X	FORD CITY.....	40.9			
		X	KITTANNING.....	44.5			
		X	NEAL.....	46.4			
		X	MH.....	52.8			210
		X	TEMPLETON.....	53.6			
		X	RIMERTON.....	59.4			
		X	BRADY SIDING.....	61.0			387
		X	REGION POST (Nor. Reg.).....	63.4			
X	X	X-O	RED BANK (Nor. Reg.).....	63.5			
X	X	X-O	BRADY (Nor. Reg.).....	64.6			
			The distance from CM to Nadine is 3.8 miles; Nadine to Region Post (Nor. Reg.) is 55.6 miles; total distance CM to Region Post (Nor. Reg.) is 59.4 miles. *Distance from 11th St. Pittsburgh.				

MONONGAHELA BRANCH

MONONGAHELA SECONDARY TRACKS

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
X	X	X		MONON.....				
X	X	X		OB.....	2.7			
X	X	X		HAYS.....	4.9			
X	X	X		HOMESTEAD.....	6.4			
X	X	X		KENNY—R-PG.....	9.3			
X	X	X		PG.....	10.1			
X	X	X		DUQUESNE.....	10.8			
X	X	X		SOUTH DUQUESNE.....	11.6			
X	X	X		CR.....	13.7			
X	X	X		DRAVOSBURG.....	14.4			
X	X	X		WILSON.....	17.4			
X	X	X		PETERS CREEK JCT.....	17.7			
X	X	X		CLAIRTON.....	19.0			
X	X	X		WEST ELIZABETH.....	20.8			
X	X	X		FLOEFFE.....	22.4			
X	X	X		ELRAMA.....	22.8			
X	X	X		SHIRE OAKS.....	23.7			
X	X	X		H.....	25.0			
X	X	X		H.....	25.0			
X	X	X		COURTNEY.....	27.0			
X	X	X		MONONGAHELA.....	29.8			
X	X	X		MC.....	29.9			
X	X	X		DONORA.....	34.2			
X	X	X		WEST MONESSEN.....	35.4	72		
X	X	X		CHARLEROI.....	39.5			
X	X	X		BELLE VERNON.....	40.9			
X	X	X		ALLENPORT.....	43.5			
X	X	X		ROSCOE.....	45.6			
X	X	X		CALIFORNIA.....	46.9			
X	X	X		WEST BROWNSVILLE JCT.....	51.8			
X	X	X		BF.....	52.4			
				NOTE—*Does not apply to No. 3 track. *Distance from Monon.				
				LOW GRADE BRANCH				
X	X	X-O		ROCHESTER.....				
X	X	X-O		REGION POST (Lake Reg.).....	3.4			
X	X	X-O		FETTERMAN (Lake Reg.).....	4.6			
				The direction from Rochester to Reg. Post (Lake Reg.) is Westward. *Distance from Rochester.				
				BAYARD BRANCH				
X	X	X-O		ROCHESTER.....				
X	X	X-O		BEAVER.....	0.9			
X	X	X-O		VANPORT.....	3.5			
X	X	X-O		MERRILL.....	4.4			
X	X	X-O		INDUSTRY.....	7.9			
X	X	X-O		MIDLAND.....	10.5			
X	X	X-O		MIDSTEEL.....	11.9			
X	X	X-O		SMITHS FERRY.....	13.5			
X	X	X-O		EAST DRY RUN.....	14.5			
X	X	X-O		DRY RUN.....	15.9	153		
X	X	X-O		LAUGHLIN.....	16.5			
X	X	X-O		EAST LIVERPOOL.....	18.3			
X	X	X-O		JETHRO.....	18.6			
X	X	X-O		WELLSVILLE THIRD ST.....	22.3			
X	X	X-O		WELLSVILLE.....	23.4	142		
X	X	X-O		YELLOW CREEK.....	25.3			
X	X	X-O		RIVER—R—Yellow Creek.....	26.5			
X	X	X-O		REGION POST (Lake Reg.).....	26.6			
				NOTE—Midsteel is an emergency Block Station and will be in service only when opened by train order or General Order. The direction from Rochester to Reg. Post (Lake Reg.) is Westward. *Distance from Rochester.				

SCULLY BRANCH

No. 105 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
X	X	X		MONON.....	2.1				
X	X	X-O		ELLIOTT—R-Esplen.....	3.4				
X				ESPLEN.....	5.2				
X				DUFF.....	6.5				
X				SCULLY.....	8.4				
X				RG—R-Wagner.....	8.4				
X				GLENN (P.C.&Y.R.R.)—R-Wagner.....	10.8				
				No. 105 Secondary Track					
X				RG—R-Wagner.....	8.4				
X	X	X-O		WAGNER.....	9.4				
				The direction from Wagner to Monon is Eastward.					
				*Distance from Monon.					
				CHARTIERS BRANCH					
				WASHINGTON SECONDARY TRACK					
X	X	X-O		WAGNER (Main Line).....					
X				CARNEGIE.....					
X				GLENN—R-Wagner.....	0.7				
				} Chart. Br.					
X		X		GLENN ▲—R-Wagner.....	0.7				
				WOODVILLE.....	1.9				
				BOWER HILL.....	2.8				
		X		KIRWIN.....	3.4				
				BD—C-Wagner.....	3.9				
				BRIDGEVILLE.....	4.0		130		
				MAYVIEW.....	6.4				
				BOYCE.....	7.6		130		
				HILLS.....	8.6				
		X		MO—C-Wagner.....	9.6				
				VAN EMMAN.....	11.6				
				MORGANZA.....	12.6				
				RICHFOL.....	13.2				
				CANONSBURG.....	14.2				
				HOUSTON.....	15.3				
		X		MY—C-Wagner.....	18.0				
				MEADOW LANDS.....	18.0				
				ARDEN.....	20.0				
		X		WS—C-Wagner.....	20.7				
				TYLERDALE.....	21.9				
				CHESTNUT ST.....	22.8				
		X		WH—C-Wagner.....	23.5				
				WASHINGTON (Wayneburg Sec. Trk)	23.6				
				NOTE—▲Indicates Block Station for Westward trains only.					
				◆Indicates Block-Limit Station for Eastward trains only.					
				The direction from Glenn to Wagner is Eastward.					
				Block Station-Remote Controlled as follows:					
				Block Station	Controlled by				
				Glenn	Wagner				
				*Distance from Carnegie.					
				BURGETTS BRANCH					
X	X	X-O		BURGETTS.....	0.7				
				CENTER AVE.....	0.8				
		X		CN—C-Burgetts.....					
				NOTE—◆Indicates Block-Limit Station for Eastward trains only.					
				*Distance from Burgetts.					

NEW CUMBERLAND BRANCH

NEW CUMBERLAND SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
				KOBUTA (Industrial Track).....	34.4				
				CHESTER.....	21.7				29
		X		HS▲—C-Weirton Jct.....	21.7				
				FIRST STREET.....	20.7				
				NEWELL.....	19.2				23
		X		N—C-Weirton Jct.....	19.2				
				KENILWORTH.....	17.2				
		X		CONGO.....	16.6				
				NG—C-Weirton Jct.....	16.6				
		X		ARROYO.....	13.6				
				BROWNSDALE.....	12.2				
		X		MOSCOW.....	11.2				
				KI—C-Weirton Jct.....	11.1				
				GLOBE.....	10.4				
				NEW CUMBERLAND.....	7.6				
				TENBURY.....	7.1				
		X		CU—C-Weirton Jct.....	7.1				
				EAST TORONTO.....	5.0				
				KINGS CREEK.....	4.1				
				EAST WEIRTON.....	2.0				
		X		WN—C-Weirton Jct.....	1.8				
		X		WN—C-Weirton Jct.....	1.8				
		X		WEIRTON.....	1.3				
X	X	X-O		CY—C-Weirton Jct.....	0.3				
				WEIRTON JCT.....					
				} New Cumberland Branch					
				NOTE—▲Indicates Block-Limit Station for Westward trains only.					
				◆Indicates Block-Limit Station for Eastward trains only.					
				The direction from Weirton Jct. to WN is Eastward.					
				*Distance from Mile Post 0.					
				TERMINAL BRANCH					
				OHIO JCT.....					
		X		WT▲—C-Rockville.....	0.1				
				MARTINS FERRY.....	1.6				
				PENINSULA.....	2.7				
				CHAPLINE.....	4.4				
		X		NY—C-Rockville.....	4.5				
X	B			NY ZANE } (Running Track).....	4.5				
					5.5				
				NOTE—▲Indicates Block-Limit Station for westward trains only.					
				◆Indicates Block-Limit Station for eastward trains only.					
				The direction from Zane to Ohio Jct. is eastward.					
				*Distance from Ohio Jct.					
				Interlocking, Block and Block-Limit Stations in service part-time as follows:					
				Station	Hours in service				
				Zane	8.01 A. M. to 4.01 P. M., daily except Sunday and Holidays. Holidays: Memorial Day, May 30, Independence Day, July 4, Labor Day, Sept. 7. 4.01 P. M. to 12.01 A. M., daily except Saturday and the following Holidays. Memorial Day, May 30, Independence Day, July 4, Labor Day, Sept. 7.				

**RIVER BRANCH
POWHATAN
SECONDARY TRACK**

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
X	X	X-O		YELLOW CREEK BRANCH—R-Yellow Creek..	0.7			
X	X	X-O		PORT HOMER.....	2.4			
				CLAYPORT.....	4.3	84		
				EMPIRE.....	5.5			
				CROXTON.....	7.5			
				TORONTO.....	8.7			
				KINGS.....	13.5			
				STEUBENVILLE.....	17.4			
X	X	X-O		LA BELLE.....	18.1			
				ROCKVILLE (N.K.P. Crossing).....	19.4			
X	X	X-O		ROCKVILLE (N.K.P. Crossing).....	19.4			
			X	MINGO JCT. (Running Tracks)	20.2			
			X	GR†—C-Rockville	23.6			
			X	BRILLIANT.....	23.8			
				JEFFERSON.....	24.1			
				RUSH RUN.....	28.7			
				W. & L. E. JCT.....	29.4			
			X	SHANNON.....	29.6			110
				RU—C-Rockville.....	29.7			
				RAYLAND.....	31.0			
				TILTONVILLE (N.K.P. Crossing).....	32.3			
				YORKVILLE.....	33.2			105
				OHIO JCT.....	36.1			
			X	OJ—C-Rockville.....	36.2			
				MARTINS FERRY.....	37.7			
				AETNAVILLE.....	38.4			
				BRIDGEPORT (B. & O. Crossing).....	39.7			
				BELLAIRE (B. & O. Crossing).....	43.8			145
			X	BR—C-Rockville.....	43.9			
				SHADYSIDE.....	46.8			
			X	AM—C-Rockville.....	47.4			
				AMBLER.....	47.4			
				WEGEE.....	48.6			
				DILLE.....	51.3			
				AULT.....	52.8			
				JOHNSON.....	53.6			
				PIPE CREEK.....	53.9			
				STEWART.....	56.8			
				CAPTINA JCT.....	58.4			
				POWHATAN.....	58.6			
			X	PN◆—C-Rockville.....	58.7			
				WEST POWHATAN.....	59.3			
				KRERS RUN.....	61.6			
				OMAL.....	72.7			
				NOTE—†Indicates Block-Limit Station for Westward trains on Powhatan Secondary Track only.				
				◆Indicates Block-Limit Station for Eastward trains only.				
				The direction from GR to Yellow Creek is Eastward.				
				*Distance from Yellow Creek.				

BEDFORD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
			X	BROOKES MILLS.....	14.2			
				BROOK—C-Wye.....	14.2			
				EAST FREEDOM.....	15.7			
				CLAYSBURG.....	20.3			
				SPROUL.....	21.6			
				QUEEN.....	23.4			
				IMLER.....	27.2			
				OSTERBURG.....	29.0			
				REYNOLDSDALE.....	32.3			
				FISHERTOWN.....	34.5			
				CESSNA.....	36.8			46
				YOUNTS.....	41.5			
			X	DUNNINGS CREEK JCT.....	44.7			
				CREEK—C-Wye.....	44.7			
			X	BEDFORD.....	45.8			
				FORD—C-Wye.....	45.8			
				WOLFSBURG.....	48.7			
				MANN'S CHOICE.....	53.7			
				BUFFALO MILLS.....	58.9			46
				BARD.....	60.4			
				MADLEY.....	62.6			
				HYNDMAN.....	68.8			
			X	STATE—C-Wye.....	75.0			
				STATE LINE.....	76.2			
				CUMBERLAND (W. M. Ry.).....	82.8			
				*Distance from Altoona.				
				MILROY SECONDARY TRACK				
				CHESTNUT ST., LEWISTOWN (Jct. Lewistown Secondary Track).....				
				BURNHAM.....	2.6			
				YEAGERSTOWN.....	3.6			
				REEDSVILLE.....	5.4			
				NAGINEY.....	9.6			
				MILROY.....	11.1			
				*Distance from Chestnut St., Lewistown.				
				MT. DALLAS SECONDARY TRACK				
			X	DUNNINGS CREEK JCT.....				
				CREEK—C-Wye.....				
				CLIFFS.....	0.5			
				LUTZVILLE.....	3.6			
				ASHCOM.....	5.2			
				MT. DALLAS.....	6.9			
			X	DALLAS—C-Wye.....	6.9			
				*Distance from Dunnings Creek Jct.				

MOSHANNON SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
			B	MILLS—C-Park (Jct. Clearfield Secondary Track).....					
				JCT. M.&C. SECONDARY TRACK.....	2.0				
				JCT. COAL RUN SECONDARY TRK.....	2.1				
			X	COAL—C-Park.....	2.1				
				HOUTZDALE.....	5.7				
			X	RAM—C-Park.....	6.9				
				RAMEY.....	8.9				
				JCT. LITTLE MUDDY RUN SECONDARY TRACK.....	11.3				
				SMOKE RUN.....	11.6				
				MADERA.....	14.1				
				BETZ JCT. (N.Y.C. Crossing).....	14.6				
				McCARTNEY.....	21.0				
Block-Limit Stations in service part-time as follows:									
				Station	Hours in service				
				Mills*	10.59 P. M. to 6.59 A. M. daily; 6.59 A. M. to 10.59 P. M. Sunday.				
*NOTE—When Block-Limit Station is not in service, light will not be extinguished.									
*Distance from Mills.									
BELLEFONTE SECONDARY TRACK									
X	X	X-O		MILES.....	30.8				
				MILESBURG.....	30.8				
				BELLEFONTE.....	33.5				
			X	FONT—C-Miles.....	33.6				
				PLEASANT GAP.....	37.0				
			X	WHITE—C-Miles.....	37.4				
				REGION POST (Nor. Reg.).....	37.4				
*Distance from Tyrone.									
BELL-SLOPE SECONDARY TRACKS									
X				BELL (Main Line).....	1.5				
X	X	X-O		EAST END HOMER YARD.....	2.1				
				ANTIS.....	3.1				
X	X			FARM.....	4.0				
				ROSE.....	4.6				
				BRUSH.....	4.8				
X	X			JUNIATA SHOPS.....	5.5				
X	X			WORKS.....	5.5				
X	X			SOUTH.....	5.7				
X	X	X-O		7th ST., ALTOONA.....	6.4				
X	X	X-O		ALTO.....	7.0				
*Distance from Bell.									
MORRISON COVE SECONDARY TRACK									
			X	HOLLY—C-Wye (Jct. H. & P. Secondary Track).....	7.8				
			X	BROOK—C-Wye.....	14.2				
				BROOKES MILLS.....	14.2				
				McKEE.....	15.2				
				ROARING SPRING.....	17.4				
				ORE HILL.....	20.3				
				MARTINSBURG JCT.....	21.5				
				MARTINSBURG.....	22.2				
				CURRY.....	24.0				
*Distance from Altoona.									

ELLSWORTH SECONDARY TRACK MARIANNA SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
X	X			MC.....					
				FRYE SIDING.....					
				JONES SIDING.....	0.8				72
				BENTLEYVILLE.....	7.2				46
				ELLSWORTH SIDING.....	9.7				67
				COKEBURG JCT.....	11.0				
				COKEBURG JCT.....	11.9				
				SCENERY HILL.....	11.9				
				MARIANNA.....	14.0				48
				MARIANNA.....	19.2				
*Distance from MC.									
WEST BROWNSVILLE SECONDARY TRACK									
				WEST BROWNSVILLE JCT.....					
				WEST BROWNSVILLE.....	1.2				
				DENBO.....	3.6				
				VESTA SIDING.....	5.8				36
				TEN MILE RUN JCT.....	10.1				
*Distance from West Brownsville Jct.									
YUKON SECONDARY TRACK									
				YUKON JCT.....					
				WHYEL JCT.....	4.0				
				HUNTER RUN JCT.....	6.4				
				COWANSBURG.....	11.7				
*Distance from Yukon Jct.									
REDSTONE SECONDARY TRACK									
X	X	X		BF.....	52.4				
				LINN.....	53.7				
			X	GRINDSTONE JCT.....	55.9				
				FH—C-BF.....	59.5				82
				WALTERSBURG.....	61.8				
				VANCE MILL JCT.....	65.0				55
			B	REDSTONE JCT.....	68.4				
				RS—C-BF.....	68.4				
Block-Limit Station in service part-time, as follows:									
				Station	Hours in service				
				RS*	10.00 P. M. to 2.00 P. M. Daily. 2.00 P. M. to 10.00 P. M. Sunday and May 30, July 4 and Sept. 7.				
*NOTE—When Block-Limit Station is not in service, light will not be extinguished.									
*Distance from Monon.									

CRESSON SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
		X-O		CRESSON.....	1.3				
				EP.....	3.6			149	
				MUNSTER.....	6.0			50	
		X		EBENSBURG JCT.....	6.1				
				KY..... C-EP	6.9				
		X		LORETTO ROAD.....	11.3			75	
				BRADLEY JUNCTION.....	11.3				
		X		DF..... C-EP	15.3				
				ECKENRODE MILL.....	18.2			37	
		X		PATTON.....	18.4				
				PU..... C-EP	25.7			80	
		X		HASTINGS JCT.....	28.2				
				RE..... C-EP	28.0				
		X		WESTOVER.....	30.2				
				WELSHDALE.....	34.7				
		X		LA JOSE.....	34.8				
				LJ..... C-EP	38.6				
		X		MAHAFFEY JCT.....	40.6				
				McGEEES JUNCTION.....	40.8				
		X		HM..... C-EP	40.9				
				McGEEES.....	43.7				
		X		BEAR RUN JCT.....	46.4				
				K..... C-EP	48.6				
		X		HILLMAN.....	50.4				
				ELBEL.....	52.0				
		X		CLOE.....	54.8				
				ELK RUN JCT.....	55.3				
		X		PUNXSUTAWNEY.....	55.8				
				RU..... C-EP	57.1				
		X		LINDSEY.....	63.3				
				FORDHAM.....					
				*Distance from Cresson.					
				SOUTHWEST SECONDARY TRACK					
X	X	X		RG.....	1.1			124	
				RADEBAUGH SIDING.....	2.2				
				HEMPFIELD JCT.....	3.2				
				HAYDEN JCT.....	3.9				
		X		COUNTY JCT.....	5.3				
				YOUNGWOOD.....	5.5				
		X		YU..... C-RG	8.8				
				YUKON JCT.....	8.9				
		X		HN..... C-RG	12.1				
				TARR.....	16.7				
				SCOTDDALE JCT.....	17.3			68	
				SCOTDDALE.....	17.5				
		X		BROADFORD JCT.....	17.6				
				SY (B. & O. Crossing).....	24.5				
		X		CONNELLSVILLE.....	24.9				
				OPOSSUM RUN JCT.....	25.0				
		X		NJ..... C-RG	28.2				
				DUNBAR.....	30.9				
				GIST SIDING.....	36.3			66	
		X		REDSTONE JCT.....	36.3				
				RS..... C-RG	37.1				
		X		VA..... C-RG	42.6				
				FAIRCHANCE JCT.....	44.1				
				FAIRCHANCE.....	44.8				
				END OF TRACK.....					
				*Distance from RG.					
Block-Limit Station in service part-time as follows:									
Station	Hours in service								
RS*	10.00 P. M. to 2.00 P. M. Daily. 2.00 P. M. to 10.00 P. M. Sunday and May 30, July 4 and Sept. 7.								
*NOTE—When Block-Limit Station is not in service, light will not be extinguished.									

BLACK LICK SECONDARY TRACK								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
		X-O		CRESSON.....				
				EP.....				
		X		KY..... C-EP	5.2			
				EBENSBURG JCT.....	6.0			
				WINTERSET.....	7.9			31
		X		EBENSBURG.....	10.9			55
				FL..... C-EP	10.9			
		X		BEULAH.....	13.5			72
				NW..... C-EP	18.2			
		X		NANTYGLO.....	18.2			74
				TWIN ROCKS.....	20.0			40
		X		SR..... C-EP	22.6			
				VINTONDALE.....	23.5			28
		X		VF..... C-EP	24.0			
				REXIS JCT.....	24.0			
		X		RITTER.....	24.2			46
		X		CH..... C-EP	35.1			50
		X		NI..... C-EP	41.8			
		X		JOSEPHINE (B. & O. Jct.).....	41.8			
		X		ZD..... C-EP	42.9			
				BLACK LICK.....	42.9			
				*Distance from Cresson.				
				SUSQUEHANNA SECONDARY TRACK				
		X-O		CRESSON.....				
				EP.....				
		X		BRADLEY JUNCTION.....	11.3			
				DF..... C-EP	11.3			
		X		DISHART.....	14.7			43
				IR..... C-EP	15.6			
		X		CARROLLTOWN.....	17.0			
				LUTHER JCT.....	18.3			
				BAKERTON.....	18.7			
		X		STERLING JCT.....	20.4			
				BN..... C-EP	21.4			65
		X		SPANGLER.....	21.9			
				WC..... C-EP	23.3			
		X		BARNESBORO.....	23.4			
				JA..... C-EP	25.3			
		X		MOSS CREEK JCT.....	25.4			
				GARMAN.....	25.8			
				EMIGH RUN JCT. N.Y.C.....	27.1			
		X		CHERRY TREE JCT.....	28.5			
				CJ..... C-EP	28.5			
		X		CHERRY TREE.....	28.8			
				DC..... C-EP	28.8			
				*Distance from Cresson.				
				SOUTH FORK SECONDARY TRACK				
		X		HC (South Fork Branch).....	1.1			
				PAINT CREEK BR. JCT.....	1.7			60
				SCALP LEVEL.....	2.7			
				WINDBER.....	2.8			
				WINDBER JCT.....	2.8			
				END OF TRACK.....	6.6			
				*Distance from HC.				

BUTLER SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
X			X	HARRIS—R-Harris.....					
				JB—C-Truxall (Main Line).....					
				LANE.....	0.6				
				WINFIELD JUNCTION.....	3.8				
			X	WA—C-Truxall (Main Line).....	3.8				
				SARVER.....	7.6				
				SUMMIT.....	10.2	37			
				CABOT.....	10.5				
				MARWOOD.....	11.5				
				DILKS.....	13.1	65			
			X	KD—C-Truxall (Main Line).....	13.1				
				HERMAN.....	15.8				
				WEST END BUTLER WYE.....	19.5				
X	X	X-O		VO.....	20.8				
				BUTLER.....	21.1				
				*Distance from JB.					
				INDIANA SECONDARY TRACK					
				END OF TRACK } Blairsville	2.3				
				BLAIRSVILLE..... } Industrial Track	2.9				
			X	D ●—C-BI.....	3.6				
				BLACK LICK.....	7.6				
			X	ZD—C-BI.....	7.7				
				GRACETON.....	10.4				
			X	MR—C-BI.....	12.9				
				HOMER CITY.....	13.2				
			X	NM—C-BI.....	18.9				
				INDIANA.....	18.9				
				NOTE—● Indicates Block-Limit Station for Northwards trains only.					
				*Distance from M. P. 0.					
				UNITY SECONDARY TRACK					
X	X	X		KR (Main Line).....	3.1				
				MANITO 21 CROSSING.....	3.8				
				PALMERS.....	4.6				
				HOSTETTER.....					
				*Distance from KR.					
				NO. 0 SECONDARY TRACK					
X	X	X		CP (Main Line).....	0.9				
				YOUGHIOGHENY JCT.....	1.8				
				SHAFTON.....					
				*Distance from CP.					
				O SECONDARY TRACK					
				29th STREET.....					
X	X	X		PITT.....	0.6				
				*Distance from 29th St.					
				NO. 103 SECONDARY TRACK					
X	X	X		UY (Brilliant Branch West Penn).....					
				SOUTH END COLEMAN YARD.....	1.2				
				*Distance from UY West Penn.					

WAYNESBURG SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	*Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
				WH (Washington Secondary Track).....					
				WASHINGTON.....	0.1				
				SUMMIT SIDING.....	4.3				
				BAKER.....	9.8				
				WEST UNION.....	17.9				
				WAYNESBURG.....	28.1				
				*Distance from WH.					
				NO. 101 SECONDARY TRACK					
X	X	X		FEDERAL STREET.....					
				EAST END BRIDGE 0.83.....	0.6				
				*Distance from Federal St.					
				YELLOW CREEK SECONDARY TRACK					
X				RIVER (Bayard Branch).....					
X				BRANCH (River Branch).....	0.9				
				*Distance from River.					
				NO. 27 SECONDARY TRACK					
X	X	X		CORLISS (Main Line).....					
X	X	X-O		ESPLEN (Sully Branch).....	1.3				
				*Distance from Corliss.					
				WHEELING SECONDARY TRACK					
X	X	X-O		WEIRTON JCT.....					
				EAST STEUBENVILLE.....	1.6				
				LOWER FERRY.....	2.4				
				FOLLANSBEE.....	4.1			22	
			X	FA—C-Rockville—River Br.....	4.2				
				LAZEARVILLE.....	6.7			56	
				WELLSBURG.....	7.6				
				BROOK.....	8.6				
				BEECH BOTTOM.....	12.2			93	
			X	KR—C-Rockville.....	14.6				
				SHORT CREEK.....	15.1			54	
				EAST WARWOOD.....	19.4				
				WARWOOD.....	20.0				
				WHEELING.....	24.0			13	
			X	UN ●—C-Rockville.....	24.1				
				UN ZANE } (Running track)	24.1				
				BENWOOD }	28.5				
				NOTE—◆ Indicates Block-Limit Station for eastward trains only.					
				The distance from Weirton Jct. to Mile Post 0 is 0.7 Mile.					
				Interlocking, Block and Block-Limit Stations in service part-time as follows:					
Station	Hours in service								
Zane	8.01 A. M. to 4.01 P. M., daily except Sunday and Holidays. Holidays: Memorial Day, May 30, Independence Day, July 4, Labor Day, Sept. 7. 4.01 P. M. to 12.01 A. M., daily except Saturday and the following Holidays. Independence Day, July 4, Labor Day, Sept. 7.								
	*Distance from Mile Post 0.								

STATIONS	FIRST CLASS			
	#641 DAILY EX. SAT. & SUN.	61 DAILY	13 DAILY EX. MON.	
	Leave A. M.	A. M.	A. M.	
HARRISBURG (Phila.Reg.)	#	2.39#	4.40	
BANKS		2.54	4.65	
VIEW		3.00	5.01	
PORT		3.13	5.14	
MIFFLIN		3.31	5.32	
LEWISTOWN				
LEWIS		3.45	5.47	
MOUNT UNION				
JACKS		4.07	6.10	
HUNTINGDON	Z	4.17	6.20	
SPRUCE		4.29	6.32	
FORGE		4.39	6.43	
TYRONE				
GRAY		4.43	6.46	
BELL		4.50	6.54	
ALTOONA	S	4.59	E 7.05	
	#	5.09#	7.15	
SLOPE		5.12	7.18	
MG		5.24	7.30	
GALLITZIN		5.36	7.41	
CRESSON (MO)		5.40	7.45	
NY	Will Not	5.47	7.52	
SO	Run	5.54	7.59	
C	Sept. 7.	6.04	8.09	
JOHNSTOWN	D	6.06		
SG		6.14	8.15	
JD		6.27	8.30	
TORRANCE		6.37	8.40	
DERRY (DR)	S 6.22	6.44	8.50	
LATROBE (KR)	S 6.33	D 6.50	8.55	
GREENSBURG	S 6.48	D 7.04		
RADEBAUGH (RG)	6.53	7.12	9.08	
GRAPEVILLE				
JEANNETTE	S 6.56			
PENN.				
MANOR	S 7.02			
SHAFTON				
IRWIN	S 7.06			
LARIMER (CP)	7.08	7.20	9.16	
ARDARA				
N. TRAFFORD (Turtle Crk. Br.)				
TRAFFORD (SZ)	7.12	7.23	9.20	
PITCAIRN				
WILMERDING (WG)	7.16	7.27	9.24	
TURTLE CREEK				
EAST PITTSBURGH		X 7.30		
BESSEMER (R)	7.19	7.33	9.27	
BRADDOCK				
COPELAND				
HAWKINS				
SWISSVALE (WK)	7.24	7.40	9.32	
EDGEWOOD				
WILKINSBURG				
HOMEWOOD				
CM	7.27	7.43	9.35	
EAST LIBERTY	S 7.29	D 7.45		
ROUP				
SHADYSIDE (DV)	7.33	7.50	9.38	
PITTSBURGH	S 7.40	S 8.00	E 9.45	
Arrive	A. M.	A. M.	A. M.	
	641	61	13	

	FIRST CLASS			
	#9 DAILY EX. SUN. & MON.	#519 DAILY EX. SAT. & SUN.	25 DAILY	#527 DAILY EX. SAT. & SUN.
	A. M.	P. M.	A. M.	P. M.
	# 9.30		S 10.25	
	9.45		10.40	
		9.53	10.46	
		10.07	11.00	
		10.25	11.18	
			S 11.32	
		10.41	11.34	
		11.06	11.56	
		11.19	S 12.07	
		11.32	12.20	
		11.44	12.30	
			S 12.33	
		11.48	12.37	
		11.57	12.45	
	E 12.10		S 12.55	
	# 12.35		# 1.03	
		12.39	1.06	
		12.52	1.18	
		1.05	1.30	
		1.10	1.35	
		1.19	1.43	Will Not
		1.26	1.50	Run
		1.36	2.00	Sept. 7.
			S 2.05	
		1.41	2.12	
		1.56	2.25	
		2.06	2.35	
		2.16	2.42	
		2.21	S 2.48	
			S 3.02	
		2.34	3.10	
	Will Not Run Sept. 8.	Will Not Run Sept. 7.		
		2.46	3.18	
				S 3.22
		2.51	3.21	S 3.24
		S 2.50	S 3.28	
		2.58	S 2.55	S 3.31
			S 2.58	S 3.33
			S 3.01	S 3.35
		3.08	S 3.04	S 3.37
			S 3.06	S 3.40
			S 3.08	S 3.42
			S 3.10	S 3.44
		3.14	S 3.13	S 3.47
			S 3.15	S 3.49
			S 3.17	S 3.51
			S 3.21	S 3.55
		3.19	3.22	3.39
			S 3.24	D 3.42
			S 3.26	S 4.00
		3.22	S 3.28	3.50
	E 3.30	S 3.35	S 4.00	S 4.02
				S 4.10
	P. M.	P. M.	P. M.	P. M.
	9	519	25	527

STATIONS	FIRST CLASS			
	16	636	12	638
	P. M.	P. M.	P. M.	P. M.
HARRISBURG (Phila. Reg.)	S 6.40		S 7.45	
BANKS.....	6.25		7.30	
VIEW.....	6.19		7.24	
PORT.....	6.05		7.11	
MIFFLIN.....	5.47		6.53	
LEWISTOWN.....	S 5.33		S 6.39	
LEWIS.....	5.31		6.37	
MOUNT UNION.....				
JACKS.....	5.09		6.15	
HUNTINGDON.....	S 4.57		S 6.04	
SPRUCE.....	4.47		5.53	
FORGE.....	4.37		5.43	
TYRONE.....			S 5.38	
GRAY.....	4.34		5.36	
BELL.....	4.27		5.28	
ALTOONA.....	# 4.19		# 5.20	
	S 4.16		S 5.16	
SLOPE.....	4.13		5.10	
MC.....	4.02		4.58	
GALLITZIN.....	3.52		4.48	
CRESSON (MO).....	3.49		4.46	
NY.....	3.40	Will Not	4.33	Will Not
SO.....	3.33	Run	4.26	Run
C.....	3.23	Sept. 7.	4.16	Sept. 7.
JOHNSTOWN.....	S 3.17		S 4.08	
SG.....	3.14		4.04	
JD.....	3.02		3.52	
TORRANCE.....	2.52		3.42	
DERRY (DR).....	2.45	D 4.35	3.35	D 4.45
LATROBE (KR).....	S 2.38	S 4.15	S 3.27	S 4.27
GREENSBURG.....	S 2.25	S 3.40	S 3.14	S 4.12
RADEBAUGH (RG).....	2.21	3.36	3.10	F 4.07
GRAPEVILLE.....		S 3.31		F 4.04
JEANNETTE.....		S 3.28		S 4.01
PENN.....		S 3.24		S 3.57
MANOR.....		S 3.20		S 3.53
SHAFTON.....		F 3.16		S 3.50
IRWIN.....		S 3.14		S 3.48
LARIMER (CP).....	2.13	S 3.10	3.02	S 3.45
ARDARA.....		S 3.07		S 3.42
N. TRAFFORD (Turtle Crk. Br.)				
TRAFFORD (SZ).....	2.10	S 3.04	2.59	S 3.38
PITCAIRN.....		S 3.00		S 3.35
WILMERDING (WG).....	2.08	S 2.56	2.55	S 3.31
TURTLE CREEK.....				S 3.28
EAST PITTSBURGH.....		S 2.52		S 3.26
BESSEMER (R).....	2.03	2.50	2.52	S 3.23
BRADDOCK.....		S 2.48		S 3.21
COPELAND.....		S 2.46		S 3.19
HAWKINS.....		S 2.44		S 3.17
SWISSVALE (WK).....	1.58	S 2.41	2.47	S 3.14
EDGEWOOD.....		S 2.39		S 3.12
WILKINSBURG.....		S 2.37		S 3.10
HOMEWOOD.....		S 2.34		S 3.07
CM.....	1.55	2.33	2.44	3.06
EAST LIBERTY.....		S 2.30	S 2.40	S 3.03
ROUP.....				
SHADYSIDE (DV).....	1.52	S 2.26	2.37	S 2.59
PITTSBURGH.....	S 1.45	S 2.18	S 2.30	S 2.52
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT. #16	DAILY EX. SAT. & SUN. #636	SAT. ONLY #12	DAILY EX. SAT. & SUN. #638

	FIRST CLASS					
	24	642	502	644	646	528
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
S	8.26					
	8.11					
	8.02					
	7.47					
S	7.28					
	7.10					
	7.08					
F	6.45					
	6.43					
	6.33					
	6.22					
	6.12					
S	6.09					
	6.05					
	5.58					
#	5.50					
S	5.45					
	5.40					
	5.28					
	5.18					
	5.15					
	5.04	Will Not	Will Not	Will Not	Will Not	Will Not
	4.56	Run	Run	Run	Run	Run
	4.46	Sept. 7.	Sept. 7.	Sept. 7.	Run May 30, July 4.	Sept. 7.
S	4.40					
	4.35					
	4.23					
	4.13					
S	4.08	D 5.25		D 5.40	D 6.00	
	3.58	S 5.13		S 5.25	S 5.45	
S	3.45	S 5.01		S 5.08	S 5.32	
	3.41	S 4.55		5.02	5.27	
	F 4.52			F 5.25		
	S 4.50		S 4.57	S 5.23		
	S 4.46					
	S 4.42		S 4.53	S 5.20		
	S 4.38		S 4.50	S 5.16		
	3.32	S 4.36		S 4.46	S 5.13	
	S 4.33					
					D 5.20	
	3.29	S 4.29		4.43	S 5.08	S 5.17
	S 4.26			S 5.04	S 5.14	
	3.25	S 4.22		4.39	S 4.59	S 5.10
	S 4.19					S 5.08
	S 4.17					S 5.06
	3.22	S 4.14	4.45	4.36	4.55	S 5.03
	S 4.12	S 4.40		S 4.53	S 5.01	
	S 4.10	S 4.38		S 4.51	S 4.59	
	S 4.08	S 4.36		S 4.49	S 4.57	
	3.16	S 4.06	4.34	4.31	S 4.46	S 4.54
	S 4.04	S 4.32		S 4.44	S 4.52	
	S 4.02	S 4.30		S 4.42	S 4.50	
	S 3.59	S 4.26		S 4.39	S 4.47	
	3.13	3.58	4.25	4.28	4.37	4.45
S	3.10	S 3.56	S 4.23	S 4.25	S 4.35	S 4.43
	S 3.54	S 4.20			S 4.40	
	3.07	S 3.52	4.18	4.22	4.32	4.38
S	3.00	S 3.45	S 4.10	S 4.15	S 4.25	S 4.30
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT. #24	DAILY EX. SAT. & SUN. #642	DAILY EX. SAT. & SUN. #502	DAILY EX. SAT. & SUN. #644	SAT. ONLY #646	DAILY EX. SAT. & SUN. #528

STATIONS	FIRST CLASS			
	914	924	530	18
	Arrive P. M.	P. M.	P. M.	A. M.
HARRISBURG (Phila. Reg.)				E 12.55
BANKS				12.40
VIEW				12.32
PORT				12.19
MIFFLIN				12.00
LEWISTOWN				
LEWIS				11.45
MOUNT UNION				
JACKS				11.22
HUNTINGDON				11.12
SPRUCE				10.59
FORGE				10.49
TYRONE				
GRAY				10.46
BELL				10.40
ALTOONA			#	10.30
			E	10.10
SLOPE				10.05
MC				9.52
GALLITZIN				9.42
CRESSON (MO)				9.40
NY	Will Not	Will Not	Will Not	9.28
SO	Run	Run	Run	9.20
C	Sept. 7.	Sept. 7.	Sept. 7.	9.10
JOHNSTOWN				E 9.00
SC				8.45
JD				8.33
TORRANCE				8.23
DERRY (DR)				8.15
LATROBE (KR)				8.10
GREENSBURG			E	7.55
RADEBAUGH (RG)				7.49
GRAPEVILLE				
JEANNETTE				
PENN				
MANOR				
SHAFTON				
IRWIN				
LARIMER (CP)				7.40
ARDARA				
N. TRAFFORD (Turtle Crk. Br.)			D	5.48
TRAFFORD (SZ)			S	5.45
PITCAIRN			S	5.41
WILMERDING (WG)			S	5.37
TURTLE CREEK			S	5.35
EAST PITTSBURGH			S	5.33
BESSEMER (R)			S	5.31
BRADDOCK			S	5.29
COPELAND			S	5.27
HAWKINS			S	5.25
SWISSVALE (WK)			S	5.22
EDGEWOOD			S	5.20
WILKINSBURG			S	5.18
HOMEWOOD			S	5.15
CM	4.55	5.00		5.14
EAST LIBERTY	S 4.53	S 4.58	S	5.12
ROUP	S 4.50	S 4.55	S	5.10
SHADYSIDE (DV)	S 4.48	S 4.53	S	5.08
PITTSBURGH	S 4.40	S 4.45	S	5.00
			E	7.10
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN. #0914	DAILY EX. SAT. & SUN. #0924	DAILY EX. SAT. & SUN. #0530	DAILY EX. SAT. 18

FIRST CLASS					
60	22	62	4	38	40
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
S 3.12	S 3.20	S 3.40	S 4.24	S 4.35	S 4.48
2.57	3.05	3.25	4.09	4.20	4.33
2.51	2.59	3.20	4.03	4.15	4.27
2.38	2.46	3.07	3.50	4.02	4.14
2.20	2.29	2.50	3.33	3.44	3.56
	S 2.16	S 2.38			
2.06	2.13	2.36	3.19	3.30	3.43
1.44	1.51	2.14	2.57	3.08	3.21
1.34	1.41	2.04	2.47	2.57	3.11
1.23	1.31	1.54	2.37	2.47	3.01
1.13	1.21	1.44	2.27	2.37	2.51
1.10	1.18	1.41	2.24	2.34	2.47
1.04	1.11	1.34	2.17	2.28	2.41
# 12.56	# 1.03	# 1.25	# 2.09	# 2.20	# 2.33
S 12.50	S 12.56	S 1.20	S 2.03	S 2.15	S 2.29
12.45	12.53	1.15	1.59	2.10	2.23
12.33	12.41	1.03	1.47	1.58	2.10
12.23	12.31	12.53	1.37	1.48	2.00
12.19	12.28	12.49	1.35	1.45	1.57
12.06	12.17	12.36	1.23	1.33	1.46
11.58	12.09	12.28	1.15	1.25	1.38
11.48	11.59	12.18	1.05	1.15	1.28
S 11.40		S 12.10			
11.36	11.54	12.06	12.59	1.09	1.23
11.23	11.41	11.53	12.46	12.56	1.10
11.13	11.31	11.43	12.36	12.46	1.00
11.06	11.24	11.36	12.29	12.39	12.53
S 10.58	11.19	S 11.28	12.24	12.34	12.48
S 10.45		S 11.15			
10.41	11.08	11.11	12.13	12.23	12.37
Will Not Run May 29, July 3, Sept. 6.	Will Not Run May 29, July 3, Sept. 6.	Will Run May 29, July 3, Sept. 6.			
10.33	10.59	11.03	12.05	12.14	12.28
10.30	10.56	11.00	12.01	12.11	12.25
10.26	10.52	10.56	11.57	12.07	12.21
10.23	10.49	10.53	11.54	12.04	12.18
10.17	10.44	10.47	11.49	11.58	12.13
10.14	10.41	10.44	11.46	11.55	12.10
S 10.10		S 10.40			
10.07	10.37	10.37	11.43	11.52	12.07
S 10.00	S 10.30	S 10.30	S 11.38	S 11.45	S 11.59
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SAT. #060	DAILY EX. SAT. #022	SAT. ONLY #062	DAILY 04	DAILY 038	DAILY 040

STATIONS	FIRST CLASS			
	53	#715	#427	#717
	DAILY	DAILY	DAILY	DAILY
	EX. SAT. & SUN.	EX. SAT. & SUN.	EX. SAT. & SUN.	EX. SUN.
Leave	A. M.	P. M.	P. M.	P. M.
PITTSBURGH.....	S 11.30	S 4.15	S 4.15	S 4.46
FEDERAL STREET.....	11.34		S 4.20	
BELLEVUE.....	11.40		S 4.28	
AVALON.....			S 4.31	
BEN AVON.....			S 4.34	
EMSWORTH.....			S 4.37	
GLENFIELD.....				
GLEN OSBORNE.....			S 4.42	
SEWICKLEY.....	S 11.47	Will Not	S 4.46	Will Not
EDGEWORTH.....		Run	S 4.49	Run
SHIELDS.....		Sept. 7.	S 4.51	May 30,
LEETSDALE.....	11.52		4.58	July 4,
AMBRIDGE.....			S 4.58	Sept. 7.
BADEN.....	11.57		S 5.04	
FREEDOM.....			S 5.09	
WEST CONWAY.....	12.01		5.11	
ROCHESTER.....	S 12.04		S 5.13	
NEW BRIGHTON.....			S 5.13	
BEAVER FALLS.....	S 12.12		D 5.25	
WOOD				
(Lake Reg.).....	12.25			
FOURTH AVE.(Pgh. Reg.)..	S 4.19		S 4.48	
MONON.....		S 4.21		S 4.50
SMITHFIELD ST.....	S 4.22		S 4.51	
CORLISS.....	S 4.30		S 4.58	
INGRAM.....	S 4.34		S 5.01	
CRAFTON.....	S 4.36	Will Not	S 5.04	
IDLEWOOD.....	S 4.38	Run	S 5.06	
WAGNER.....	4.42	Sept. 7.]	5.08	
ROSSLYN.....	S 4.43		S 5.09	
CARNEGIE.....	S 4.46		S 5.12	
FORT PITT.....				
WALKERS MILL.....				
RENNERDALE.....	S 4.52		S 5.17	
GREGG.....			F 5.19	
OAKDALE.....	S 4.58		S 5.24	
NOBLESTOWN.....	S 5.01		F 5.26	
STURGEON.....	S 5.04		F 5.28	
LAUREL HILL.....			5.31	
McDONALD.....	S 5.09		S 5.32	
PRIMROSE.....	S 5.12			
MIDWAY.....	S 5.16		S 5.37	
BULGER.....	S 5.20		F 5.41	
RACCOON.....	S 5.23		F 5.44	
BURGETTS.....			5.49	
CENTER AVE.(Burgetts Br.)	D 5.35		D 5.52	
CO				
WEIRTON JCT.....				
STEBENVILLE.....				
MINGO JCT.....				
ACRE (Buckeye Reg.).....				
Arrive	P. M.	P. M.	P. M.	P. M.
	53	715	427	717

FIRST CLASS					
#429	445	7	77	23	
DAILY	DAILY	DAILY	DAILY	DAILY	
EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
S 4.45	E 6.50	E 7.45	S 10.30	S 10.80	
S 4.49	6.54			10.34	
S 4.55	7.00			10.40	
F 4.58					
S 5.00					
S 5.02					
S 5.05					
S 5.09					
S 5.11				S 10.48	
S 5.13					
F 5.15					
S 5.20	7.10			10.53	
S 5.21					
S 5.25	7.15			10.58	
S 5.31					
S 5.33	7.20			11.02	
S 5.35	E 7.24			S 11.05	
S 5.40					
D 5.48				S 11.13	
		7.37		11.23	
			7.50	10.35	
	Will Not		7.58	10.41	
	Run				
	May 30,				
	July 4,		8.06	10.47	
	Sept. 7.				
			8.24	11.04	
			8.32	11.10	
			8.37	11.14	
			8.51	11.29	
			8.58	11.37	
			S 11.50		
			9.06	12.01	
			9.20	12.15	
	P. M.	P. M.	P. M.	A. M.	P. M.
	429	45	7	77	23

STATIONS	FIRST CLASS			
	50	712	424	
	A. M.	A. M.	A. M.	
Arrive				
PITTSBURGH.....	S 3.45	S 6.30	S 7.15	
FEDERAL STREET.....	3.41		D 7.10	
BELLEVUE.....	3.35		S 7.02	
AVALON.....			S 7.00	
BEN AVON.....			S 6.57	
EMSWORTH.....			S 6.54	
GLENFIELD.....			S 6.49	
GLEN OSBORNE.....				
SEWICKLEY.....		Will Not	S 6.44	
EDGEWORTH.....		Run	S 6.41	
SHIELDS.....		Sept. 7.		
LEETSDALE.....	3.26		S 6.38	
AMBRIDGE.....			S 6.34	
BADEN.....	3.21		S 6.29	
FREEDOM.....			S 6.24	
WEST CONWAY.....	3.17		S 6.22	
ROCHESTER.....	3.15		S 6.19	
NEW BRIGHTON.....			S 6.15	
BEAVER FALLS.....			S 6.12	
WOOD				
(Lake Reg.).....	3.05			
FOURTH AVE.(Pgh. Reg.)..		D 6.27		
MONON.....		6.25		
SMITHFIELD ST.....		S 6.23		
CORLISS.....		S 6.18		
INGRAM.....		S 6.15		
CRAFTON.....		S 6.12	Will Not	
IDLEWOOD.....		S 6.10	Run	
WAGNER.....		6.08	Sept. 7.	
ROSSLYN.....		S 6.07		
CARNEGIE.....		S 6.04		
FORT PITT.....				
WALKERS MILL.....				
RENNERDALE.....		S 5.57		
GREGG.....				
OAKDALE.....		S 5.52		
NOBLESTOWN.....		S 5.50		
STURGEON.....		S 5.48		
LAUREL HILL.....		S 5.45		
McDONALD.....		S 5.44		
PRIMROSE.....				
MIDWAY.....		S 5.39		
BULGER.....		F 5.35		
RACCOON.....		S 5.31		
BURGETTS.....		S 5.28		
CENTER AVE. (Burgetts Br.)		S 5.25		
CO.....				
WEIRTON JCT.....				
STEBENVILLE.....				
MINGO JCT.....				
ACRE (Buckeye Reg.).....				
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	
	◇50	≠712	≠424	

	FIRST CLASS				
	714	426	32	54	14
	A. M.	A. M.	A. M.	A. M.	P. M.
	S 7.15	S 7.45	S 7.55	S 7.55	E 3.10
		D 7.40		7.51	
		S 7.32		7.45	
		S 7.29			
		S 7.27			
		F 7.23			
		S 7.19			
	Will Not	S 7.17		B 7.34	
	Run	S 7.15			
	May 30,	S 7.13			
	July 4,	7.11		7.32	
	Sept. 7.	S 7.08			
		S 7.03		7.27	
		S 6.57			
		S 6.55		7.22	
		S 6.53		7.20	
		S 6.48			
		S 6.45		B 7.12	
				7.07	
	D 7.09				
	7.03		7.51		3.06
	S 7.02				
	S 6.55		7.45		3.01
	S 6.51				
	S 6.47	Will Not			
	S 6.44	Run			
	S 6.42	May 30,	7.40		2.55
	S 6.41	July 4,			
	S 6.37	Sept. 7.			
	F 6.30				
	S 6.27				
	S 6.24				
	S 6.22				
	S 6.19				
	S 6.17				
	S 6.15		7.26		2.39
	S 6.14				
	S 6.11				
	S 6.08				
	S 6.03		7.21		2.33
	S 5.59				
	S 5.56		7.16		2.28
	S 5.53				
				7.02	2.13
				6.54	2.05
		S 6.46			E 1.55
		6.43			1.50
				6.30	1.35
	A. M.	A. M.	A. M.	A. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY	DAILY EX. MON.
	≠714	≠426	◇32	◇54	◇14

STATIONS	FIRST CLASS WESTWARD		FIRST CLASS EASTWARD	
	#0941 DAILY EX. SAT. & SUN.	#0923 DAILY EX. SAT. & SUN.	#0922 DAILY EX. SAT. & SUN.	#0924 DAILY EX. SAT. & SUN.
	Leave A. M.	Leave P. M.	Arrive A. M.	Arrive P. M.
	Will Not Run	Will Not Run	Will Not Run	Will Not Run
	Sept. 7.	Sept. 7.	Sept. 7.	Sept. 7.
KISKIMINETAS JCT.....	S 6.08	F 3.45	F 6.35	F 5.52
FREEPORT.....	S 6.09	S 3.50	S 6.30	S 5.46
HARRIS.....	6.13			5.44
BEALE.....	6.15			5.42
NATRONA.....	S 6.18			S 5.38
BRACKENRIDGE.....	S 6.20			S 5.35
TARENTUM.....	S 6.23			S 5.32
HIGGINS.....	6.26			5.29
CREIGHTON.....	S 6.27			S 5.28
SPRINGDALE.....	S 6.32			S 5.23
CHESWICK.....	S 6.37			S 5.19
ACME.....	6.39			5.18
HARMAR.....	6.42			5.16
BLAWNOX.....	S 6.46			S 5.11
ASPINWALL.....	S 6.50			S 5.07
UY.....	6.52			5.05
CM.....	6.57			5.00
PITTSBURGH.....	S 7.10			S 4.45
	Arrive A. M.	Arrive P. M.	Leave A. M.	Leave P. M.
	941	923	922	924

ALADDIN TO PITTSBURGH—SOUTHWARD

STATIONS	FIRST CLASS		
	#0913 DAILY EX. SAT. & SUN.	#0923 DAILY EX. SAT. & SUN.	
	Leave A. M.	Leave P. M.	
	Will Not Run	Will Not Run	
	Sept. 7.	Sept. 7.	
ALADDIN.....		S 3.40	
SCHENLEY.....		S 3.42	
KISKIMINETAS JCT.....	S 6.08	F 3.45	
GARVERS FERRY.....	S 6.12		
BRAEBURN.....	S 6.21		
ARNOLD.....	S 6.28		
FN.....	6.30		
NEW KENSINGTON.....	S 6.32		
PARNASSUS.....	S 6.35		
BARKING.....	F 6.41		
OAKMONT.....	S 6.48		
VERONA.....	S 6.51		
DN.....	6.52		
CM.....	7.06		
PITTSBURGH.....	S 7.20		
	Arrive A. M.	P. M.	
	913	923	

STATIONS	FIRST CLASS NORTHWARD		FIRST CLASS SOUTHWARD	
	#807 DAILY EX. SAT. & SUN.		#810 DAILY EX. SAT. & SUN.	
	Arrive A. M.		Leave P. M.	
	Will Not Run		Will Not Run	
	Sept. 7.		Sept. 7.	
PITTSBURGH.....	S 7.00		S 4.33	
FOURTH AVENUE.....	D 6.55		S 4.36	
MONON.....	6.53		4.38	
OB.....	6.46		4.43	
HOMESTEAD.....	S 6.40		S 4.51	
KENNY.....	6.34		4.55	
DUQUESNE.....	S 6.31		S 4.58	
SOUTH DUQUESNE.....	S 6.28		S 5.01	
CR.....	6.24		5.05	
DRAVOSBURG.....	S 6.22		S 5.07	
WILSON.....	S 6.16		F 5.13	
CLAIRTON.....	S 6.13		S 5.18	
WEST ELIZABETH.....	S 6.09		S 5.22	
ELRAMA.....	S 6.04		S 5.26	
H.....				
	Leave A. M.		Arrive P. M.	
	807		810	

PITTSBURGH TO ALADDIN—NORTHWARD

STATIONS	FIRST CLASS		
	922	914	924
	Arrive A. M.	P. M.	P. M.
	Will Not Run	Will Not Run	Will Not Run
	Sept. 7.	Sept. 7.	Sept. 7.
ALADDIN.....	S 6.40		
SCHENLEY.....	S 6.38		S 5.54
KISKIMINETAS JCT.....	F 6.35	S 5.46	F 5.52
GARVERS FERRY.....	S 5.41		
BRAEBURN.....		S 5.35	
ARNOLD.....		S 5.29	
FN.....		5.26	
NEW KENSINGTON.....		S 5.25	
PARNASSUS.....		S 5.19	
BARKING.....		F 5.16	
OAKMONT.....		S 5.09	
VERONA.....		S 5.06	
DN.....		5.05	
CM.....		4.55	
PITTSBURGH.....		S 4.40	
	Leave A. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN. #0922	DAILY EX. SAT. & SUN. #0914	DAILY EX. SAT. & SUN. #0924

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Lewistown*	7.00 AM to 8.00 PM	11.01 AM to 8.00 PM	11.01 AM to 8.00 PM
Huntingdon*	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM	Closed
Tyrone*	7.00 AM to 6.30 PM	9.30 AM to 6.30 PM	9.30 AM to 6.30 PM
Altoona	Continuously	Continuously	Continuously
Johnstown	7.40 AM to 12.10 AM	7.40 AM to 12.10 AM	7.40 AM to 12.10 AM
Latrobe	5.30 AM to 11.30 PM	5.30 AM to 11.30 PM	5.30 AM to 11.30 PM
Greensburg	5.00 AM to 10.59 PM	5.00 AM to 10.59 PM	5.00 AM to 10.59 PM
Jeannette*	5.00 AM to 4.00 PM	Closed	Closed
Irwin*	5.00 AM to 4.00 PM	Closed	Closed
Pitcairn*	6.00 AM to 3.10 PM	Closed	Closed
Wilmerding*	6.30 AM to 3.30 PM	Closed	Closed
East Pittsburgh*	7.15 AM to 4.15 PM	Closed	Closed
Braddock*	6.00 AM to 5.15 PM	Closed	Closed
Swissvale*	6.15 AM to 4.30 PM	Closed	Closed
Edgewood*	5.15 AM to 10.00 AM 11.00 AM to 2.15 PM	Closed	Closed
Wilkesburg*	6.00 AM to 5.15 PM	Closed	Closed
East Liberty	6.00 AM to 10.30 PM	7.30 AM to 10.30 PM	7.30 AM to 10.30 PM
Pittsburgh	Continuously	Continuously	Continuously
Homestead*	6.15 AM to 5.00 PM	Closed	Closed
Dravosburg*	6.00 AM to 3.10 PM	Closed	Closed
Clairton*	6.00 AM to 5.30 PM	Closed	Closed
Freeport*	5.30 AM to 2.30 PM	Closed	Closed
Tarentum*	6.00 AM to 3.00 PM	Closed	Closed
Aspinwall*	6.00 AM to 8.00 AM 1.00 PM to 3.00 PM	Closed	Closed
Oakmont*	6.30 AM to 11.00 AM 1.00 PM to 4.30 PM	Closed	Closed

Station	Monday to Friday	Saturday	Sunday
New Kensington*	6.00 AM to 3.00 PM	Closed	Closed
Emsworth*	6.30 AM to 11.30 AM 12.30 PM to 3.30 PM	Closed	Closed
Sewickley*	6.30 AM to 3.30 PM	Closed	Closed
Rochester	5.30 AM to 9.00 AM 10.00 AM to 4.00 PM 5.00 PM to 11.30 PM	2.30 PM to 4.00 PM 5.00 PM to 11.30 PM	2.30 PM to 4.00 PM 5.00 PM to 11.30 PM
Beaver Falls(*)	5.30 AM to 9.00 AM 10.00 AM to 4.00 PM 5.00 PM to 11.30 PM	2.30 PM to 4.00 PM 5.00 PM to 11.30 PM	2.30 PM to 4.00 PM 5.00 PM to 11.30 PM
Fourth Ave.*	4.00 PM to 5.00 PM	Closed	Closed
Corliss*	6.30 AM to 3.30 PM	Closed	Closed
Burgettst'n*	8.00 AM to 5.00 PM	Closed	Closed
Steubenville	5.00 AM to 10.30 PM	5.00 AM to 10.30 PM	5.00 AM to 10.30 PM

*Closed Memorial, May 30, Independence, July 4 and Labor Day, September 7.

(*)Open 3.00 PM to 12.00 Mid. Holidays.

EXTRA STOPS—PASSENGER TRAINS

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

U. S. MAIL WORK

STATIONS	WESTWARD					EASTWARD			
	55	61	25	39	13	12			
Marysville (Phila. Reg.)									
Duncannon									
Newport			D-1-4 J-K						
Thompsontown									
Port Royal			C D 1-4						
Mifflin			C D 1-4						
Lewistown					D-N 1				
McVeytown									
Newton Hamilton									
Mount Union									
Mapleton			C D 1-4						
Mill Creek			C D 1-4						
Huntingdon					D-N 1				
Petersburg			C D 1-4						
Barree									
Spruce Creek			C D 1-4						
Birmingham									
Gallitsin			J						
Cresson	D-8 N	D-1-2 N	CD-1 N-J			E-5			
Johnstown					D 1				
Torrance	D-6	D-1-2	D-1-4						
Greensburg				E-1-2	D-N 1				
Grapeville			D-1-4						
Larimer (Crane just east of GP)			D-1-4						
Trafford									
East Liberty					D-N 1-2-4				
	45	31	53			54			
Beaver Falls			E			D			
New Brighton			C-1 D			D-1			
Sewickley			E			D-1			
Leetsdale			C D 1						
Ambridge	G		D-1 F						
Baden									
Freedom									
Rochester			E			D			
Steubenville (just east of Washington St.)		D-K							

SEE NOTES ON PAGE 49

NOTES—U. S. MAIL WORK

- C—Mail caught from crane only.
D—Mail delivered only.
CD—Mail caught and delivered.
E—Train stops. Mail received or delivered or both.
F—Train stops, Sunday only, mail received or delivered or both.
G—Train stops. Holidays only, mail received or delivered or both.
J—Train stops, on request of Mail Clerk, to receive or deliver or both.
K—Reduce speed to 10 miles per hour.
M—Reduce speed to 20 miles per hour, daily except Sunday and Monday.
N—Reduce speed to 25 miles per hour.
1—Daily, except Sunday.
2—Daily, except Monday.
3—Daily, except Saturday.
4—Daily, except Holidays.
5—Saturday, except Holidays only.
6—Monday only.
7—Sunday only.
8—Day after Holidays.
9—Daily, except day after Holidays.

Conductor will ascertain from mail clerk at the initial terminal the amount of mail to be discharged at each station specified where train is not scheduled to stop, and instruct engineman as to the speed at such stations or stop to be made if the amount of mail is such that it cannot be discharged with safety.

NOTE.—Letters and characters as used on this page have no reference to their application as provided for in Special Instruction 1004-A or 1004-B1.

FREIGHT SERVICE BETWEEN WAYNESBURG AND WASHINGTON

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

The time shown conveys no time-table authority.

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

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

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

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD—NORTHWARD

The time shown conveys no time-table authority.

STATIONS	VL-9 (1)	PC-7 (1)	LCL-7 (2-3-6)	WC-15 (1)	BC-7 (1)	PH-11 (3)	LCL-1 (3-6)	WC-7 (1)	LCL-9 (3-6)	WC-5 (4)	2 nd LCL-1	TT-3 (3-4-6)	CE-5 (4)	EC-7 (1)	LCL-3 (3-6)	SWC-1 (1)	GWC-1 (1)	PWC-1 (3)	TT-1 (3-6)	CIN-1 (1)	NWC-1 (1)	
Banka.....																						
Look Haven.....																						
Antia.....																						
Slope.....																						
JD.....																						
Brady.....																						
SZ.....																						
WC.....																						
CM.....																						
PITT.....																						
Federal Street.....																						
Shire Oaks.....																						
Expfen.....																						
Souly.....																						
East Conway.....																						
West Conway.....																						
Rochester.....																						
Wood.....																						
Yellow Creek.....																						
Mingo Junction.....																						
Acre.....																						
Arrive																						

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Holidays. (6) Daily except day after Holidays.
(7) Daily except Saturday. (8) Saturday only. (9) To operate as required. (10) Daily except Friday.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD—NORTHWARD

The time shown conveys no time-table authority.

STATIONS	WC-1 (1)	BC-5 (3)	ED-3 (1)	AN-3 (1)	PD-1 (4)	SA-1 (1)	WC-11 (1)	CBF-2 (4-9)	PG-5 (1)	SW-1 (1)	PC-1 (1)	CP-1 (1)	HW-3 (1)	WC-9 (1)	CBF-4 (1)	AS-11 (1)	EP-1 (1)	TH-3 (1)	VC-1 (1)	
Banka.....																				
Look Haven.....																				
Antia.....																				
Slope.....																				
JD.....																				
Brady.....																				
SZ.....																				
WC.....																				
CM.....																				
PITT.....																				
Federal Street.....																				
Shire Oaks.....																				
Expfen.....																				
Souly.....																				
East Conway.....																				
West Conway.....																				
Rochester.....																				
Wood.....																				
Yellow Creek.....																				
Mingo Junction.....																				
Acre.....																				
Arrive																				

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Holidays. (6) Daily except day after Holidays.
(7) Daily except Saturday. (8) Saturday only. (9) Daily except Thursday. (10) Daily except Friday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD—SOUTHWARD

The time shown conveys no time-table authority.

STATIONS	WPB-4 (1)	CNY-2 (1)	ED-46 (1)	CP-8 (1)	EP-2 (1)	CG-2 (1)	CBF-3 (1)	SW-2 (1)	FW-8 (1)	ED-46 (1)	NF-4 (9)	PC-8 (1)	ED-4 (1)	HW-2 (1)	CIN-2 (1)	CE-4 (1)	CS-6 (1)	CS-8 (1)	TT-2 (3-6)	AN-16 (1)
Arrive	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.
Banks.....	12.45	12.01		1.00		2.50			4.15		4.00		6.50	11.15	11.00	9.00		3.00	7.45	3.45
Look Haven.....																		12.01	5.15	10.30
Antis.....	8.45	7.50		9.00		10.40			1.00		1.20		3.50	6.30	8.00	5.45		11.15	4.30	
Slope.....	7.45	7.05		8.00		9.40			12.01		12.20		3.05	4.30	7.15	4.45		8.30		
JD.....	4.45	5.00		6.00					9.15				2.00	12.30						
Brady.....		4.00					7.00				9.05	9.30								
SZ.....		3.15				6.10				43rd Street	8.05	8.30								
WG.....		6.00				5.10				8.00	7.35	8.30								
CM.....		4.30								6.30	6.35	7.45								
PITT.....										6.30	6.35	7.45								
Federal Street.....	1.30	2.30	2.15				3.30		5.30	6.30	6.35	7.45	11.15	8.30	2.30	12.01		5.45	12.15	
Shire Oaks.....																				
Esplan.....		2.35				4.30														
Scully.....																				
East Conway.....	12.45		1.00	1.30		2.45			4.45	5.30		6.30	10.30	7.30	1.45	11.15	5.00	11.05		
West Conway.....	2.00				2.15			5.15					7.30		9.45	7.55	9.30	11.10	10.00	
Rochester.....					2.00											7.45			9.40	
Wood.....											5.35		7.10				8.40	9.40		
Yellow Creek.....																				
Mingo Junction.....	12.30	1.10				2.55		3.15							7.45					
Acre.....	12.55					2.40		3.00							7.30					
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Wednesday. (6) Daily except Thursday. (7) Daily except Saturday. (8) Daily except Monday, Tuesday and Thursday only. (9) Tuesday and Thursday only. (10) Daily except Holidays. (11) Daily except day after Holidays.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD—SOUTHWARD

The time shown conveys no time-table authority.

STATIONS	LCL-2 (3-6)	CSB-8 (1)	SW-8 (1)	NW-82 (1)	TT-4 (3)	NF-6 (9-6)	ED-52 (1)	CG-8 (1)	CE-2 (3)	CBF-1 (1)	SC-6 (1)	NW-88 (1)	AS-10 (1)	CP-6 (1)	SW-10 (1)	PC-6 (1)	GRB-2 (1)	CA-10 (1)	ED-2 (4)	
Arrive	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	
Banks.....	7.45				10.45	9.15		12.50	8.00			4.15			1.45	5.45				
Look Haven.....		2.00				6.35		8.30	4.30		11.59				9.45	1.30				
Antis.....	4.45	11.45			8.10	5.35		7.30	3.30		11.00				8.45	12.30		5.30		
Slope.....	3.50	3.45			7.20				12.15						5.45			1.45		
JD.....										7.00			16th Street							
Brady.....												7.00								
SZ.....	12.40	1.10			4.05	2.20		4.00	8.15		3.15				2.45			9.00		
WG.....	10.25	9.45			1.15	1.20	4.15	3.00			8.45					6.00				
CM.....	10.00					12.50							6.30							
PITT.....		10.00																		
Federal Street.....	9.35	9.45				12.20														
Shire Oaks.....																				
Esplan.....					12.40		12.45	2.25			4.45	5.15								
Scully.....											3.15									
East Conway.....		9.00							7.30	2.30	3.15				2.00			8.15		
West Conway.....			1.05	1.15					2.35						8.05					
Rochester.....																				
Wood.....	8.45					11.20														
Yellow Creek.....									1.45											
Mingo Junction.....			11.05	11.15	11.20			12.53				3.43								
Acre.....			10.50	11.00	11.05			12.38				3.28								
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Wednesday and Thursday only. (6) Daily except Thursday. (7) Daily except Saturday. (8) Daily except Monday, Tuesday and Thursday only. (9) Tuesday, Wednesday and Thursday only. (10) Daily except Holidays. (11) Daily except day after Holidays.

SPECIAL INSTRUCTIONS

GENERAL RULES

Uniforms

100J-1A. Designated uniformed employes must wear the standard uniform October 1st to April 30th, both inclusive.

The uniform designated for summer use only may be worn May 1st to September 30th, both inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

Unauthorized Persons on Engines

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

Personal Injuries

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

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

100R-2A. Medical Officers and Surgeons

Location	Name and Address	Telephone Number
Mifflin	Robert P. Banks (Surgeon) 117 North Main St. Mifflintown, Pa.	Bell 76 Res. Bell 158
Lewistown	C. B. McClain (Surgeon) 18 North Main St.	8-5623 8-4733
	S. J. Marthouse, M. D. (Part-time Medical Officer) 18 North Main St. By appointment	8-3844
Huntingdon	F. S. Mainzer (Surgeon) 302 8th St.	Mi-3-4960 Mi-3-2290
	Philip F. Dunn, M. D. (Part-time Medical Officer) 601 Penn St. By appointment	Mi-3-0540
Tyrone	Carey C. Bradin (Surgeon) 1108 Logan Ave.	MU-4-1063
	Norman B. Ream, (Part-time Medical Officer) 218 East 10th St.	MU-4-1052 MU-4-1855
Bellefonte	LeRoy D. Locke, M. D. (Part-time Medical Officer) 126 North Allegheny Street Bellefonte, Pa.	EL-5-2436

Location	Name and Address	Telephone Number
Osceola Mills	Peter Guillard, (Part-time Medical Officer) Curtin St.	Bell 3861
Altoona	P. P. Denning (Medical Officer) 9th Ave. & 12th St. Daily except Saturday, Sunday and Holidays 7.30 A. M. to 4.00 P. M.	P.R.R. 531
	A. S. Kech (Surgeon) 1221 12th Ave.	WI-2-9127
	C. E. Snyder (Surgeon) 1201 6th Ave.	WI-2-2798
	R. S. Magee (Surgeon) 1308 9th St.	WI-4-0841
	B. L. Hull (Surgeon) 1309 11th St.	WI-4-7416
Pittsburgh	L. W. Dibert, MD (Medical Officer) Office, 228 Pennsylvania Station 7.30 A. M. to 4.00 P. M. Daily except Saturday, Sunday and Holidays NOTE—When Medical Officer's office is closed, surgical attention, if necessary, may be arranged through the office of the Station Master at Pittsburgh.	(Co. phones) 720 729 730 835 (Co. phone)
	John L. Hamilton (Surgeon) Office, Allegheny General Hospital Office, 560 Grant St. Res., Glenshaw	FA-2-0100 EX-1-1690 Glenshaw 1-062
	William M. McNaugher (Surgeon) Office, Clark Bldg., 717 Liberty Ave. Res., 6850 Reynolds St.	ATlantic 1-4882 MOntrose 1-0237
	James A. Cowan, Jr. (Surgeon) Office, Clark Bldg., 717 Liberty Ave. Office, Allegheny General Hospital Res., 144 Underwood Ave., Greensburg	ATlantic 1-4882 FAirfax 2-0100 Greensburg 2347
	Murray F. McCaslin (Oculist) Office, Carlton House, 560 Grant St.	ATlantic 1-4198
	Joseph J. McKee, M.D. Office and Res. 914 Welfer Street, Pittsburgh. For handling emergency calls to Penna. Station.	HA-1-0812
	Wm. M. McNaugher (Surgeon) Office, Clark Bldg., 717 Liberty Ave., Pittsburgh., Res. 6850 Reynolds St.	ATlantic 1-4882 Montrose 1-0237
	L. J. Boone, MD (Medical Officer) Office, Pitsairn Shop 7.30 A. M. to 4.00 P. M.	477 (Co. phone)
Greensburg	D. Ray Murdock (Surgeon) Office, First National Bank Bldg Res., 626 Park Lane, Valley Park Apts.	808 45
	H. Albert McMurray (Surgeon) Office, First National Bank Bldg. Res., 138 Underwood Ave., Gbg.	4900 4999

Location	Name and Address	Telephone Number
Latrobe	Homer R. Mather (Surgeon) Office, Mellon National Bank Bldg. Res., Main & Syivan St.	KEystone 7-4771 BEverly 8-8128
	J. H. Hamill (Surgeon) Office, Mellon National Bank Bldg. Res., Stader Apartments	KEystone 7-4751 KEystone 7-5639
Derry	John F. Blair (Surgeon and Part-time Medical Officer) Office and Res., 200 South Chestnut St.	OXbow 4-2765
	O. P. Oliver (Part-time Medical Officer) 113 East 2nd Ave.—By Appointment	OXbow 4-2781
Johnstown	Jos. P. Replogle (Surgeon) Office, 813 U. S. Bank Bldg. Res., Bias St.	6-8191 35-2676
	R. P. Zimmerman (Surgeon) Office, 808 U. S. Bank Bldg. Res., 105 Helen St., Southmont	7-3645 35-3100
	B. E. Longwell (Surgeon) Office, 340 Locust St. Res., 334 Gardner St., Southmont	7-4186 9-0175
	Ralph W. Morrison, Jr. (Part-time Medical Officer) Res. and Office, 425 Coleman Ave By Appointment	95-9993
Conemaugh	F. P. Dostal (Surgeon) Office and Res., 300 Greeve St.	Johnstown 6-0891
South Fork	E. Pope Dickinson (Surgeon) Office and Res., St. Michael, Pa.	2895
Portage	A. G. Neill (Surgeon) Office, Main St. Res., Sonman, Pa.	2671, 2673 or 3131, Ext. 6
Cresson	P. P. Denning (Medical Officer) 2nd and 4th Tuesday in month— 10.00 A. M. to 11.00 A. M.	
Ebensburg	H. J. Bennett (Surgeon) Office and Res., 121 Julian St.	29
Barnesboro	B. F. Bowers (Surgeon) Office and Res., Ebensburg, Pa.	1024
Punxsutawney	C. J. Seitz (Surgeon) Office, 402 W. Mahoning St Res., Punxsutawney R. D 2	1320
Patton	John A. Murray (Surgeon) Office and Res., 456 Magee Ave.	ORange 5-3251
McKeesport	Ralph N. Dougherty (Surgeon) Office, Peoples Union Bank Building Res., Mohawk Drive, Mt. Vernon	NOOrth 4-4222 NOOrth 4-4828
Monongahela	Philip F. Vaccaro (Surgeon and Part-time Medical Officer) Office, 113 Fourth St., Monongahela Res., 1215 Lincoln St.	Monongahela Blackburn 8-7919 Blackburn 8-7921
Shire Oaks		
N. Charleroi (W. Monessen)	A. S. Sickman (Surgeon) Office, 502 Lincoln Ave. Res., 516 Lincoln Ave.	Hudson 36519 or 38392
Brownsville	Matthew P. Ward (Part-time Medical Officer) Office, Room 207, Union Station Brownsville, Pa.—By Appointment	State 5-8480

Location	Name and Address	Telephone Number
Youngwood	A. D. Barnhart (Surgeon) Res., Fourth and Chestnut Sta.	Walker 5-7271
	Theodore A. Schultz (Part-time Medical Officer) Res. and Office, 7 North Fourth St. By Appointment	Walker 5-7362
Connellsville	D. S. Newill (Surgeon) Office, 210 National Bank & Trust Bldg. Res., Breakneck Road	Market 8-4750
Uniontown	J. E. Shelby (Surgeon) Office, 54 West Fayette St. Res., 18 Barton Mill Road	GE-76931 GE-86637
Indiana	F. J. Kellam (Surgeon) Office, Indiana Theater Bldg. Res., Punxsutawney Road, Indiana	5-4161 5-2139
Blairsville	Samuel Cohen (Surgeon and Part-time Medical Officer) Office 50 W. Market St. Res. Wm. Penn Highway	240 21
Vandergrift	W. J. Lace (Surgeon) 175 Washington Ave.	Office 600 Residence 156
Tarentum	R. W. Heineman (Part-time Medical Officer) Office, 208 Corbet Street Tarentum, Pa.	ACademy 4-3222
Freeport	Russell L. Moseley (Part-time Medical Officer) Office, 407 Market St., Freeport, Pa.	Freeport 26-R-1
Butler	Edward C. Lutton (Surgeon) Office, 127 East Cunningham Street Res., R. D. No. 5, Butler	7-4990 2-4000
Oakmont	Charles E. Piper (Surgeon) F. W. Nicklas (Surgeon) Office, Henke Bldg., Delaware and Allegheny Aves. Res., 220 Eighth St.	515 600
Kittanning	Sidney G. Sedwick (Surgeon) Office and Residence, 114 South McKean St.	1481
Conway	V. A. Hetzler, M.D. (Surgeon) Rochester General Hospital Res. 1100 Washington Ave. Monaca	Spruce 4-6060 Spruce 4-3274
	W. A. Trepak (Medical Officer) 8.30 A. M. to 5.00 P. M.	Rochester (P. R. R. Exchg.) 329
Freedom	John H. Boal (Surgeon) Office, 506 Third Ave. Res., 352—3rd St., Beaver	Rochester SP-5-2545 SP-5-0787
Rochester	G. M. Durschinger (Surgeon) Res. and Office, 101 Hinds St. (If no answer, call)	Rochester SP-5-0716 SP-4-2540
Beaver Falls, Pa.	G. R. Boyd, M.D. (Surgeon) Res. and Office, 1220 Eighth Avenue	B. Falls 533
Wellsville	George O. Kemeny, M.D. (Part-time Medical Officer) Res. and office, 1100 Main Street	LEnox 2-3456
E. Liverpool	C. H. Bailey (Surgeon) Office, Potter's Savings & Loan Co. Bldg. (If no answer, call)	FU-5-4323
	William J. Horger (Part-time Medical Officer) 1010 Pennsylvania Ave. By Appointment	FULTon 5-7394

Location	Name and Address	Telephone Number
Carnegie	W. J. Connelly (Surgeon) Office, 111 E. Main St. Res., 826 Washington Ave.	BRowning 6-1775
Houston	David N. Ingram (Surgeon) Office, First National Bank Bldg. Res., Mill Seat Pl.	Canonsburg SHerwood 5-5010 SHerwood 5-5012
Burgettstown	A. O. Hindman (Surgeon) Office, 31 Main St. Res., 17 Lincoln Ave.	Burgettstown WHitney 7-3332 WHitney 7-3331
Weirton	J. L. Thompson (Surgeon) Office, Weirton Steel Co., Emergency Hospital Res., 3941 Palisades Drive	680 1283
	Paul Mesaros (Surgeon) Office, Professional Bldg., Weirton, W. Va. Or 224 North 5th St., Steubenville, Ohio Res., 209 St. John St., Weirton, W. Va.	424 AT-2-3535 5270
Chester	C. H. Bailey (Surgeon) Office, Potter's Savings & Loan Co. Res., Park Boulevard East Liverpool, Ohio	Fulton 5-4323
Steubenville	A. E. Winston (Surgeon) Office, 400 National Exchange Bk. Bldg. Res., 200 Felows Esta	AT-2-3851 AM-4-0383
	H. F. Grazier (Medical Officer) Office, 621 North St.	PE 338
	Lester Stein, (Surgeon) for the handling of eye injuries. Office 339 Market St., Sinclair Bldg.	ATlantic 2-7671
Mingo Jct.	F. H. Riney (Surgeon) Office, 608-614 Commercial St. Res., 216 Steuben St.	KE-5-1171 KE-5-1172
	Ralph M. Rea (Surgeon) Office, 676 Commercial St. Res., 110 Western Ave.	KE-5-1987 KE-5-1562
Martins Ferry	R. H. Wilson (Surgeon) Office, 30 South Fourth St. Res., 64 North Fourth St.	ME-3-1442 ME-3-2358
Bellaire	J. F. Wilkinson (Surgeon) Office and Res., 4403 Jefferson St.	OR-6-0305
Wheeling	Louis B. Farri (Surgeon) Office, 21 Eleventh St. Res., Hubbard Lane	CE-3-2525 Woodside-2862
	Francis J. Gaydosh (Part-time Medical Officer) Office, 302 McLain Bldg. Twelfth and Market Sts. Office Hours: By appointment, except for Return-to-work Examinations. Res., 24 Maple Ave.	CE-2-6306 or CE-3-1000 CE-3-4363

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

100R-3A. Locations of Hospitals		
Location	Name and Address	Telephone Number
Lewistown	Lewistown Hospital Highland Ave.	8-5411
Huntingdon	J. C. Blair Memorial Hospital	Mi-3-2290
Tyrone	Tyrone Hospital Clay Ave. Extension	MU 4-1255
Philipsburg	Philipsburg State Hospital	Bell 205
Clearfield	Clearfield Hospital Turnpike Ave.	Bell 483
Bellefonte	Centre County Hospital Willowbank St.	EL-5-4801
Altoona	The Altoona Hospital Howard Ave. & 7th St.	WI 4-0811
Roaring Spring	The Nason Hospital Park Ave.	Bell 80
Cumberland	Allegheny Hospital 215 Decatur St.	Bell 1463
Pittsburgh	Allegheny General 320 East North Ave., N. S.	Fairfax 2-0100
	St. Joseph's 2117 East Carson St.	Hubbard 1-0500
Wilkinsburg	Columbia 312 Penn Ave.	FRemont 1-8600
Greensburg	Westmoreland Pittsburgh St.	5800
Latrobe	Latrobe Second Ave.	KEystone 7-7771
Johnstown	Conemaugh Valley Memorial 1086 Franklin St.	7-3521
Windber	Windber Hospital Association Somerset Ave.	867
Punxsutawney	The Adrian	89
Spangler	Miner's	760
McKeesport	McKeesport 1500 5th Ave.	HObart 6-4000
Monongahela	Memorial West Chess St.	Blackburn 8-4800
Brownsville	General Church St.	State 5-7200
Connellsville	State East Murphy Ave.	2400
Mt. Pleasant	Frick Memorial Main St.	2337
Uniontown	Uniontown West Berkley St.	83531
Indiana	Indiana	5-5571
Butler	Butler County Memorial East Brady St.	2731
Tarentum	Allegheny Valley Freeport Road	ACadamey 4-5100
New Kensington	Citizen's General 651 Fourth Ave.	Edison 7-3541

Location	Name and Address	Telephone Number
Kittanning	Armstrong County South McKean St.	43-1411
Sewickley	Valley Blackburn Road	Sewickley 2000
Rochester	General 500 Pinney St.	SP-4-6060
New Brighton, Pa.	Beaver Valley General Penn Avenue	N. Brighton 1020
East Liverpool	City West 5th St.	FU-5-7200
Washington	Washington Leonard Ave.	BA-5-7000
Steubenville	Gill Memorial 726 N. Sixth St.	AT-2-3671
	Ohio Valley Ross Park	AT-2-4541
Martins Ferry	Martins Ferry 83 North Third St.	ME-3-1100
Bellaire	The City 47th St.	OR-6-6772
Wheeling	Wheeling 109 North Main St.	CE-3-4455
	Ohio Valley General 20th and Eoff Sts.	CE-2-1122

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

First-Aid Boxes:

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

Stretchers:

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

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

OPERATING RULES

STANDARD TIME

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

TIME-TABLES

Letters and Characters

1004-A. The following letters and characters in schedules indicate:

- S**—Regular Stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- ✕—Passenger train—rail motor car.
- *—Passenger train—with passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ‡—Will not run on specified dates shown on schedule pages.
- #—Train may leave at scheduled arriving time when station work is completed.

1004-B1.

- P**—Stop on signal to discharge passengers from points west of Pittsburgh.
- Q**—Regular stop to discharge passengers from points east of Pittsburgh and to receive passengers.
- R**—Regular stop daily except Saturday, Sunday and Holidays for express, mail or newspapers.
- T**—Regular stop, Monday only, to unload newspapers.
- U**—Regular stop to receive passengers for west of Pittsburgh.
- V**—Regular stop daily except Saturday, Sunday and Holidays.
- W**—Stop on signal to discharge passengers from points east of Harrisburg and receive passengers for Columbus and beyond.
- X**—Stop to discharge passengers from east of Harrisburg.
- Y**—Stop on signal to receive passengers for Ft. Wayne and beyond or to discharge passengers from Harrisburg and beyond.
- Z**—Stop Sunday only for newspapers.
- †—Will run on specified dates shown on scheduled pages.
- No baggage service between Harrisburg and Altoona.

ENGINE WHISTLE SIGNALS

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

Track	Between	And
No. 1 Low Grade Branch	Region Post (Lake Reg.)	Rochester
No. 1 River Branch	Clayport	Yellow Creek
No. 1 Bayard Branch	Vanport	Rochester
No. 1 Secondary track	WG	Spring Hill
Yellow Creek Secondary track	River	Branch

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

Track	Between	And
No. 2 Low Grade Branch	Rochester	Region Post (Lake Reg.)
No. 2 River Branch	Yellow Creek	Clayport
No. 2 Bayard Branch	Rochester	Vanport
Yellow Creek Secondary track	Branch	River

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

Track	Between	And
H. & P. Secondary track	Alexandria	Pete
Morrison Cove Secondary track	Brook	Holly
No. 5	Gray	Wilson
No. 0	MO	AR
No. 0	Perry	WG
Clearfield Secondary track	Park	Vail
A Secondary track	Deer	Hunt
No. 0 Secondary track	E. E. Pit track	AO
No. 0 Secondary track	WG	Spring Hill
No. 2 South Fork Branch	W	JK
No. 1 West Penn, Brilliant Branch	CM	UY
Scully No. 1, Monongahela Branch	Monon	OB
Scully No. 1, Scully Branch	Wagner	Monon
O. C. Bridge No. 1	Jacks Run	Esplen
O. C. Bridge No. 4	Island Ave. Junction	Pennsylvania Ave.
Single, Chartiers Branch	Glenn	Wagner
Single, Burgetts Branch	CN	Burgetts
New Portage Secondary track	SF	Wye
Wheeling Secondary track	East Steubenville	Weirton Jct.

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

Track	Between	And
H. & P. Secondary track	Pete	Alexandria
Morrison Cove Secondary track	Holly	Brook
No. 6	SG	JD
Clearfield Secondary track	Vail	Park
No. 1 South Fork Branch	JK	W
No. 2 West Penn, Brilliant Branch	UY	CM
Scully No. 2, Monongahela Branch	OB	Monon
Scully No. 2, Scully Branch	Monon	Wagner
O. C. Bridge No. 2	Esplen	Jacks Run
O. C. Bridge No. 3	Pennsylvania Ave.	Island Ave.
Single, Chartiers Branch	Wagner	Glenn
Single, Burgetts Branch	Burgetts	CN
C Secondary track	Hunt	Deer
New Portage Secondary track	Wye	SF
Wheeling Secondary track	Weirton Jct.	East Steubenville

1014-A2. Referring to Rule 14:

- — — — o — Will apply on Valley No. 1 track, Brilliant Branch.
- — — — o — Will apply on Valley No. 2 track, Brilliant Branch.
- — — — o — Flagman return from west for trains on Black Lick Secondary track at KY.
- — — — o — Flagman return from north for trains on Susquehanna Secondary track at DF.

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

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

1014 (I)-A5. Referring to **Rule 14**, Engine whistle will not be used to sound crossing alarm within the limits of following Boroughs:

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

1014 (I)-A6. **Rule 14 (I)** will apply:

For the crossing just east of Pitcairn station only between the hours of 5:00 A. M. and 4:00 P. M.

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

Approaching No. 5 tunnel, Gould and prolong or repeat until entering tunnel.

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

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

1014 (I)-A7. Portable whistle sign (yellow disc on which is shown the letter **W** in black) will be placed approximately 1250 feet in advance of locations where trackmen are working on main and secondary tracks, as follows; and **Rule 14(1)** will apply.

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

1014-A8. When it is necessary for trains to stop to make minor repairs, the engineman will give four short blasts of engine whistle at the last block station, and in addition, communicate with operator by trainphone stating that such stop is to be made. The operator in turn will call the enginehouse and car inspection forces to meet the train.

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

Conemaugh—West of interlocking C Block Station.

Derry—Stop opposite enginehouse.

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

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

Eastward—Stop at Mile Post 22.

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

Conemaugh—Stop opposite enginehouse.

Derry—Stop opposite enginehouse.

Conway—Westward—Stop opposite enginehouse.

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

1014-A9. Whistling within the city limits of Pittsburgh must be kept to a minimum.

TRAIN SIGNALS

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

1019-A2. Trains of foreign Railroads may display train signals as required by the Operating Rules of their respective Railroads, when on this Region.

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

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

USE OF SIGNALS

Fusees and Torpedoes

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

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

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

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

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

1037-A1. An illuminated sign, bearing numerals "3" and "4", located on a post to the right of New Portage Secondary Track, at fixed signal 481 (westward distant signal for SF Interlocking).

This sign will indicate to which track at SF, westward trains on New Portage Secondary Track, are routed. When numeral "3" is illuminated, train is routed to No. 3 track at SF and when numeral "4" is illuminated, train is routed to No. 4 track.

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

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

1037-A4. The number of track to be used by train for Shire Oaks Yard will be displayed in South window at H for northward trains. When no indication is given, trainmen must obtain instructions by telephone before entering the yard tracks.

Slide Protection Fence

1043-A. The letters SP on a signal mast indicate the signal is connected with a slide protection fence and the most restrictive indication on such signal may be caused by a slide.

Employees finding such signals displaying the most restrictive indication, caused by a slide, must promptly report to Superintendent Transportation.

1043-A1. Slide protection fences in service:

Main Line

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

Monongahela Secondary Track

905 feet north of Mile Post 51 and a point 3075 feet north of Mile Post 51.	California-West Brownsville Jct.
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NOTE—On two or more main tracks, except where Rule 261 is in effect, trains moving against the current of traffic or against assigned direction on secondary tracks must be governed by signals marked SP for normal track and the signal governing approach thereto, in so far as protection against slides is concerned, approaching point where track may be obstructed prepared to stop when the signal displays its most restrictive indication.

SUPERIORITY OF TRAINS

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

GENERAL ORDERS

Bulletin Boards, Employees' Registers, Standard Clocks

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

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

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

Bulletin Board	Employee Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Beaver Falls— Freight Station Passenger Station	
.....	X	X		
X	X	.....	Midland, Freight Station	
X	X	X	Wellsville, Engine House	Lake
X	.....	.....	P.C.&Y.R.R., McKees Rocks	
X	X	X	Souly, Yard Master's Office	Buckeye Lake C.&N. Div. B.&O.R.R.
X	X	.....	Washington, Old Chestnut Street Passenger Station	
X	X	.....	Burgettstown, Freight Station	
X	X	X	Weirton Jct., Yard Master's Office	Buckeye Lake C. & N. Div. B.&O.R.R.
X	X	X	Weirton, Freight Station	
X	X	X	Chester, Freight Station	
X	X	X	Mingo Jct., Engine House	Lake Buckeye C.&N. Div. B.&O.R.R. Nickel Plate Road
X	X	.....	Mingo Jct., Scale Office	
X	X	.....	Mingo Jct., Yard Office (300 yard)	
X	X	.....	Mingo Jct., Yard Office (400 yard)	
X	X	X	Benwood, Engine House	
X	X	X	Martins Ferry, Freight Station	

NOTE—X indicates in service.

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

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

Standard Clocks

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

General Order Zones

1075-A4. General order zones of this region are as follows:

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

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

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

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

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

1075-A6. At Josephine, B. & O. crews will report to Operator EP for General Order information.

At Mahaffey, N.Y.C. crews will report to Operator EP for General Order information.

At Cherry Tree, (N.Y.C.) WS Block Station, N. Y. C. crews will report to Operator EP for General Order information.

MOVEMENT OF TRAINS

1083-A1. Rule S-83: Except on portions of the railroad where **Rule 261** is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the operator at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

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

SZ for Eastward trains to Turtle Creek Branch.

DN for Northward trains on Allegheny Branch.

AJ for Southward trains on Allegheny Branch.

Burgetts for Westward trains to Burgetts Branch.

Yard Limits

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

Track	Between	And
H. & P. Secondary Track	2500 feet East of Frank	Holly
Morrison Cove and Bedford Secondary Tracks	2328 feet North of Brook	East Freedom
Bedford Secondary Track	3843 feet North of Creek	3077 feet South of Ford
Bedford Secondary Track	2500 feet North of State	Jct. of P. R. R. and W. M. Ry. Tracks South of State Line
Mt. Dallas Secondary Track	Creek	1176 feet North of Dallas
Bald Eagle Branch	Lock Haven (Northern Reg.)	520 feet West of Post (Nor. Reg.)
Bellefonte Secondary Track	Miles	534 feet East of White (Nor. Region)
Clearfield Secondary Track	6500 feet North of Clearfield	Field
	1455 feet North of Phil	1814 feet South of Phil
	1300 feet North of Maple	4721 feet South of Mills
Moshannon Secondary Track	Mills	Coal
Cresson Secondary Track	EP	0.5 mile north of EP
	1.2 miles south of Ebensburg Jct.	0.9 mile north of Ebensburg Jct.
	1.1 miles south of Bradley Jct.	0.2 mile north of Bradley Jct.
	0.8 mile south of Patton	0.4 mile north of Patton
	0.5 mile south of Hastings Jct.	0.5 mile north of Hastings Jct.
	0.4 mile south of McGees Jct.	0.5 mile north of McGees Jct.
	1.0 mile south of Punxsutawney	RU
Black Lick Secondary Track	Ebensburg Jct.	1.1 miles west of Ebensburg Jct.
	0.7 mile east of Ebensburg	0.8 mile west of Ebensburg
	1.0 mile east of Nantyglo	0.7 mile west of Nantyglo
	1.2 miles east of Vintondale	0.8 mile west of Vintondale
	Josephine	Black Lick

Track	Between	And
Susquehanna Secondary Track	Bradley Jct.	0.4 mile north of Bradley Jct.
	0.2 mile south of Barnesboro	0.4 mile north of Barnesboro
	0.3 mile south of Cherry Tree	Cherry Tree Jct., N.Y.C.R.R.
Irvona Branch	Cresson	2.0 miles north of Cresson
	1.3 miles south of Irvona Jct.	0.6 mile north of Irvona Jct.
Paint Creek and Shade Creek Branches	Paint Creek Branch Jct.	0.1 mile south of Reitz No. 5 switch on Shade Creek Br.
Turtle Creek Branch	Trafford	0.7 mile east of BY
Southwest Secondary Track	0.4 mile north of County Jct.	0.7 mile south of Youngwood
	1.2 miles north of Scottdale (Mile Post 16)	1.8 miles south of Scottdale (Mile Post 19)
	1.4 miles north of Connellsville (Mile Post 23)	0.8 mile south of Dunbar (Mile Post 29)
	0.4 mile north of RS (Mile Post 36)	VA
Redstone Secondary Track	RS	0.2 mile north of RS
	0.2 mile south of Linn	BF
Allegheny Branch	DN	500 feet north of Mile Post 12
	4000 feet north of Mile Post 16	FN
	3350 feet north of Mile Post 26	Aladdin
	3500 feet south of FD	1866 feet south of Mile Post 47
	Mile Post 61	Brady
Butler Secondary Track	JB	Mile Post 1
	Mile Post 20	VO
Burgetts Branch	Burgetts	CN
Terminal Branch	WT	NY
Washington Secondary Track	Glenn	2640 feet west of Mile Post 4
	Mile Post 7	Mile Post 9
	MO	Mile Post 17, east of Meadow Lands
	WS	WH
Weirton Secondary Track	CY	WN

Track	Between	And
Wheeling Secondary Track	Weirton Jct.	Mile Post 9, west of Brook
	West End Beech Bottom Siding	East end Short Creek Siding
	Mile Post 18, east of East Warwood	UN
New Cumberland Branch	Weirton Jct.	WN
New Cumberland Secondary Track	WN	Mile Post 3, east of East Weirton
	One half mile east of East Toronto	One half mile east of Moscow
	NG	HS
Powhatan Secondary Track	One fourth mile east of Ohio Jct.	One fourth mile west of Wegee
	1500 feet east of Mile Post 54	PN

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

Track	Between	And
A, No. 1 and No. 2	Slope	Alto
No. 1 and No. 2	W	JK
No. 2	SZ	WG
No. 3	Westward Home Signal 2,050 feet west of CM	Penn Ave. overhead bridge (first over- head bridge west of East Liberty Sta.)
No. 1 and No. 2	Sig-Bridge M-48-49, 265 feet north of Hays	Switch connection in No. 1 track leading to south end of McKeesport Yard, 2600 feet south of South Duquesne.
No. 1 and No. 2	Signal No. 171, 1853 feet north of Wilson	Signal No. 202, 3640 feet north of West Elizabeth
No. 1 and No. 2	Floreffe	H

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

Authority to Proceed as an Extra

1097-A1. Referring to the Note to Rules S-97 and D-97 when a train is to run as a Passenger Extra it will be notified by the operator, except:

At Altoona and Pittsburgh, Station Masters are authorized to verbally instruct conductor to operate as a passenger extra. Conductor will instruct engineman.

Non-Interlocked Railroad Crossings at Grade

1098-A1. Movement of trains or engines on tracks of this region over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc. Governing Movements Over Crossing		Requirements	Note
	Type	Indication or Position		
Moshannon Sec. Trk. Bets Jct. N.Y.C.R.R.	Stop board	Stop	Stop before crossing	1
Phillipsburg Industrial Trk. Loch Lomond Jct. N.Y.C.R.R.	Stop board	Stop	Stop before crossing	1
Irvena Branch 6155 feet north of Junction at Blandburg, Harbison and Walker Brick Co. crossing.	None	None	It must be known that crossing is clear before using.	2
Johnstown, C.&B.L.R.R.	Interlocking.	More favorable than approach	Stop unless signal is received from switch-tender in addition to interlocking signal.	
McKeesport Secondary Track: Crossing with P.&L.E.R.R.	None	None	Stop before crossing. It must be known that crossing is clear before using.	
McKeesport Secondary Track: Crossing with B.&O.R.R.	None	None	Stop before crossing. It must be known that crossing is clear before using.	
Southwest Secondary Track: 528 feet south of SY Crossing with B.&O.R.R.	None	None	Stop before crossing. It must be known that crossing is clear before using.	3
Indiana Sec. Trk. Indiana Wye B.&O.R.R.	Position Light Signal	More favorable than stop	Cross without stopping.	4
Powhatan Sec. Trk. Tiltonville, Nickel Plate Road	Target	Horizontal	Stop before crossing.	5
Bridgeport, B.&O.R.R.	Target	Horizontal	Stop before crossing.	6
Bellaire, B.&O.R.R.	Target	Horizontal	Stop before crossing.	7

NOTE 1. Referring to Rule 9:
Night signals will not be displayed.

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

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

NOTE 2. Proceed not exceeding speed of 6 miles per hour. Engineman will observe Rule 14 (1) approaching crossing.

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

NOTE 4. The normal position of signals is for B. & O. R. R. movement over crossing.

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

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

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

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

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

NOTE 5. The normal position of target at Tiltonville will be for Nickel Plate Road trains. Nickel Plate Road cross-over switches will be locked with P.R.R. and Nickel Plate Road switch locks. Trainmen of P.R.R. trains will be required to change the position of the target, throw the cross-over switches for their movement over the crossing, and return switches to normal position after cross-over movement is completed.

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

NOTE 6. Target at B. & O. R. R. crossing west of Bridgeport station will be operated by trainmen and left in position last used.

NOTE 7. Target at B. & O. R. R. crossing east of Bellaire station will be operated by trainmen and left in position last used.

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

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

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

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

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

Track	Crossing	Location	Protection actuated by trains operating on tracks	Note	
Allegheny Branch	Stirling Lumber Co. Crossing	Verona	Hill Extension Track	5	
	Grant St.	Verona	Yard Tracks	5	
	College Ave. Washing'n Av. Penna. Ave. Hulton Road	Oakmont	Industrial Track Industrial Track Industrial Track Industrial Track	5 5 5 5	
	Third St. Fourth St. Fifth St.	Parnassus	New Kensington Industrial Track	5	
	Seventh St. Eighth St. Ninth St.	New Kensington	New Kensington Industrial Track	5	
	Road Crossing at Station	Braeburn	Braeburn Storage Track	5	
	Route 128	FD	Pittsburgh Plate Glass Co. Track	6	
	Chestnut St. Monteith St.	Kittanning	Kittanning Industrial Track	5	
	Bayard Branch	State Route 7	Wellsville	McLain Brick Industrial Track	5
River Branch	Stewart St. State Route 152, 1850 ft. east of MP 6	Empire	Storage Track and Union Clay Mfg. Co. Tracks south of No. 1 eastward Track.	6	
Main Line Panhandle	Logan St., 725 feet east of MP 43	Steubenville	Yard track, first track north of No. 2 westward track.	5-7	
	North St., 125 feet west of MP 43	Steubenville	Mill yard track, first track south of No. 1 eastward track. First three yard tracks north of No. 2 westward track.	5-7	
	Washington St., 800 feet west of MP 43	Steubenville	First six yard tracks, north of No. 2 westward track.	5-7	
	Slack St., 1700 feet east of MP 44	Steubenville	Industrial tracks, first and second tracks north of No. 2 westward track.	5-7	
	Souly Branch (P.C.&Y.)	Chestnut St., 675 feet east of MP 1 P.C.&Y.R.R.	Carnegie	Industrial track, first track south of No. 105 Secondary track.	5
Washington Secondary	College St., 2250 feet east of MP 14	Canonsburg	Industrial track, first track north of Secondary track. Industrial track, first track south of Secondary Track.		
	Pike St., 1550 feet east of MP 14	Canonsburg	Industrial track, first track south of Secondary Track.		
	Central Ave., 375 feet west of MP 14	Canonsburg	Industrial track, first track north of Secondary Track. Industrial track, first track south of Secondary Track.		
	Jefferson Ave., 775 feet west of MP 14	Canonsburg	Industrial track, first track south of Secondary Track.		
	Strabane Ave., 1500 feet east of MP 15	Canonsburg	Three Industrial tracks, first, second and third tracks north of Secondary Track and Industrial track, first track south of Secondary Track.		
	Main St., 1470 feet west of MP 15	Houston	Industrial track, first track south of Secondary Track.		
	Wheeling Secondary	Nineteenth St., 300 feet east of MP WJ-7	Wellsburg	Industrial track, first track north of single track and Industrial track, first track south of Secondary Track.	5
	New Cumberland Br.	Seventh St., MP WJ-8	Wellsburg	Industrial track, first track south of Secondary Track.	5
		Fifth St., 625 feet west of MP WJ-8	Wellsburg	Industrial track, first track south of Secondary Track.	5
	Cove Road crossing, State Rt. 22, 500 ft. west of CY	Weirton Jct.	Yard track, first track north of single track. Weirton Steel track, second track north of single track.	5	

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

NOTE 2. Limits of eastward and westward operating circuits indicated by a painted yellow disk. These operating circuits must be occupied to actuate the highway crossing signals.

A member of the train crew equipped with proper signaling devices must precede each movement over the crossing. After assuring himself that highway traffic light displays "RED" indication and all highway traffic is stopped, he will then give a proceed hand signal which will be authority for train or engine to pass over crossing. In addition, at Liberty Avenue a fixed signal must also display a proceed indication.

A train or engine finding fixed signal out of order may proceed over crossing it governs after determining that automatic highway gates are horizontal and highway traffic has stopped.

Except for emergency operation of wreck or work trains, movements over Liberty Avenue are restricted to four trips daily (two round trip movements) between the hours of 12.01 A. M. and 4.00 A. M.

NOTE 3. Limits of operating circuits on siding and/or storage tracks extend 70 feet each side of crossing.

Trains or engines on these tracks must not exceed a speed of 5 miles per hour over the crossing.

NOTE 4. Trains or engines moving on wye track must stop before passing over this highway crossing at grade and a member of the crew must protect the crossing in advance of each movement over the crossing.

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

NOTE 6. In event the automatic crossing protection is not operating, protection must be provided as prescribed by Rule 103.

NOTE 7. See Special Instruction 1103-A6.

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

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A4. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location	Location of push button to out out crossing protection manually	Note
Main Line	Traffic Route No. 603 (Nos. 3 & 4 tracks only)	McVeytown	In black box marked "PB" on north side of crossing adjacent to station building.	
Yard Track	Burds, 1000 feet west of DR	Derry	On flashing sign pole, north side of crossing and on instrument case, south side of crossing.	1
Black Lick Secondary	Chestnut Street	Nanty-Glo	On flashing signal post, west side of crossing and on Mine Track, north side of crossing.	2
Southwest Secondary	Ruth's Crossing	Scottdale	In metal box on instrument case, east side of tracks north of crossing and on pipe post west of track.	3
Indiana Secondary	School St. Church St.	Indiana	On relay case at crossing.	
Sully Br. (P.C.&Y.)	Chestnut St., 675 feet east of MP 1 (P.C.&Y.)	Carnegie	South side of crossing.	
Washington Secondary Track	College St., 2250 feet east of MP 14	Canonsburg	Standards on north and south side of crossing.	
	Pike St., 1550 feet east of MP 14	Canonsburg	Standards on north and south side of crossing.	
	Central Ave., 375 feet west of MP 14	Canonsburg	Standards on north and south side of crossing.	
	Jefferson Ave. 775 feet west of MP 14	Canonsburg	Standards on north and south side of crossing.	
	Strabane Ave. 1500 feet east of MP 15	Canonsburg	Standards on north and south side of crossing.	
Westland Industrial Track	Pike St., 2100 feet west of MP 0	Houston	Relay case at crossing.	
Powhatan Secondary Track	Public road, 705 feet west of MP 33	Yorkville	Flasher standard, north side of crossing.	
New Cumberland Branch	Cove Road crossing, State Rt. 22, 500 ft. west of CY	Weirton Jct.	Standards on north and south side of crossing.	

NOTE 1. The following instructions are in effect for manual operation of the signals when movements are being made over the crossing on YARD tracks:

Two push buttons at each location (one marked "Start" and the other "Stop") are located at the North and South Ends of the crossing and on the operator's desk in DR. The push buttons at the crossing are housed in iron boxes, locked with standard switch locks. The box on the North side is mounted on the post supporting the flasher signal and the one on the South side is mounted on the East side of the instrument case just west of the crossing.

A light indication on the operator's desk at DR will inform him whether or not the signals at the crossing are flashing.

When Eastward movements are being made over the crossing from the yard tracks to the main tracks, the operator at DR will start the signals flashing by pushing his "Start" button and

when train is entirely clear of the crossing he will stop them by pushing his "Stop" button.

When Westward movements are being made over the crossing, from main tracks to yard tracks, the operator at DR will start the signals flashing by using the proper push button and when the train is entirely clear of the crossing the trainman will stop the signals flashing by pushing the "Stop" button at the crossing.

When shifting movements are being made over the crossing on either yard track, trainmen will start and stop the signals flashing by pushing the proper buttons at the crossing.

NOTE 2. Movements to and from Black Lick Secondary and Interchange operate a short track circuit, the limits of which are marked by yellow discs. Cars will not be left standing between these markers.

In addition a push button with indication light is provided, located on the flashing signal post west of highway and north side of Webster Mine Track Crossing.

When a movement is being made on the siding over crossing, the trainmen will push this button and keep it pressed until white light indicates that train is actuating flashers. The track circuit limit on the secondary track for westward movement is also marked with yellow disc 1100 ft. east of crossing and westward trains having work to do at Nanty Glo will cut their train with rear end clear of the track circuit so that signals will not flash continually with no movement being made over or approaching the crossing.

NOTE 3. Operating circuits extend from crossing as follows:
Secondary Track—660 feet north and 660 feet south.

Siding—290 feet north and 305 feet south.

Storage Track—90 feet north and 90 feet south.

U. S. Casket Company Side Track—14 feet north and 50 feet south.

U. S. Cast Iron Pipe Company Track—90 feet south.

Before movements are made over crossing on storage tracks, U. S. Cast Iron Pipe Company track, trainmen will observe whether lights are flashing, and, if not, will push button, observe if lamp is lighted (indicating lights are flashing), hold button until movement is completed over crossing. All movements over crossing on U. S. Casket Company side track must be protected by pushing the button.

Similar push buttons, marked "Start" and "Stop", located on instrument case and pipe post, are to be used when cars or engines are left standing outside of track circuits extending 70 feet each side of crossing on the secondary track and siding. To prevent unnecessary flashing of signals on these tracks while shifting movements are being made trainmen will push "Stop" button for track involved. When movement is to be made over crossing pushing button marked "Start" will restore the flashing of signals. Each push button is lettered on cover door designating track involved.

Trains or engines must not exceed a speed of eight miles per hour on siding within the limits of the flashing lighting circuits.

Equipment must not be left standing within 350 feet of this crossing.

Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A5. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Track	Crossing	Location	Note
Main Line	Traffic Route No. 603 (tracks 1, 3 and 4)	McVeytown	
	Traffic Route No. 825 (tracks 3 and 4)	Tipton	
	No. 2 track, Philadelphia Ave.	Natrona	
	No. 1 track, Corbet St. No. 2 track, Lock St. No. 1 track, Center St. No. 2 track, Center St.	Tarentum	
	No. 1 track, Butler St.	Springdale	
	15th St., No. 2 track	Beaver Falls	1
H. & P. Secondary Track	No. 1 and No. 2 tracks, Newry Street	Hollidaysburg	
Bedford Secondary Track	State Route No. 47	2500 feet south of Claysburg	2
Morrison Cove Secondary Track	Traffic Route No. 286	McKee	
Clearfield Branch	12th Street 13th Street 14th Street	Tyrone	
Bald Eagle Branch	Traffic Route No. 58	Mill Hall	

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

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

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

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

Franklin Avenue.....	} Steubenville
Ross Street, No. 1 and No. 2 tracks only	
Logan Street.....	
North Street.....	
Washington Avenue.....	
Market Street.....	
Adams Street.....	
South Street.....	
Slack Street.....	

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

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

1103-A7. To avoid unnecessary operation of automatic highway crossing protection at Patterson's Crossing west of Burgettstown, eastward trains on all tracks are prohibited from letting any portion of their train stand on circuit which extends to a point 1580 feet west of Patterson's Crossing.

Protection for Public Highway Crossings at Grade

1103-B1. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on duty between the hours of:	Note
Yard	Jefferson St.	Mt. Union	10.00 PM and 2.00 PM Monday thru Friday, and 10.00 PM Friday to 2.00 PM Monday.	
Blairsville Industrial	Market St.	Blairsville	7.00 AM Sunday and 7.00 AM Monday	1
Economy Industrial Track	14th Street	Ambridge	4.00 PM and 8.00 AM Daily except Saturday and Sunday. Saturday and Sunday Continuously.	
Chartiers Branch	Main Street	Carnegie	10.00 PM Saturday and 10.00 PM Sunday	
Washington Secondary Track	Station St.	Bridgeville	10.00 PM Saturday and 10.00 PM Sunday.	
Wheeling Secondary Track	12th Street	Wellsburg	Continuously	2
Wheeling Secondary Track	25th Street	Wellsburg	Continuously	3
Powhatan Secondary Track	Hanover St.	Martins Ferry	10.00 PM and 2.00 PM Sunday Continuously.	4
Powhatan Secondary Track	Center St.	Martins Ferry	10.00 PM and 2.00 PM Sunday Continuously.	4

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

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

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

NOTE 4. All trains and engines in either direction between the hours of 5.00 A.M. and 2.00 P.M., daily except Sunday, and during all hours on Sunday, must station a member of crew on crossing to protect the movement before passing over it.

1103-C1. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
Duncan'n Old Line	All crossings	Duncannon
Newport Old Line	Market St., U. S. Route 34, 747 ft. east of Freight Sta.	Newport
Breyer Ice Cream Co.	State Route 50024, 3206 ft. of Freight Sta.	Millerstown
Lewistown Second'y	Juniata St.—2871 ft. east of Sta.	Lewistown
American Viscose Co.	Elizabeth St., 850 ft. west of Sta.	Lewistown
Furnace Indust.	South Dorcas St., 1465 ft. west of connection to Lewistown second'y track	Lewistown
	South Main St., U. S. Route 22, 2498 ft. west of connection to Lewistown second'y track	Lewistown
	Alley—2796 ft. west of connection to Lewistown second'y track	Lewistown
	South Wayne St., 3119 ft. west of connection to Lewistown second'y track	Lewistown
	South Grand St., 6810 ft. west of connection to Lewistown second'y track	Lewistown
	South Wayne St., 6992 ft. west of connection to Lewistown second'y track	Lewistown
Milroy Second'y	State Route 322, 59 ft. east of Freight Sta.	Reedsville
Mt. Union Old Line	Washington St., 100 ft. west of Freight Sta.	Mount Union
Penna. Glass Sand Co., Bridgeport	State Route 376, (Old U. S. Route 22)	West of Mapleton
East Leg of Wye	Pennsylvania Ave., 35 ft. east of Sta.	Tyrone
Berwind White Coal Co.	William Penn Highway, U. S. Route 22	Hollidaysburg
Veeder-Root Inc. Indust. Track	Burns Ave., 1300 ft. east of Main Track switch	Eldo
Morrison Cove Second'y	Main St., State Route 36, 437 ft. south of Sta.	Roaring Spring
	State Route 85, 44 ft. south of Freight Sta.	Curry
Bloomfield	Main St., State Route 36, 437 ft. south of Sta.	Roaring Spring
General Refract. Co.	State Route 220, 3480 ft. north of Sta.	Claysburg
New Enterprise Stone & Lime Co.	State Route 281, 325 ft. south of Jet. with Mt. Dallas Second'y Track	Ashcom
Canoe Creek Second'y	U. S. Route 22, 3158 ft. east of Jet.	Canoe Creek Jet.

Track	Crossing	Location
Basalt Trap Rock Co.	State Route 118, 3140 ft. east of Jct.	Clover Creek Jct.
Bellefonte Second'y	Lamb St., 1111 ft. west of Sta.	Bellefonte
	High St., State Route 550, 143 ft. west of Sta.	Bellefonte
	Water St., State Route 346, 1249 ft. east of Sta.	Bellefonte
White Rock Quarries, Pleasant Gap	State Route 64, 2070 ft. east of connection to Bellefonte Second'y Track	White
Moshannon Second'y	State Route 53	Coal Run Jct.
	State Route 53, 854 ft. north of Sta.	Madera
Big Run Industrial	State Route 53, 369 ft. south of Jct.	South of Jct. Moshannon Second'y Track
Amesville Industrial	State Route 53, 4410 ft. south of Jct.	South of Jct. Moshannon Second'y Track
Clearfield Second'y	Maple St., State Route 53, 866 ft. south of Sta.	Philipsburg
	Pine St., 509 ft. north of Sta.	Philipsburg
	Presqueisle St., 126 ft. south of Sta.	Philipsburg
Philipsburg Industrial	Front St., State Route 322, 773 ft. north of Jct.	Philipsburg
Snow Shoe Second'y	State Route 220, 989 ft. west of Jct.	Snow Shoe Intersection
Mine Track 336-B	St. Thomas and Forest Sts.	Gallitzin
Hastings Second'y Track	Route 36, Bridge St., and Rich Hill Mine Track	Hastings
McCoy Run	Route 80	Banks Township
Glen Campbell Indust. Tracks	Route 80	Glen Campbell
Indust. Track west side of Second'y Tracks	Orvis St.	Spangler
Spangler Indust.	All Crossings	Spangler
Porter Run	U. S. Route 219	Barnesboro
Walnut Run	U. S. Route 219	Barnesboro
Colonial No. 6, Irvona Branch	Route 53	Reade Township
Sterling No. 3 Mine	Route 53	Van Ormer
All tracks	All crossings	Lilly
Martin	Mountain and Caldwell Aves.	Portage
No. 0	Main St.	Portage
Beaver Second'y Track Mine Track F-78	S. H. Route 869	Onnalinda
Windber Wye	Route 56	Windber
Mine Track F-124, Shade Creek Br'ch	Route 55-110	Loyalhanna No. 7
Main Track	Sunshine Ave.	Central City
Mine Track F-125, Shade Creek Br'ch	Route 55-110	Reitz No. 4
Conemaugh Yard	Maple Ave.	Woodvale

Track	Crossing	Location
Indust. Track Slope (North Side), undergrade	Lincoln St.	Bolivar
Sand Rock Indust. Track	Fourth Ave.	Derry
Derry-to-Donohoe New Line	Burd's Crossing	West of DR
Latrobe Indust. Track	Ligonier St. Ext. and Route 680	South of KR
Station Track 410	Depot St.	Greensburg Freight Sta.
Jeannette	All crossings	
Bull Run	All crossings	
Manor	All crossings	
Youghiogeny	All crossings	Irwin to Cereal
Grable Indust.		Export
East Pittsburgh	All crossings	Pitcairn
Denny Indust.	32nd St.	Pittsburgh
Whitehall	27th, 26th, 23rd, 22nd, 21st, Sarah, Carson and Sidney Sts.	North of OB
Peters Creek Indust.	State St., State Route No. 837	Peters Creek Jct.
Amer'n No. 1 Mine	Public Road	Linn
Dunbar Indust.	Township Road No. 26730	2765 ft. south of Junction with Southwest Second'y Track
Southwest Second'y	U. S. Route 40	East Fayette St., (3000 ft. south of VA)
Southwest Second'y	Church St.	Fairchance
Hempfield Indust.	State Route 71	1.8 miles south of Sinclair 1.9 miles south of Adamsburg Jct.
Scottdale Second'y	State Route 31 (Main St.)	Mt. Pleasant
Opossum Run Indust.	7th St.	835 ft. south of Opossum Run Jct.
	9th St. and West Crawford Ave.	1625 ft. south of Opossum Run Jct.
Saltsburg Indust.	Washington St., Point St., Market St., (State Route 80)	Saltsburg
Tarentum Builders Supply	Fourth Ave.	Tarentum
Bailey Run	State Route 28	Creighton
Private	State Route 28	Cheswick
Red Raven	State Route 28	1720 ft. west of Harmar
Sun Oil Co.	Boyd Ave.	3400 ft. east of Blawnox
Black Lick Second'y	State Route 119	Black Lick

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

Track	Crossing	Location
Lead to—Freedom Oil Works	Lower Rochester Road	Freedom
Lead to—Shipping- port Sand Co.	Lower Rochester Road	Rochester
Lead to—American Borax Co.	Lower Rochester Road	
Marino Bros. Iron & Steel Co.	Lower Rochester Road	Rochester
Lead to—Dravo Corp'n. (Keystone Div.)	Lower Rochester Road	
Block House Run	State Route 18, Allegheny St.	New Brighton
Kenwood Indust. Track	Fifth St.	New Brighton
Armour & Co. and Union Drawn Steel Co.	State Route 18	Beaver Falls
A. Davidson, Jr. Coal Yard	15th St.	Beaver Falls
Lead to—Hall China Co.	State Route 39	Laughlin
Hill	Dresden Ave., St. Clair Ave.	East Liverpool
Champion Works, McClain Fire Brick Co.	State Route 7	Wellsville
Belt Line	Third St.	
Beaver Valley Second'y	State Route 68, Walnut Lane, Tuscarawas Road, State Route 930, All crossings, Buffalo St. to P. & L.E. R.R. Conn.	Beaver
Washington Second'y	Main St., Maiden St., Wheeling St.	Washington
	Woodland Ave., West Wylie Ave.	Tylerdale
	Chestnut St.	Chestnut St. Station
Tracks serving Vitro Rare Metals Co.	George St.	Canonsburg
Patsch Mine Tr'ks	State Route 519	Canonsburg
Chartiers Gas and Coal Co. Tracks	All Crossings	Richfol
Maher Brick Co.	Rogers Ave.	Bridgeville
B. & M. Indust.	State Route 28 State Route 28	Sygan Treveskyn
Cherry Valley Indust.	Noblestown Road	Two miles east of Center Ave., Burgettstown
Ross St. Indust. Track	Ross St., 1650 ft. east of M. P. 43	Steubenville
New Cumberland Second'y	Chester St.	New Cumberland
Powhatan Second'y B. & O. Int'change, Wheeling Steel Co. Furnace	First St. Second St.	Martins Ferry
Terminal Branch	Fulton Road	Wheeling (Two miles east of 18th St.)
Zane Running Track	Eoff Street Chapline Street	Wheeling

1103-C2. Protection for Highway Crossings

Trains and engines before passing over the following highway crossings at grade must stop clear of crossing and a member of the crew must manually operate the highway traffic stop light when displaying an amber indication.

Lewistown, Lewistown Secondary track:

Main Street, U. S. Route 22.

Clearfield, Clearfield Secondary track:

Market Street, Bridge Street, Bigler Avenue.

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

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

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

In case of failure of traffic signals, a trainman must be sent ahead to protect street traffic.

1103-C3. Morrison Cove Secondary Track

Holly (South of)

Pedestrian crosswalk, 3565 feet south of Mile Post 8, leading to Samuel Rea Shop, with whistle posts located 1000 feet on either side of crossing. Rule 14 (l) applies approaching this location.

1103-C4. Between CP and SHAFTON:

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

1103-C5. Between 6:00 A.M. and 6:30 P.M., trains will approach road crossing at North Trafford Station prepared to stop until crossing is known to be clear and then not to exceed speed of six miles per hour.

1103-C6. Due to rust on rails at the following locations the track circuits which operate Automatic Highway Crossing Protection may not function properly:

H & P Secondary Track

Alexandria Crossing, 1500 feet east of Alexandria Station.

Alfarata Crossing.

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

Unity Secondary Track, U. S. Route 30 highway crossing, 11,650 feet south of Junction with Main Line.

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

Coal Lick Industrial track, Uniontown:

West Main, West Fayette and West Berkley Streets.

Main Line—Panhandle

Bertha-Burgettstown

Bertha, Pattersons and Main Street Crossing for trains on No. 1 track only.

Wheeling Secondary track, Street crossings at Wellsburg.

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

1103-C7. Trains or engines operating on Streets Run Track over Mifflin Road and tracks of Pittsburgh Railways Company on side track leading to Mesta Machine Company must not proceed over the crossings until trainmen remove derrails located both sides of the crossings and train movements must not be made into the plant of the Mesta Machine Company until signals indicate proceed. After movement has been completed, the derrails must be immediately restored to derailing position. Should either the street traffic lights or railroad signals protecting these crossings be inoperative, train movement may be made by providing protection as prescribed in Rule 103.

1103-C8. Movements over North Beeson Avenue, East Main Street and Church Street crossing, located 1280, 1580 and 2015 feet south of VA, are protected by Street Traffic Signals. Switches for operation by trainmen are located on poles 65 feet north of

North Beeson Avenue, 100 feet north of Main Street and 161 feet south of Church Street marked "P. R. R." The Operation of any of the control switches will set the Traffic Signals to show red when viewed from North Beeson Avenue, Main Street or Church Street and green from the track. A second operation of any of the control switches will restore the Traffic Signals to their normal operation. Before trains are moved over the crossing, trainmen will operate nearest control switch to give proper indication, and when train has cleared the crossing, restore signals to normal, by operating the nearest control switch.

In case of failure of traffic signal a trainman must be sent ahead to protect street traffic.

1103-C9. When pushing cars in advance of the engine over crossings between VA and Dunbar Street, 3500 feet south of VA, Southwest Secondary Track, with the exception of East Fayette Street where Special Instruction 1103-C1 applies, and between VA and Miller Avenue, 1.0 mile south of VA, Coal Lick Industrial Track, a member of the crew must be sent ahead to protect street traffic.

1103-C10. When a train, in two or more parts, is operated over a crossing where there is no watchman, after the head portion passes the crossing a member of the crew must be stationed on the crossing to give warning of the approach of other parts.

1103-C11. Crossing gates located 100 feet south of tipple, Carpentertown Coal and Coke Co. No. 2, Boyer Run Industrial Track. Normal position for gates is to be set across tracks. Engines and cars must not be moved over highway crossing until gates have been operated, by person in charge, to a position across the highway.

1103-C12. Peters Creek Jct., Crossing State Route No. 837

P. & W. Va. R. R., Clairton Branch, Highway Crossing Signals are manually controlled. Control push buttons are located on poles east and west side of crossing. Trainmen will push button before movement is started over the crossing and hold same until movement over the crossing is completed.

1103-C13. Trains or engines operating on Oakmont Industrial track over James Street crossing, Verona, must stop clear of crossing unless manually controlled crossing gates have been lowered.

1103-C14. Enginemen on southward trains stopped at New Kensington must sound whistle signal, Rule 14 (g) when ready to proceed and 9th Street crossing must not be fouled until gates have been lowered.

1104-A1. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	With	Normal Position is for Movements
Holly	No. 1 track	Eastward Running Track	Eastward Running Track
Holly	Morrison Cove Secondary Track	No. 0 Storage Track	Morrison Cove Secondary Track
Brook	Morrison Cove Secondary Track	Bedford Secondary Track	To Bedford Secondary Track
Creek	Mt. Dallas Secondary Track	Bedford Secondary Track	Bedford Secondary Track
White	Bellefonte Secondary Track	White Rock Quarries Track	White Rock Quarries Track
East leg of Cresson Wye	No. 5 Track	East leg of Wye	To east leg of Wye
South of EP	No. 2 Yard Track	No. 5 Yard Track	To No. 5 Yard Track

Switch Located at	Connecting	With	Normal Position is for Movements
South of EP	Secondary Track	No. 1 Yard Track	Secondary Track
Ebensburg Jct.	Siding	Black Lick Secondary Track	Black Lick Secondary Track
WC	Secondary Track	Barnesboro Pullout Track	Northward
Cherry Tree Jct.	Susquehanna Secondary Track	C.T.&D.R.R. Lead Track	To C.T.&D.R.R. Lead
Cherry Tree Jct.	Susquehanna Secondary	N.Y.C.R.R.	To N.Y.C.R.R.
South of Llanfair	Llanfair Secondary	Mine Track F-58	To Mine Track F-58
HC	South Fork Secondary	Two Main Tracks	Northward
Paint Creek Br. Jct.	South Fork Secondary	Paint Creek and Shade Creek Bchs.	To Paint Creek and Shade Creek Branches
Windber	South Fork Secondary	Windber Industrial	South Fork Secondary Track
Jamison No. 2	Alexandria Branch	Jamison No. 2	To Jamison No. 2
Huff Jct.	Greensburg Secondary	Huff Secondary	Greensburg Secondary
Hayden Jct.	Southwest Secondary	Huff Secondary	Southwest Secondary
County Jct.	Southwest Secondary	Greensburg Secondary	Southwest Secondary
Youngwood	Southwest Secondary	Sewickley Industrial	Southwest Secondary
Hunker	Southwest Secondary	Yukon Secondary	Southwest Secondary
Scottdale	Southwest Secondary	Scottdale Secondary	Southwest Secondary
VA	Southwest Secondary	Coal Lick Industrial	Southwest Secondary
Hempfield Junction	Southwest Secondary	Hempfield Industrial	Southwest Secondary
Cowansburg	Yukon Secondary	Hempfield Industrial	Yukon Secondary
Vance Mill	Redstone Secondary	Vance Mill Secondary	Redstone Secondary
West Brownsville Jct.	Monongahela Sec. Track	West Brownsville Secondary	Monongahela Secondary Track
West Brownsville Jct.	South leg of wye	West Brownsville Secondary	To south leg of wye
West Brownsville Jct.	Pull-out track	Brownsville Running Track	On Pull-out track
RS	Redstone Secondary	Southwest Secondary	To Southwest Secondary
Cokeburg Jct.	Cokeburg Secondary	Ellsworth Secondary	To Cokeburg Secondary
2452 feet south of Cokeburg Jct.	Cokeburg Secondary	Bethlehem No. 60 Industrial Track	To Bethlehem No. 60 Industrial Track

Switch Located at	Connecting	With	Normal Position is for Movements
Blairsville	Blairsville Industrial Track	No. 104 Yard Track	To No. 104 Yard Track
1620 Feet South of Homer City	Indiana Secondary Track	Yellow Creek Industrial Track	To Yellow Creek Industrial Track
South End of Coleman Yard (Note 1)	No. 101 Secondary Track	No. 103 Secondary Track	To No. 103 Secondary Track
Bower Hill (Universal Cyclops Steel Co.)	New Track	Drill Track	From New Track to Drill Track
Center Ave.	Burgetts Br.	Cherry Valley Industrial Track	On Burgetts Br.
Zane	Wheel Running Track	Eastward and Westward Running Tracks	Westward
Zane	Zane Running Track	Eastward and Westward Running Tracks	To Zane Running Track
Tiltonville	P.R.R.Track	N.K.P. Track	On N. K. P.
Ohio Jct.	Powhatan Secondary Track	Terminal Br.	On Powhatan Secondary Track
PN	Powhatan Secondary Track	Captina Secondary Track	On Powhatan Secondary Track
CY	New Cumberland Branch	Weirton Secondary Track	On New Cumberland Branch
CY	Weirton Secondary Track	No. 55 Yard Track	To No. 55 Yard Track

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

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

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

NOTE 1. On duty continuously.

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

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

Location	Switches
Allegheny Branch DN	Switch connecting Single track with two Main tracks.

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

Location	Switches
EP	Secondary Track Switch.

Hand-Operated Switches Equipped with Electric Locks:

1104-D1. The following switches are equipped with electric lock; permission to unlock must be obtained from operator before switch lock is removed from keeper.

Location	Switch	Controlled by	Note
East of Hunt	Switch to east end of Hunt Siding	Hunt	
Tyrone	No. 5 to No. 6 Track, West end	Gray	1
	No. 5 to No. 6 Track, East end	Gray	1
	Clearfield Branch to east leg of Wye	Gray	1
	Clearfield Branch to 17th Street yard	Gray	1
Altoona	A track to East Side Concrete & Supply Co. Industrial Track A-1	Works	1
	South runner to local yard	South	1
Wye	Single track to National Radiator Co. track	Wye	1
Between: East Beech and Look Haven (Nor. Reg.)	All switches in main track and Post Siding	Look Haven, (Nor. Reg.)	1
Between: Vail and East Beech	All switches in main track and sidings	Miles	1
Between: Park and Vail	Park siding to storage track	Park	1
East of SF	Switch to Bennington Storage Track from No. 4 Track	AR	
West of AR	Switch to Shop Car Track from No. 0 Track	AR	
West of Cresson	Switch to Lilly North Storage Track from No. 4 Track	MO	
Conemaugh	Switch to Westbound Receiving Yard from No. 4 Track	C	
West of Greensburg	West Switch, Greensburg Freight Station Track from No. 1 Track	RG	
East of WK	Switch to Industrial Track from No. 1 Track	CM	
Atlas	Crossover between No. 2 Track and Atlas Storage Track	Truxall	2
Atlas	Switch in No. 2 Track leading to Atlas Powder Co. Track	Truxall	
Atlas	Switches in No. 1 and No. 2 Tracks leading to west end of Atlas Storage Track	Truxall	
Atlas	Switch in No. 1 Track to Saltsburg Industrial Track	Truxall	
Atlas	Crossover switch in No. 1 Track to Saltsburg Industrial Track	Truxall	
Freeport	Crossover between No. 2 Track and Warehouse Track	AJ	
Aome	Switch to Cemline Corporation Track from No. 1 Track	UY	3

Location	Switch	Controlled by	Note
Aspinwall	Switch to West end Ross Yard from No. 1 Track	UY	
Aspinwall	Switch to Casey's Track from No. 1 Track	UY	
2623 feet east, Federal St.	Switch to Stook Running Track from No. 1 Track	CQ	
Federal St.	No. 1 Track to D. L. Clark Co. Track	Federal St.	
Corliss	Switch leading to Yard Track from No. 101 Secondary Track	Corliss	
	Switch leading to Yard Track 2057 feet west of Elliott from No. 101 Secondary Track	Corliss	
Carnegie	Switch to "Runaround" Track from Single Track	Wagner	
	Switch to Freight house "Runaround" Track from Single Track	Wagner	
Camp Hill	Switch to Superior Mill from No. 1 Track	Wagner	5
Collier	Switch to west end of yard from No. 4 Track	Weirton Jot.	4
Weirton Jot.	Switch to No. 29 Yard Track from New Cumberland Branch Track	Weirton Jot.	
	Switch to "Pull in" Track from New Cumberland Branch Track	Weirton Jot.	

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

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

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

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

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

NOTE 5. Equipped with center throw locking device.

1104-D2. The following switches are equipped with electric lock, not controlled by operator:		
Location	Switch	
125 feet west of Toms Run	No. 1 Track to Bennett Dump Track	
1950 feet west of Toms Run	No. 2 Track to Bennett Dump Track	
2000 feet west of Toms Run	Center locked crossover between No. 2 Track and Bennett Siding	
600 feet west of Mile Post 9 east of BI	No. 2 Track to Blairsville Yard	
830 feet west of Mile Post 9 east of BI	No. 1 Track to BI Dump Track	
695 feet east of BI	No. 1 Track to BI Dump Track	
Atlas	Switch in No. 2 Track at east end of Atlas Storage Track	
Avonmore Industrial Track	Switch in No. 1 Track to Avonmore Industrial Track	
Blawnox	Crossover between No. 2 Track and Ross Storage Track	
Wagner	Facing switch leading to Porcelain Metal Products Co.	
NOTE—The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.		
1104-D3. The following switches are equipped with pipe-connected derail, and with electric lock controlled by automatic timing device.		
Location	Switches	Employee in Charge
7085 feet west of Thompsontown	Facing switch in No. 2 Track for westward movements, leading to Thompsontown Shop Track.	Operator at Mifflin or Port
9074 feet west of Thompsontown	Facing switch in No. 2 Track for eastward movements, leading to Thompsontown Shop Track.	
1688 feet east of Mill Creek	Facing switch in No. 2 Track for eastward movements, leading to Mill Creek Shop Track.	Operator at Hunt or Jacks
3177 feet east of Mill Creek	Trailing switch in No. 2 Track for eastward movements, leading to Mill Creek Shop Track.	
To unlock: Obtain permission from employe in charge, remove switch lock from keeper and wait for small sign on case of electric lock to indicate "UNLOCKED".		
To lock: After restoring switch to normal position, replace switch lock in keeper and wait for small sign on case of electric lock to indicate "LOCKED" and notify employe in charge.		

If electric lock does not unlock in four minutes after switch lock is removed, or does not indicate "LOCKED" when switch lock is replaced in keeper, the Superintendent Transportation must be notified.			
1105-A1. Spring Switches Located			
Location	Normal Position	Route for Which Sprung	Note
Paint Creek Branch, Eureka No. 37 switch	For northward and southward movements on Paint Creek Branch	Northward movements from Eureka No. 37 Track to Paint Creek Branch	1
Cresson Secondary Track, Bradley Junction	For northward and southward movements on Susquehanna Secondary Track	Southward movements on Cresson Secondary Track	1
Cresson Secondary Track, One mile South of Ebensburg Junction	For northward and southward movements on Cresson Secondary Track	Southward movements from Black Lick Secondary Track to Cresson Secondary Track	1
Cresson Secondary Track, Cresson	For northward and southward movements over Cresson Secondary Track	Northward movements from yard running track to Cresson Secondary Track	1
BN	For northward and southward movements Susquehanna Secondary Track	Southward movements from Barnesboro pull-out Track to Susquehanna Secondary Track	2
Floreffe	Northward movements on No. 1 Track	Northward movements from pull-out Track to No. 1 Track	3
Monongahela Secondary Track California	For northward and southward movements on Monongahela Secondary track	Northward movements from Brownsville Running track to Monongahela Secondary Track	
Monongahela Secondary Track Roscoe	For northward and southward movements on Monongahela Secondary track	Southward movements from Monongahela Running track to Monongahela Secondary track	
Duff	For eastward movement on Scully No. 1 Track	For eastward movement from eastward departure yard to Scully No. 1 Track	
NOTE 1. Facing movements must approach Spring Switch not exceeding 15 miles per hour prepared to stop, unless a green light is displayed on switch lamp.			
NOTE 2. Northward movements on Susquehanna Secondary Track are governed by distant switch signal located 2112 feet South of BN.			
NOTE 3. Southward movement governed by position light fixed signal located 100 feet north of switch and switch signal located on west side of track. Trains making southward movement on this track must approach switch not exceeding 15 miles per hour prepared to stop.			

1105-A2. Switch leading to tail track at west end of bridge over Legionville Hollow, on Economy Industrial Track, is equipped with spring rod.

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

Eastward movement will trail through this switch.

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

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

Receiving or Discharging Traffic

1107-A1. In the application of **Rule 107.** Operator at **OB** will notify southward trains on No. 4 track when northward superior trains on No. 3 track have not arrived.

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

Secondary Tracks

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

Track	Between	And
A	Deer	Hunt
C	Hunt	Deer
No. 0	East End No. 1 Pit Track	AO
No. 1	WG	Spring Hill
No. 0	WG	Spring Hill
Ellsworth	MC	Cokeburg Jct.
West Brownsville	West Brownsville Junction	Ten Mile Run Junction
Yellow Creek	River	Branch

1111-A2. Referring to **Rule 111.** Trains using sidings as follows on Bald Eagle Branch will proceed on fixed signal indication. Reverse movements must not be made without train orders.

Beech Creek Siding
Milesburg Siding
Julian Siding
Eagle Siding
Park Siding

Track Assignments

1151-A1. Single Track

Track	Between	And
Hollidaysburg & Petersburg Branch	Wye	Eldo
Bald Eagle Branch	Lock Haven, (Nor. Reg.) Sand	Wood Park
Clearfield Branch	Wilson	Park
Irvona Branch	Cresson	Blandburg
Paint Creek Branch	Paint Creek Br. Jct.	Shade Creek Br. Jct.
Shade Creek Branch	Shade Creek Br. Jct.	Central City
Alexandria Branch	Donohoe	Jamison No. 2 Jct.
Turtle Creek Branch	SZ	End of Track—M.P. 11.5
Peters Creek Branch	Pennmont	Gould
Allegheny Branch	DN	Brady (Nor. Reg.)
Chartiers Branch	Wagner	Glenn
Burgetts Branch	Burgetts	CN
Terminal Branch	WT	NY
New Cumberland Br.	Weirton Jct.	WN

1151-B1. Two or More Tracks

Current of traffic is as follows:

Main Line Between:	No. 6 Track	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. A Track	No. 0 Track
Region Post (Phila. Reg.) and View			West'd Frt.	East'd Frt.	West'd Pgr.	East'd Pgr.		
View and Port			West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.		
Port and Mifflin				West'd Pgr.	East'd Frt.	East'd Pgr.		
Mifflin and Jacks			West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.		
Jacks and Hunt				West'd Pgr.	East'd Frt.	East'd Pgr.		
Hunt and Tunnel			West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.		
Tunnel and Spruce					West'd	East'd		
Spruce and Forge				West'd Pgr.	West'd Frt.	East'd Pgr.		
Forge and Wilson			West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.		
Wilson and Gray		East'd Frt. & Pgr.	West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.		
Gray and Antis			West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.		
Antis and Alto			West'd Pgr.	East'd Pgr.				
Alto and Slope			West'd Pgr.	East'd Pgr.	West'd Frt.	East'd Frt.	East'd Frt.	

Main Line Between:	No. 6 Track	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. A Track	No. 0 Track
Slope and MO			West'd Pgr.	West'd Frt.	East'd Pgr.	East'd Frt.		
AR and MO								East'd Frt.
MO and SG			West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.		
SG and JD	West'd Frt.	West'd Frt.		West'd Pgr.	East'd Pgr.	East'd Frt.		
JD and Millwood				West'd Frt.	West'd Pgr.	East'd Pgr.		
Millwood and DR				West'd Frt.	West'd Pgr.	East'd Pgr.		East'd Frt.
DR and RG			West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.		
RG and CP			West'd Pgr.	West'd Frt.	East'd Pgr.	East'd Frt.		
CP and SZ			West'd Pgr.	East'd Pgr.	West'd Frt.	East'd Frt.		
SZ and WG			West'd Pgr.	East'd Frt.	West'd Frt.			
WG and Perry			West'd Pgr.	East'd Frt.	West'd Frt.	East'd Frt.		East'd Frt.
Perry and R			West'd Pgr.	East'd Pgr.	West'd Frt.	East'd Frt.		
R and DV				West'd Pgr.	East'd Frt.	East'd Pgr.		
DV and PITT					West'd Frt.	East'd Frt.		
JD and Federal St.					West'd Frt.	East'd Frt.		
PITT and Federal St.					West'd Pgr.	East'd Pgr.		
Federal St. & E. Conway			West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.		
East Conway & Region Post (Lake Reg.)					West'd Frt.	East'd Frt.		
PH and Oakdale					West'd Frt.	East'd Frt.		
Oakdale and CO				West'd Pgr.	East'd Pgr.	East'd Frt.		
CO and Weirton Jct.			West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.		
Weirton Jct. and Region Post (Buckeye Reg.)					West'd Frt.	East'd Frt.		
Bald Eagle Branch Between: Wood & Sand					West'd Frt.	East'd Frt.		
Holidaysburg & Petersburg Branch Between: Eldo & Alto					West'd Frt.	East'd Frt.		

NOTE—Tracks are numbered from south to north.

Brilliant Branch Between:	West Penn No. 2 Track	West Penn No. 1 Track	Valley No. 2 Track	Valley No. 1 Track
CM and Nadine			Southward	Northward
UY and CM	Westward	Eastward		

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

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

NOTE—Tracks are numbered from east to west.

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

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

Monongahela Branch Between:	Monon. No. 1 Track	Monon. No. 2 Track	Scully No. 2 Track	Scully No. 1 Track	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track
Monon. and OB	Nort'd Pgr.	Sout'd Pgr.	West'd Frt.	East'd Frt.				
OB and Kenny					Nort'd Frt.	Sout'd Frt.	Nort'd Pgr.	Sout'd Pgr.
Kenny and CR					Nort'd Pgr.	Sout'd Frt.	Nort'd Frt.	
CR and H					Nort'd Frt.	Sout'd Frt.		

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

Between:	Allegheny Branch	No. 2 Track	No. 1 Track
Nadine and DN		Southward	Northward

NOTE—Tracks are numbered from east to west.

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

Between:	Bayard Branch		
Rochester and Region Post (Lake Reg.)		Westward	Eastward

Between:	River Branch		
Yellow Creek and Rockville		Westward	Eastward

NOTE—Tracks are numbered from south to north.

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

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

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

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

NOTE—Tracks are numbered from south to north.

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

Track	From	To	When authorized by Train Dispatcher On Verbal Permission from	Note
No. 2	Spring Hill	SZ	Operator SZ	1
No. 1	Perry	First switch leading to east end East Pittsburgh Yard	Operator WG	....
No. 3	Edgewood	First switch east thereof, leading to Keller Bros. Co.	Operator R	....
No. 2	North end Thompson Yard	Kenny	Operator PG	....
No. 1	DN	Switch leading to Sandy Creek Industrial track south of DN	Operator DN	....
No. 2	East end eastward siding Wellsville	Switch leading to Fueling facilities, 500 feet east thereof	Operator Rochester	....

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

1151-B3. Tracks in No. 1 tunnel west of PH, No. 2 tunnel west of Corliss and No. 5 tunnel west of Gould are operated as gauntlets, as indicated in Special Instruction 1605-A2.

1151-B4. All tracks between Rockville and GR (River Branch) under direction of Yard Master, Mingo Jct.

1151-C1. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
A	Deer	Hunt	Eastward	Hunt	Hunt	1
C	Hunt	Deer	Westward	Hunt	Hunt	1
No. 1	Alto	South	Eastward	AYM South	AYM South	1
No. 1	South	Rose	Eastward	AYM-Brush	AYM-Brush	1
A	Alto	South	Eastward	AYM South	AYM South	1
No. 2	Rose	Alto	Westward	AYM-Rose	AYM-Rose	1
No. 1	Rose	Antis	Eastward	Antis	Train Order	2
No. 2	Antis	Rose	Westward	Antis	Train Order	2
No. 1	Wye	Holly	Eastward	Wye	Wye	2
No. 2	Holly	Wye	Westward	Wye	Wye	2
No. 0	NY	BC	Eastward	NY	NY	1
No. 5	W	SO	Westward	SO	SO	1
Westward engine	AO	Crossover No. 4 Pit Track	Westward	C	C	1
No. 0	East End No. 1 Pit Track	AO	Eastward	C	C	1 3
No. 1, No. 2, No. 3 & No. 4 Pit	C	Junction with O Track	Eastward	C	C	1 3
IS	JW	Clearance Point, E.E., Woodvale Yard	Eastward	C	C	1 4
No. 0	4517 ft. W. of DR	DR	Eastward	DR	DR	1
No. 0	CP	Shafton	Eastward	CP	CP	1
No. 5	UJ	3264 ft. W. of UJ	Westward	SZ	SZ	1
No. 0	WG	Spring Hill	Eastward	WG	WG	1 5
No. 1	WG	Spring Hill	Eastward	WG	WG	1 5
Relay 2	Spring Hill	950 ft. W. of SZ	Eastward	No. 10 Office	No. 10 Office	1
Relay 1	Perry	U Jct.	Westward	WG	WG	1
Relay 2	Perry	U Jct.	Westward	WG	WG	1
Relay 3	Perry	U Jct.	Westward	WG	WG	1
WK	CM	WK	Eastward	CM	CM	1 6
Monon-gahela No. 1	MC	H	Northward	MC	MC	2
Monon-gahela No. 2	H	MC	Southward	H	H	2

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 101	29th Street	South End Coleman Yard	Northward	Yard Master 43rd Street	Yard Master 43rd Street	1
No. 101	South End Coleman Yard	North End Coleman Yard	Northward	Yard Master Coleman	Yard Master Coleman Yard Master 43rd Street, when Yard Master Coleman is not on duty.	1
No. 102	Nadine	South End Coleman Yard	Southward	Yard Master Coleman	Yard Master Coleman Yard Master 43rd Street, when Yard Master Coleman is not on duty.	1
No. 102	South End Coleman Yard	29th Street	Southward	Yard Master 43rd Street	Yard Master 43rd Street	1
No. 101	CQ	Etna	Eastward	CQ	CQ	1 7
No. 102	Etna	CQ	Westward	UY	UY	1 7
No. 5	Pennsylvania Ave.	Columbus Ave.	Westward	Pennsylvania Ave.	Pennsylvania Ave.	1
No. 0	Jacks Run	Pennsylvania Ave.	Eastward	Yard Master Island Ave.	Yard Master Island Ave.	1
No. 101	Rochester	West Conway	Eastward	West Conway	West Conway	1
No. 102	West Conway	Rochester	Westward	West Conway	West Conway	1
No. 101	Corliss	Elliott	Eastward	Corliss	Corliss	1
No. 27	Corliss	Esplen	Eastward	Corliss	Corliss	1
No. 105	Glenn	RG	Eastward	Wagner	Wagner	1
No. 103	Laurel Hill	Bulger	Westward	Laurel Hill	Laurel Hill	1

NOTE 1. Rule 110 applies.

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

NOTE 3. Conductors or enginemen of eastward freight trains on No. 1 track and on pit tracks stopping at Conemaugh will report by telephone to operator at C when ready. Trains from Conemaugh Yard starting from C that have already reported to operator are not required to get this permission.

Eastward trains on pit tracks will approach switches at east end of those tracks prepared to stop unless the route they are to use is seen to be clear.

The crossover leading from No. 4 pit track to the westward engine track must be left in normal position. All other pit track switches at the east end of the main line pits may be left as used.

NOTE 4. Eastward trains with work at Woodvale yard using 1S Secondary track from JW will stop clear of switches at west end Woodvale yard tracks and be governed by instructions from yard master.

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

NOTE 6. Eastward trains using WK Secondary track from CM with work to perform at Wilksburg, will stop clear of switches at west end Wilksburg yard.

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

1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Lewistown (E)	Lewistown	Jct. Milroy Secondary Track	Lewis	1
Milroy (E)	Jct. Lewistown Secondary Track	Milroy	Lewis	1
No. 5 (W)	Lewistown	Lewis	Lewis	1
No. 4 (E)	Jacks	Mount Union Track Scales	Jacks	1
A (W)	Jacks	West End of track	Jacks	1
Bridgeport (E)	Bridgeport	Tool House 3834 ft. East	Jacks	1
No. 5 (W)	Hunt	Deer	Hunt	1
No. 5 (W)	Forge	Wilson	Gray	1
No. 8 (W)	Wilson	Gray	Gray	1
No. 9 (W)	Wilson	Gray	Gray	1
Fairbrook (E)	Tyrone	End of track	Gray	1
No. 1 (Yd.) (W)	Rose	Works	AYM-Rose	1
No. 5 (W)	Juniata Shops	7th Street—Altoona	Works	1
No. 8 (W)	Antis	Farm	AYM-Farm	1
South Runner (W)	Farm	South	AYM-South	1
Middle Runner (W)	Farm	South	AYM-Brush & South	1
No. 1 Cabin (W)	Rose	Brush	AYM-Rose or Brush	1
No. 3 Power (W)	Alto	Slope	Alto	1
H. & P. (W)	Pete	Holly	Wye	2
Springfield (E)	Ganister	Orminea	Wye	1

Track	Between	And	Controlled by	Note
No. 6 Westward Relay Yard (W)	East End Relay Yard	Jones Street Hollidaysburg	Yard Master Jones Street	1
Morrison Cove (S)	Holly	Brook	Wye	2
	Brook	Curry	Wye	1
Bedford (S)	Brook	State Line	Wye	2
Mt. Dallas (N)	Creek	Dallas	Wye	2
No. 8 (N)	17th Street Tyrone	North End Class'fn. Yd.	Park	1
Clearfield (N)	Park	Cur	Park	2
	Cur	Gramplan	Park	1
Runner (N)	Mills	Maple	Park	1
Moshannon (S)	Mills	Ram	Park	2
	Ram	McCartney	Park	1
Moshannon & Clearfield (S)	M. & C. Jct.	Brookwood Shaft	Park	1
Coal Run (S)	Coal Run Jct.	Mease Coll. No. 2	Park	1
Little Muddy Run (N)	Little Muddy Run Jct.	Black Oak Coll. No. 1	Park	1
Muddy Run (S)	Muddy Run Jct.	Leland Coll. No. 10	Park	1
Snow Shoe (W)	Snow Shoe Int.	Snow Shoe	Miles	1
Bellefonte (E)	Miles	White	Miles	2
New Portage (W)	Wye	SF	AR	2
	MO	EP	EP	1
Cresson (N)	EP	RU	EP	2
	RU	Fordham	EP	1
Hastings (W)	Hastings Jct.	Hastings	EP	1
McGees (N)	McGees Jct.	Glen Campbell	EP	1
Susquehanna (N)	DF	DC	EP	2
Moss Creek (N)	Moss Creek Jct.	End of Track	EP	1
Black Lick (W)	KY	ZD	EP	2
South Fork (S)	HC	End of Track	SO	1
Beaver (S)	Lovett	End of Track	SO	1
Llanfair (S)	Lovett	End of Track	SO	1
Bradenville (N)	4500 ft. W. of DR	End of Track	DR	1
Unity (S)	KR	Hostetter	KR	1

Track	Between	And	Controlled by	Note
No. 0 (E)	Donohoe	Conn. with No. 1 track 2.8 miles west of KR	KR	1
Alexandria (N)	Jamison No. 2 Jct.	Allsworth	KR	1
Jamison No. 2 (N)	Jamison No. 2 Jct.	Hannastown	KR	1
Huff	Hayden Jct. (S)	Huff Jct.	RG	1
Greensburg (N)	County Jct.	Greensburg Jct.	RG	1
Manor (N)	Manor	Harrison City	CP	1
Youghiogeny (S)	Irwin	Cereal	CP	1
No. 0 (N)	29th Street	PITT	PITT	1, 3
No. 0 (S)	OB	Crossover, 3000 ft. north of Hays	OB	1
No. 0 (S)	Kenny	PG	PG	1
McKeesport (S)	So. Duquesne	McKeesport	PG	1
Ellsworth (S)	MC	Cokeburg Jct.	MC	1
Monongahela (S)	MC	BF	MC	2
West Brownsville (S)	West Brownsville Jct.	Ten Mile Run Jct.	BF	1
Marianna (S)	Cokeburg Jct.	Marianna	MC	1
Cokeburg (S)	Cokeburg Jct.	Cokeburg	MC	1
Vance Mill (S)	Vance Mill Jct.	Monarch	BF	1
Yukon (S)	Yukon Jct.	Cowansburg	RG	1
Scottdale (S)	Scottdale Jct.	End of Track	RG	1
Southwest (S)	RG	VA	RG	2
	VA	End of Track	RG	1
Redstone (S)	BF	RS	BF	2
Indiana (N)	D	NM	BI	2
Butler (E)	JB	VO	Truxall	2
No. 101 (W)	UY	Etna	UY	1
No. 103 (S)	South End Coleman Yd.	UY	UY	1
No. 101 (E)	Federal Street	East End Bridge 0.33	Federal St.	1, 4
Beaver Valley (E)	Vanport	Bridgewater P.&L.E.R.R.	Rochester	1
Yellow Creek (E)	River	Branch	Yellow Creek	1

Track	Between	And	Controlled by	Note
Carnegie (W)	Wagner	Camp Hill	Wagner	1
Washington (W)	Glenn	WH	Wagner	2
Waynesburg (E)	Waynesburg	WH	Wagner	1
Wheeling (W)	Weirton Jct.	UN	Rockville	2
Powhatan (W)	GR	PN	Rockville	2
Captina	Captina Jct.	Norton Mine No. 3	Rockville	1
New Cumberland (E)	WN	HS	Weirton Jct.	2
Weirton (E)	CY	WN	Weirton Jct.	2

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

NOTE 1. Rule 110 applies

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

NOTE 3. No. 0 track between PITT and 29th Street has manually-controlled flasher and traffic signals operated on track circuit indication by Watchman, located in tower at Liberty Avenue.

Low fixed signals governing northward and southward train movements in connection with protection of street traffic, located as follows:

For Northward Movement

79 feet south of Liberty Avenue—34 feet south of Penn Avenue
35 feet south of Smallman Street

For Southward Movement

32 feet north of Smallman Street—28 feet north of Penn Avenue
56 feet north of Liberty Avenue.

A train finding a signal out of order may proceed over crossing it governs after determining that traffic lights are in stop position or proper protection is afforded by a member of the crew in advance of train movement.

Movements to or from Smallman Street Industrial Track must not occupy 28th Street until it is known that traffic signals are displaying red indication.

Trains shifting at Keystone Box Company track must notify Watchman when train has cleared or a move is to be made over Penn Avenue or Smallman Street. Telephone located on north side of Penn Avenue connected with Crossing Watchman's tower at Liberty Avenue.

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

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

Siding	Employee in Charge	NOTE
Denholm—Westward	Operator Mifflin	
Denholm—Eastward	Operator Mifflin	
Lovett—Southward	Operator SO	
West Monessen—Southward	Operator MC	
SF—Eastward	Operator AR	
Pine Run—Eastward	Operator Truxall	
AJ—Northward	Operator AJ	
AJ—Southward	Operator AJ	
FD—Northward	Operator FD	
FD—Southward	Operator FD	
Dilks—Eastward	Operator Truxall	
Summit—Eastward	Operator Truxall	
Dry Run—Eastward	Operator Yellow Creek	
Wellsville—Eastward	Operator Yellow Creek	
Clayport—Eastward	Operator Yellow Creek	
Mingo Jct.—Westward	Operator Mingo Jct.	

1151-F1. Running Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from
Eastward	Holly	Switch in H.&P. secondary trk., opp. yrd. office Jones St.	Eastward	Wye	Wye
No. 3	PITT	391 feet east of MP 351	Eastward	PITT	Train Director Pitt
No. 4	DV	PITT	Westward	DV	Train Director Pitt
Eastward	GR	Rockville	Eastward	Yardmaster Mingo Jct.	Yardmaster Mingo Jct.
Westward	Rockville	GR	Westward	Yardmaster Mingo Jct.	Yardmaster Mingo Jct.
Eastward	Benwood	Zane	Eastward	Yardmaster Benwood	Yardmaster Benwood
Westward	Zane	Benwood	Westward	Yardmaster Benwood	Yardmaster Benwood

NOTE: Except where signal indication or signal from Switch-tender govern the use of Running Tracks, movements will be governed by instructions from employe having control of track.

1151-G1. Running Tracks of No Assigned Direction

Track	Between	And	Controlled by
Hill(W)	East End Homer Yard	Rose	Asst. Yard Master Rose
1(E)	Spring Hill Overhead Bridge	SZ	Yard Master No. 10 Yard Office, Pitcairn
3(E)	Switch off relay 2 track at Pitcairn Enginehouse	Switch to east end of relay tracks	Yard Master No. 10 Yard Office, Pitcairn
Monongahela(S)	MC	512 feet north of Mile Post 46	MC
Brownsville(N)	BF	1050 feet south of Mile Post 50	BF

Track	Between	And	Controlled by
10(E)	West Conway	East Conway	Yard Master, Conway
14(E)	No. 10 track at west end of No. 600 yard	East end engine-house pit tracks	Asst. Yard Master at No. 4 Hump
15(W)	East end of No. 100 yard	No. 18 track	Asst. Yard Master at No. 5 Hump
17(W)	East end of No. 201 track No. 4 Hump	East end engine-house pit tracks	Asst. Yard Master at No. 4 Hump
18(E)	West Conway	No. 17 track east end of cabin track	Asst. Yard Master at No. 4 Hump
1408(E)	No. 14 track	East end of Shop track ladder	Asst. Yard Master at No. 4 Hump
105(E)	East end of No. 100 yard	No. 5 Hump ladder	Asst. Yard Master at No. 5 Hump
908(W)	East Conway	West Conway	East Conway to east end 900 yard, Yard Master No. 5 Hump. East end 900 yard to West Conway, Yard Master No. 5 Yard.
702(W)	West end 900 yard	West Conway	Yard Master No. 5 yard.
104(E)	BI	Market Street, Blairsville	Yard Master, Blairsville
45(W)	Duff	Middle crossover, east of Scully	Yard Master, Scully
119(W)	Yard Office, 400 Yard, Mingo Jct.	East end 300 Yard	Yard Master, 400 Yard, Mingo Jct.
99(W)	Yard Office, 400 Yard, Mingo Jct.	East end 200 Yard	Yard Master, 400 Yard, Mingo Jct.
Piper (W)	Mingo Jct. Enginehouse	West end 300 Yard	Yard Master, 400 Yard, Mingo Jct.
Zane (W)	NY	Zane	Yard Master, Benwood
Wheel (W)	UN	Zane	Yard Master, Benwood

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

NOTE: Except where signal indication or signal from Switch-tender govern the use of Running Tracks, movements will be governed by instructions from employe having control of track.

Storage Track

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

1151-J1. Passenger Trains as Specified will use Tracks as follows unless Interlocking Signals otherwise Indicate

Train No.	Use Track No.	From	To	To Pass Train No.	To be Passed by Train No.
35	2	R	CM	633	—
55	2	R	CM	637	—
9	2	R	CM	519	—
24	2	DV	R	638	—
644	2	DV	R	502	—

PASSENGER TRAIN OPERATION

1154-A1. Passengers must never be allowed to get on or off moving trains. This applies to employe-passengers, as well as others.

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

1154-A3. Passenger trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked at Altoona, and between East Liberty and Pittsburgh.

1154-A4. When a passenger train, which goes beyond crew terminal, has had trouble with hot boxes on any of the cars, the relieved conductor will give this information to the relieving conductor by use of a memorandum.

1154-A5. When steam heat is necessary, following will be in effect:

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

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

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

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

1154-A6. When Tubular Train is stopped in tunnel or confined location, load on Diesel engines in power car must be reduced by placing heat control switch on lighting switchboard panel in one or more tubular coaches in "LOW HEAT" position, unless it is known that train will proceed within five minutes. A red indicating light will be illuminated in the particular car or cars in which switch is so placed. Full heat cannot be obtained in any tubular coach unless switches in all tubular coaches are in "NORMAL HEAT" position and both Diesel engines in power car are running.

Diesel engine on power car of Tubular Train shall not be allowed to run for extended periods of time in buildings or shops unless proper ventilation is provided.

1154-A7. On through passenger trains passing Horse Shoe Curve in daylight train crews will keep a lookout when approaching the curve and if they find that the view will be unobstructed the following announcement will be made:

WESTWARD:—"Attention please, we are now approaching the famous Horse Shoe Curve. View can be had from the left side of the car."

EASTWARD:—"Attention please, we are now approaching the famous Horse Shoe Curve. View can be had from the right side of the car."

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

1154-A8. The following instructions will apply to the engine-men of trains Nos. 50, 54, 26, 16, 24, 25 and 33.

When two passenger trains running in the same direction on separate tracks are approaching the Horse Shoe Curve, the train in the rear will not close in, or pass the train ahead until after passing around the Horse Shoe Curve, in order that the passengers on both trains may have an unobstructed view of the scenery.

When a passenger train overtakes a moving freight train on a parallel track, the passenger train will not pass the freight train until the latter passes around the curve, if the passengers' view will be obscured by the freight train.

A passenger train meeting a moving freight train that will obscure the passengers' view will move slowly until the freight train has passed.

To comply with these instructions, enginemen will not delay their trains to exceed three minutes.

1154-A9. Eastward passenger trains, not making stops or service brake applications between Pittsburgh and Swissvale will make a running test of air brakes just before passing Swissvale Station. Engineman of eastward passenger trains will also make

a running test of the air brakes just before passing over the summit east of AR.

Westward passenger trains, not stopping at UN to uncouple helping engines, will make a running test of the brakes just before passing UN.

1154-A10. Local passenger trains will be governed by instructions applicable to through trains, except between Shadyside and Greensburg the side and trap doors will remain open on the station platform side of the train, and where the next station stop is on the opposite side, all side and trap doors must be closed and opened on the side from which passengers will be received and discharged at the next station stop. All side and trap doors must be kept closed on the opposite side of the station platform except trains on No. 5 Track at Pitcairn will open one door on the north side nearest the crossing.

1154-A11. Trains starting from Pitcairn will leave Pitcairn passenger yard three minutes before due to leave Pitcairn Station, unless otherwise instructed.

Empty train to be used for No. 527 will leave Pitcairn Passenger Yard 2.55 P. M., backing to North Trafford.

Empty train to be used for No. 529 will leave Pitcairn Passenger Yard 3.30 P. M., backing to North Trafford.

No. 522 at North Trafford will back to Pitcairn passenger yard.

No. 502 at R will back train to Pittsburgh.

Nos. 633, 635, 637 and 641, will receive passengers at Derry on yard track next to No. 0 Track and use that track Derry to DR.

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

Empty train to be used for No. 922 will leave Kiski Yard at 5.50 A. M., backing to Freeport.

Nos. 922, 923 and 924 will receive and discharge passengers from AJ Northward siding and use this track between AJ and Aladdin, unless otherwise instructed.

Trains will clear the time of these trains on AJ Northward siding.

1154-A12. No. 35 will cut off mail-express car west of Interlocking at C, unless otherwise instructed.

No. 18 will cut car of mail-express off east of switches at "C" interlocking, Sunday only.

No. 61 will cut off mail car when making station stop at Johnstown on Sunday and Monday.

No. 77 will cut off express car west of Interlocking at Weirton Jet. daily, unless otherwise instructed.

1154-A13. Enginemen of through trains, except No. 14, No. 52 and No. 78, arriving at east and west end of station tracks, Pittsburgh, will stop with the front of engine at yellow flag by day or yellow light by night held at arms length by Utility Brakeman.

1154-A14. Pittsburgh Station Time-table No. 7 in effect. Employees whose duties are in any way affected by the schedules and or Special Instructions of the Time-table must provide themselves with a copy; have it with them while on duty, be conversant with and obey the Special Instructions.

FREIGHT TRAIN OPERATION

Instructions For Preparation And Handling Of Freight Trains On Grades, etc.

1155-A1. The following instructions, supplementary to the Brake and Train Air Signal Instruction No. 99-D-1 in handling freight trains, will apply:

Trains having 40 percent or less loaded cars will be considered empty trains, except trains having 25 percent or more of the cars in train loaded with mineral freight or grain will be considered mineral freight trains, all instructions pertaining to mineral freight trains will apply.

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

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

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

When in the judgment of the engineman, the use of additional retaining valves is required, or their use is desired on grades other than specified, he will instruct the conductor.

When using retaining valves of the three-position type, place handle in high pressure position on loaded cars and low pressure position on empty cars.

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

On all loaded freight trains the brake pipe pressure must be adjusted to 95 pounds between all points except where power brake instructions apply.

Retaining valves will be turned up on eastward trains from Cresson before departure.

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

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

Eastward freight trains requiring use of retaining valves will not exceed a speed of eight (8) miles per hour while trainmen are turning up retaining valves approaching AR.

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

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

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

On loaded trains, all retaining valves will be turned up in high pressure position on the following grades:

Twin Rocks to Shuman Run Junction

Coal Pit Run

IR to Barnesboro Yard

Hillman Summit to McGees

Hillman Summit to Rossiter Junction

Sterling No. 10 to foot of grade west of Hastings Jet.

McCoy Run

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

Altoona to Pete

Dix to Milesburg

Buffalo Mills to Hyndman

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

Summit to Vail—75 cars

Rhoades to Gum Stump—22 cars

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

Clearfield Secondary Track—Summit to Vail

On trains having engine equipped with operating dynamic brakes and pressure maintaining brake valves, retaining valves will not be set up in low or high pressure position. On mineral freight trains, retaining valves must be set in slow direct exhaust position (45 degrees above center) on all except the rear 10 cars. This must be done at the time terminal air brake test is made and so remain enroute.

If the brake pipe pressure on the engine drops to 80 pounds on loaded trains, from any cause, the train must stop. Train brakes will not be released after stopping until a sufficient number of hand brakes are applied on front end to secure the train. Hand brakes must not be released until it is known brake system pressure has been restored.

When stopping trains controlled by the pressure maintaining method of braking on the Slope, approximately six or seven car lengths prior to the stop, the independent brake valve must be substituted for the dynamic brake for the remainder of the stop, in order to insure the bunching of slack on the entire train.

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

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

On mineral freight trains brake pipe pressure must be 105 pounds, on other loaded freight trains brake pipe pressure must be 100 pounds. Before leaving Summit it must be known that the brake pipe pressure as indicated on the cabin car gauge shows not less than 10 pounds below the standard pressure for that train.

On such trains the following tonnage will govern:

- One 1500 or 1600 horsepower unit—2170 tons.
- One 1750 horsepower unit—2270 tons.
- One 2000 or 2400 horsepower unit—2400 tons.

If the tonnage is greater than that shown for the number of units specified, train must be handled in accordance with instructions for non-equipped engine.

The tonnage will be determined by multiplying the tonnage per single unit by the number of operative units hauling the train.

Gallitzin to Slope or Wye

On mineral freight trains the brake pipe pressure must be 105 pounds, on other loaded trains 100 pounds and on empty trains 80 pounds, before descending grade.

The above brake pipe pressure must be obtained before passing **MO**.

When the pusher engine next to the train has passed **MO** the engineman will observe the brake pipe pressure. If the brake pipe pressure on the pusher engine next to the train registers less than 90 pounds on mineral freight trains, less than 85 pounds on other freight trains or less than 70 pounds on empty trains, the engineman will give the whistle signal to apply brakes and the train will stop before fouling switches just west of "AR", and not proceed until the required pressure has been obtained and a road test of the brakes has been made.

On trains not having pusher engine, the flagman must observe the brake pipe pressure on cabin gauge and if less than required, the train must be stopped.

If the brake pipe pressure on the engine drops to 70 pounds on loaded trains and 60 pounds on empty trains, from any cause, the train must stop and be secured by hand brakes until it is known that the brake pipe pressure has been restored.

Instructions in connection with and supplementary to the Brake and Train Air Signal Instruction No. 99-D-1, for controlling freight trains with power brakes on the following descending grades will apply:

Gallitzin to Slope or Wye

Engines Not Equipped With Dynamic Brake And Pressure Maintaining Brake Valve Or Dynamic Brake And Pressure Maintaining Brake Valve Inoperative

On such loaded freight trains the following instructions will apply:

Arranged Service Freight Trains When The Tons Per Effective Brake Do Not Exceed 75

Sufficient retaining valves must be turned up beginning at the head end of the train to provide a retaining valve value equal to or greater than the gross tonnage of the train, but not less than one retaining valve for each 75 gross tons in the train. Retaining valves will be placed in high pressure position.

Arranged Service Freight Trains When The Tons Per Effective Brake Exceed 75, And All Slow Freight Trains

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

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

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

The conductor will make notation on back of Form MP 261-A showing the number of retaining valves left in release position.

In starting eastward freight trains between Gallitzin and Slope, or Wye, the following instructions will govern:

When train is stopped it must be secured by hand brakes, after which trainmen will begin at the rear of the train and turn down retaining valves, sufficient to permit the engineman to start the train without having to take the slack. Engineman will not attempt to start train until signal is received from the trainman that sufficient retaining valves have been released. The retaining valves turned down must again be turned up, as soon as the Air brake on the car is released.

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

Engines Equipped With Operative Dynamic Brakes And Pressure Maintaining Brake Valves

On such trains the following tonnage will govern:

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

If the tonnage is greater than that shown for the number of units specified, train must be handled in accordance with instructions for non-equipped engines.

The tonnage for any train will be determined by multiplying the tonnage per single unit by the number of operative units hauling the train.

Trains exceeding 12,000 tons, irrespective of the number of units, must comply with instructions for non-equipped engines.

Retaining valves will not be set up in low or high pressure position. On solid mineral freight trains, retaining valves must be set in slow direct exhaust position (45 degrees above center) on all except the rear 10 cars. This must be done at the time the terminal air brake test is made and so remain enroute.

If the brake pipe pressure on the engine drops to 80 pounds on loaded trains, from any cause, the train must stop. Train brakes will not be released after stopping until a sufficient number of hand brakes are applied in front and rear ends to secure the train. Hand brakes must not be released until it is known brake system pressure has been restored.

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

South Fork Branch—M. P. 9 to Lovett

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

Beaver and Llanfair Secondary Tracks

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

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

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

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

On trains having engines equipped with pressure maintaining brake valve, retaining valves will not be set up in high or low pressure position. On mineral freight trains, retaining valves must be set in slow direct exhaust position (handle 45 degrees above center) on 50 percent of cars in train commencing at head end of train.

If pressure maintaining feature fails, instructions covering train with non-equipped engine will govern.

1155-A2. Freight trains leaving yards, fueling or water stations, sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train.

1155-A3. Maximum locomotive power indicated below must not be exceeded on freight trains:

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

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

When Starting:

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

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

Slowing Down:

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

Stopping:

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

1155-A4. Conductors of freight trains arriving at yards where work is to be done must be at the front end of their train and must deliver their manifests or waybills in consecutive order as to standing of cars in their train. A manifest or waybill or its equivalent must accompany each and every car.

1155-A5. Crews placing cars on tracks protected by concrete bumper will leave a space between car and bumper in order to avoid damage to equipment.

1155-A6. Conductors placing cars for loading or unloading, must furnish the Agents with a report giving the initial and number, kind of car, whether loaded or empty, tracks on which placed and time placed.

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

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

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

1155-A7. Conductors of Freight Trains will report on Form M. P. 401 every delay due to car trouble, preparing separate form for each car. These forms are to be turned in at end of trip to Car Inspector or at Yardmaster's office, from where they will be forwarded to Foreman in charge of Car Inspectors.

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

1155-A8. In all cases of freight trains parting due to couplers passing over each other, and repairs cannot be made by trainmen, cars involved should be set out of train at nearest available point and train dispatcher given billing information.

1155-A9. On all grades when necessary to set off a shop car with air brakes, hand brakes, or both inoperative, car involved must be accompanied by at least one car attached on descending portion of grade, with hand brakes in operative condition.

1155-A10. When freight trains are being handled with pusher engines and a road test is to be made, the engineman operating the brakes will, on receiving proper signal, give one blast of the engine whistle and apply the brakes for the test. The rear pusher engineman, after seeing that the brakes apply, will whistle for the release of the brakes. The hauler engineman will then release the brakes. The rear pusher engineman, after seeing that the brakes release, will give two blasts of the engine whistle, after which the train will be ready to proceed.

1155-A11. Enginemen of all pusher engines will ease off throttle when train is making a diverging movement over Interlocking and Non-Interlocking crossovers and turnouts, and when approaching or while passing over crossovers or turnouts while making straight or diverging movements at the following points:

Eastward—

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

Westward—

At **MG**, Benny and **SF**

1155-A12. While pusher engines are assisting trains over grades, trainmen must be in position to give signals and to assist in holding the train when necessary to take the slack.

1155-A13. Altoona—When any eastward movement is stopped by signal at 9th Street, a member of the crew must communicate with Works promptly. When any eastward movement is stopped at South, a member of the crew must communicate with South, promptly.

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

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

1155-A14. Markers on cabin cars of Westward freight trains moving to Homer Receiving Yard, Altoona, will not be displayed after helper engine has coupled to rear of train.

1155-A15. The rear end of all drafts of cars on secondary tracks in terminals that are not indicated by displaying markers will be indicated by a member of the crew by day and in addition a lighted lantern by night.

1155-A16. Westward freight trains having pusher engine to cut off at Gallitzin will not exceed 15 miles per hour at Gallitzin until entire train has passed interlocking at UN.

1155-A17. When trains moving from New Portage Secondary Track to No. 4 Track, have two helper engines pushing, the rear helper must use only sufficient power to keep against the engine ahead; the engine next to cabin car will assist in the usual manner.

1155-A18. Engine crews on westward freight trains passing through No. 3 and No. 4 Track tunnels at Gallitzin will be governed as follows:

Signs bearing letter "F" are located on top of fan house between No. 3 Track and No. 4 Track, east end of Gallitzin tunnels. When illuminated, sign on south corner of fan house indicates fans are operating for No. 3 Track tunnel and sign on north corner of fan house indicates fans are operating for No. 4 Track tunnel.

Engine crews on westward freight trains having steam hauler, steam helper or both, must stop and report to operator at **AR** for instructions when sign indicates fans are not operating for tunnel through which movement is to be made.

On trains having one or more steam engines ahead, on entering the tunnel the throttle valve will be closed on all engines except the leading engine, the blower applied lightly, and, will not use steam again until after passing the west portal of tunnel unless signalled by two sounds of the whistle on the leading engine to prevent stalling. When smoke appears in the cab of the leading engine the engineman will signal the engineman of the other engine or engines by four sounds of the whistle to close throttle valve.

The train must be operated in such a manner that the leading engine will keep behind the smoke which is driven westward by the fans. The pushing engine will assist in the usual manner. When there is one or more pushing engines, the enginemen of all engines, except the one next to the train, will apply the blower lightly and use only sufficient steam to keep against the engine ahead.

1155-A19. Industrial Track from No. 1 Track, 3,873 feet west of Greensburg, will be used by freight trains having work at Greensburg freight station.

1155-A20. Between 7:00 A. M. and 7:00 P. M. daily except Saturday and Sunday, trains must not use the Westinghouse Interworks Railway tracks without orders from Train Director of Westinghouse Interworks Railway, Trafford, except trains have the right to cross to and from warehouse track Turtle Creek, and Metal Yard Trafford keeping careful lookout for approaching trains.

Saturdays and Sundays and between 7:00 P. M. and 7:00 A. M. other days this track may be used on permission from the operator **SZ**.

1155-A21. Daily except Saturday. Westward trains on No. 3 Track having work, will stop clear of switches at west end of Wilkinsburg yard tracks and be governed by instructions from yard master.

1155-A22. On the Monongahela and Brownsville Running tracks, the rear end of all trains and drafts of cars will be indicated by a white light by night.

1155-A23. In order to prevent obstruction of street crossings at Brackenridge and Tarentum, westward trains on No. 2 Track, when consisting of more than 65 cars and receiving an approach indication, **Rule 285**, at fixed signal No. 535 east of Natrona, will stop at Mile Lock Lane crossing, just east of Brackenridge and communicate with the operator at **UY** Block Station before proceeding.

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

1155-A25. Conductors will furnish agent at Cheswick, report showing number and initial of all cars, loaded or empty, delivered to, or received from Cheswick and Harmar R. R.

1155-A26. Trains using No. 3 or No. 4 Track and picking up cars at Jacks Run will cut engine off a sufficient distance east of the Home Signal to allow room for the cars which are to be picked up.

1155-A27. Conway—Color flashing light signal system in conjunction with trainphone for use in doubling yard and road movements from and to any track in the 500 yard area, in service at the following locations:

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

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

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

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

Colors displayed on these signals are Green, White and Orange to correspond with ladder track connected to yard group of same color.

These signals are under the control of a Utility Conductor designated by the Assistant Yardmaster at No. 5 Yard. Enginemen engaged in doubling yard or road drafts at this location will be instructed by the Utility Conductor in charge of the color of flashing light signal governing the movements and will not apply to movements on any other ladder track.

Flashing light signal aspects governing doubling of yard or road movements have been assigned the following indications:

One long flash — Indicates Stop
 Two short flashes — Indicates move west
 Three short flashes — Indicates move east

Color flashing light signals will be extinguished when not in use.

These signals do not supersede the observance of Block and Interlocking signals whenever they may be required.

1155-A28. Crews of freight trains held on Dry Run Siding, Bayard Branch, will cut crossings at Putman and Myrtle Streets, promptly.

1155-A29. Trains must not set defective cars: hot journals, draw bars, etc., off on the track serving the Buckeye Works of the McClain Fire Brick Co., Wellsville, except in an absolute emergency, in which event every precaution must be taken to avoid interference with cars being loaded on that track or in causing injury to men working those cars.

1155-A30. When trains are delayed at Beaver and block First Street crossing (Water Works crossing) located 725 feet east of Mile Post 1, Bayard Branch, the crossing must be cut promptly.

1155-A31. Mingo Jct.—In order to prevent obstruction of State Street Crossing, trains moving from River Branch to Main Line at Mingo Junction receiving an approach indication **Rule 285, Fig. A1**, at low home signal located just east of State Street, will stop west of State Street and communicate with the operator at Mingo Junction Block Station before proceeding.

1155-A32. Cars must not be stored on Industrial Track east of Houston, Washington Secondary Track.

1155-A33. Cars on Mill and Storage Tracks, Chester, must not be left standing between 5th Street Crossing and a point indicated by yellow mark painted on rails 100 feet from either side of crossing.

1155-A34. Gates across both legs of "Wye Track" also No. 3 Track in Taylor, Smith and Taylor Company, plant Chester, are equipped with switch locks. These gates must be kept closed and locked except while tracks are being used for switching or other train movement.

1155-A35. Referring to **Rule 4155-J**, Color Light Scale Signals are in service at the following locations:

Island Avenue—Manchester Yard.

Conway —River-Rail Terminal.

Operation of Pusher Engines In State of Ohio

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

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

FREIGHT AND PASSENGER TRAIN OPERATION

1156-A1. BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS

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

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

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

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

Arranged Freight Train Service.

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

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

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

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

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

RAILWAY EXPRESS TRAINS:

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

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

EASTWARD TRAINS—Station master at Altoona will telephone the car numbers on eastward Railway Express trains to Superintendent Transportation at Pittsburgh.

Telephone—Pittsburgh No. 846.

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

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

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

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

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

1156-A6. Eastward trains and engines must stop clear of Walnut Street Crossing, located 811 feet east of Mile Post 54, when eastward home signal Lock Haven is in stop position, to avoid unnecessary blocking of crossing.

1156-A7. In cutting off helping engines from trains at block stations the following instructions will govern:

Helping engines pulling ahead will cut off only at block stations.

Helping engines pushing will be cut off between the distant signal and the home signal, and as close to the home signal as will permit of the helping engine stopping at that signal. The flagman will display his markers on the rear platform of the cabin, but will not put them up in proper position until the rear of the train is passing the block station, which will be information to the operator that a helping engine has been cut off. Pushing engines cutting off under these conditions will follow the rear of the train carefully to the home signal, and if signal is in stop position, will immediately report by telephone or train phone to the operator.

When necessary to detach a helping or pushing engine from a train at a location other than a block station or between the distant signal and the home signal, the engine will be detached at a point in telephone communication with a block station and the engineman will immediately notify the operator, giving engine number and location, before proceeding.

Eastward trains from Brilliant Branch:

Helpers pushing will cut off at the home signal on east leg of wye at **CM**.

Eastward trains destined to Youngwood via Southwest Secondary Track:

Youngwood helpers will remain coupled to Youngwood.

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

Eastward trains destined to Derry or beyond:

Helpers on the rear of trains will cut off at the westward home signal bridge DR and be governed by the fixed signal for reverse movement.

Eastward trains destined beyond Gallitzin:

Helpers on the rear will cut off at the summit, east of home signal bridge at Gallitzin and if destined to Gallitzin will be governed by the fixed signal for reverse movements through AR.

Westward trains destined beyond Gallitzin:

East Slope helpers on rear will cut off promptly after passing Gallitzin station.

East Slope helpers pulling ahead will remain coupled to MO.

South Fork Branch:

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

Westward trains from Derry:

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

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

Westward trains from Pitcairn:

Helpers pulling ahead will cut off at CM.

Helpers pushing will cut off at eastward home signal WK and report to operator at CM.

1156-A8. Helping engines coupled to rear of westward freight trains on the Port Perry Branch will cut off at westward limits of U. Jet. Interlocking, and be governed by interlocking signal indication for eastward movements.

1156-A9. When ready to cut off pusher engine, Trainman will give Engineman cut-off signal, after Engineman acknowledges this signal, as prescribed by Rule 14(g), Trainman will close angle cock on the cabin car, then open knuckle on cabin car leaving angle cock on engine open. Trainmen will then cut the air hose between cabin car and engine, which will result in an emergency application of brakes being made on pusher engine and stopping same.

Hose cutting devices are furnished on cabin cars, and care should be taken to see that hose is cut and not allowed to pull apart.

1156-A10. Conductors of trains operating between SG and JD will indicate on face of their car reports, time return and daily reports the track used between these points, whether 1, 2, 3, 5 or 6 track.

Enginemen of all westward trains and light engines, freight or passenger will indicate on face of their time return, daily reports and mileage stubs the track used between these points, whether 1, 2, 3, 5 or 6 track.

Enginemen must show the name of their home terminal on each time return and delay report and the name of the home terminal of the conductor in charge of the train on each mileage stub.

1156-A11. In case of an accident involving tank cars containing explosives or inflammable shipments, great care must be taken to avoid an explosion.

Wrecking crews and trackmen must not use open flame lamps.

Train service employes must be on the alert when passing or stopping at wrecks in order to avert the possibility of ignition of inflammables by the engine or by the use of a torch.

Passenger trainmen must be careful to see that the windows are kept closed to prevent burning matches, lighted cigarettes or cigars being thrown from the train.

Wrecking crews must exercise the utmost care in handling cars containing inflammables, or other explosives, in order to prevent strain on vulnerable parts of tank or car with resultant leakage and increased hazard.

1156-A12. Switches leading into all shop tracks will be locked with a special lock, and the keys will be in charge of the foreman of car repairs.

1156-A13. Overspeed warning system for eastward movements on No. 1 track and No. 2 track between signal 2474, eastward distant signal for Benny, and eastward home signal for Benny, will function as follows:

A—Between signal 2474, eastward distant signal for Benny, and a point 1718 feet east of signal 2474, if maximum authorized speed is exceeded the following warning devices will function:

1. Cab signal will indicate approach.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 1868 feet east of signal 2474, will sound.

Trains for which warning devices are operated must at once reduce speed to not exceeding maximum authorized speed.

B—Between a point 1718 feet east of signal 2474 and a point 2874 feet east of signal 2474, if maximum authorized speed is exceeded the following warning devices will function:

1. Cab signal will indicate approach.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 3024 feet east of signal 2474, will sound.

Trains for which warning devices are operated must at once reduce speed to not exceeding maximum authorized speed.

C—Between a point 2874 feet east of signal 2474 and a point 3674 feet east of signal 2474, if maximum authorized speed is exceeded the following warning devices will function:

1. Cab signal will indicate approach.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 3824 feet east of signal 2474, will sound.

Trains for which warning devices are operated must at once reduce speed to not exceeding maximum authorized speed.

D—Between a point 3674 feet east of signal 2474 and a point 4182 feet east of signal 2474, if maximum authorized speed is exceeded the following warning devices will function:

1. Cab signal will indicate approach.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 4332 feet east of signal 2474, will sound.
4. Torpedo will be exploded when engine passes eastward home signal at Benny.
5. Cab signal will flash and cab signal whistle will sound between a point 700 feet east of eastward home signal for Benny and a point 1730 feet east of eastward home signal for Benny.

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

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

1156-A14. Eastward trains on No. 1, No. 2 and No. 3 tracks with more than 85 cars receiving a signal indication more restrictive than Approach-slow, Rule 284 at fixed signal 2384 will stop clear of Brick Yard crossing located 875 feet east of signal 2384 and communicate with Slope Block and Interlocking Station before proceeding.

1156-A15. Northward trains required to stop at SY Block-Limit Station, for orders or to secure block permission, will stop south of B. & O. R. R. crossing, 0.1 mile south of SY and must not foul crossing until ready to proceed.

1156-A16. Permission must be obtained from Monongahela Railway Train Dispatcher at Brownsville, by trains before moving between West Brownsville Jct. and West Brownsville.

1156-A17. Operator at BF in charge of movements on wye tracks. Movements via south leg of wye track at BF will be made on permission from operator at BF. Southward movements on Monongahela Secondary track via north leg of wye track will be made on interlocking signal indication. Northward movements from Monongahela Railway via north leg of wye track will be made on hand signal from switchtender Monongahela Railway while on duty and on permission from operator at BF, when switchtender is not on duty.

1156-A18. Permission must be obtained from EP to use Barnesboro Pullout track.

1156-A19. Engine crews from the west will use crossover at west end of engine track at Conemaugh and place their engines on inbound engine track. Crossover switches will be left in normal position for crossover movements.

1156-A20. On Conemaugh Pit tracks, targets displaying yellow by day and yellow light by night, 75 feet west of ash pits and adjacent to pit tracks 1, 2, 3 and 4, mark the end of track circuits on those tracks.

Eastward home signals at C governing the use of interlocking routes within home signal limits leading to Pit tracks 1, 2, 3 and 4 will, in addition, govern the use of the Pit tracks to the target locations.

1156-A21. Movements on west leg of wye track, Cresson, may be made on permission from operator EP.

1156-A22. All work trains, wreck trains, snow removal equipment and light engines entering Cresson yard from Main Line will stop clear of Interlocking, in yard, and call Yard Office and Block Operator at EP Block Station for further instructions.

1156-A23. Eastward and southward trains may use north and west leg Wye at South Fork on receiving proper interlocking signal at SO or on permission from operator at SO. Westward and northward trains may use these tracks on permission from operator at SO.

Southward trains must stop at first crossover south of Jump-over bridge, and report to Yard Masters office, South Fork, for instructions.

1156-A24. Cab Load Ammeter readings on Class BH50 locomotives are restricted to a maximum of 2100 amperes and throttle lever must be so manipulated that this value is never exceeded.

1156-A25. Referring to Instructions 26-a Book of Brake and Train Air Signal Instructions No. 99-D-1:

Brakes may remain applied over all bridges on this Region.

1156-A26. Enginemen in charge of engines running light will make a running test of the brake before descending any grade.

1156-A27. When engines on all Diesel engine units are shut-down on grades, sufficient hand brakes must be applied on the train to secure it until it is ready to proceed.

1156-A28. Wrenches, hammer, chisel and chain have been placed at all Block Stations for emergency use of Engine and Train Service crews.

1156-A29. In Pittsburgh Passenger Terminal, yard engines, road engines and shifting movements must come to a full stop just prior to coupling to other cars or engines.

1156-A30. When backing trains out of Pittsburgh Station, to the yard, with road power, engineman will not start until three distinct sounds of the communicating signal are heard and, in addition, a hand signal has been received from the trainman who is to ride the rear of the train. If hand signals cannot be seen, the trainman who is to ride the rear of the train will notify the engineman personally that it is intended to back the train out of the station to the yard. After having been so notified, the engineman will proceed on receiving the proper communicating signal after having given the trainman sufficient time to reach the rear end of train.

When using road power to make up trains in Pittsburgh Passenger yard, trainmen must in addition to giving proper communicating signal, give hand signal. The hand signal must not be given until trainmen ascertain if any workmen are about the cars, and if so, notify them. In case hand signal cannot be seen by engineman, trainmen will notify engineman personally of movements to be made.

1156-A31. Trains and engines on yard tracks must not pass a passenger train receiving or discharging traffic on No. 1 track, at Creighton.

1156-A32. When a train is delayed at points remote from block stations, conductor or enginemen must see that some member of the crew communicates with operator at once and at frequent intervals.

1156-A33. Signal located on north end of Island Platform on west side of No. 2 inbound house track, 11th Street Freight Station, Pittsburgh, shows two positions for bridges spanning No. 1 and No. 2 tracks between inbound house track and Island platform. When showing red it will indicate that the bridges are up and when showing green it will indicate that bridges are down.

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

1156-A34. Oakdale—Trains on No. 1 eastward freight track receiving a stop signal at Oakdale, must not pass a point 700 feet west of highway crossing until indication of the home signal has been changed to proceed or proper authority has been received to pass it in stop position.

1156-A35. On the following tracks and branches enginemen and trainmen will, when weather conditions are such that flange-ways of road crossings or switches may be obstructed with snow or ice, assure themselves that road crossings and switches are in safe condition to use. If necessary, trains and engines will be stopped and road crossings inspected by member of engine or train crew before passing over them:

Main Line:

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

Westward Running track**Zane to Benwood:**

Bloch Bros. Industrial track, Wheeling.

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

Zane Running track:

LaBelle Lead, Wheeling.

New Cumberland Secondary track:

East Toronto to Chester, All Crossings.

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

Between Center Ave., Burgettstown and Cherry Valley.

Atlasburg Industrial track:

Between CN and Atlasburg.

Studa Industrial track:

Between Langeloth Jct. and Studa.

B. & M. Industrial track:

All Crossings.

Westland Industrial track:

Between Houston and Westland.

Kobuta Industrial track:

Between Chester and Kobuta.

1156-A36. Conductor or engineman of a train must secure permission from operator before entering a siding where switches are hand-operated except at points where open block stations are located at entrance end of siding.

1156-A37. North Spur Yard Track, Weirton Jct., under jurisdiction of operator at Weirton Jct., and must not be used or blocked without permission.

Signal Aspect Rule 290, Fig. B, will be authority for trains or engines to enter and use this track in either direction.

1156-A38. Industrial track between Chester and Kobuta, under jurisdiction of operator at Weirton Jct.

Permission from operator at Weirton Jct. must be obtained for trains or engines to use this track in either direction and they must be reported clear to operator when movement has been completed.

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

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

1157-A1. Referring to Rule 4157-A:

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

Main Line:

Between	Location
Mile Post 114 and Mile Post 115	East and West of Perdix
Mile Post 229 and Mile Post 230	East of Bellwood to Bell

No. 1 and No. 2 tracks, Shadyside east for one mile.

No. 3 track, Moss Side Bridge east for one mile.

No. 1, No. 2 and No. 3 tracks, Signal Bridge 2868 east for one mile.

No. 1, No. 2, No. 3 and No. 4 tracks, Signal Bridge 2407 to Signal Bridge 2417.

No. 3 and No. 4 tracks, Signal Bridge 2547 to a point one mile west.

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

Allegheny Branch:

Between	Location
Mile Post 14 and Mile Post 15	North of Hulton highway crossing, located 0.6 mile north of Oakmont

Main Line:

Mile Post 8 and Mile Post 9 Emsworth to Glenfield

Bayard Branch:

Mile Post 5 and Mile Post 6 West of Merrill

Main Line:

Mile Post 2 and Mile Post 3 West of Monon

Minimum Running Times and Speeds On Descending Grades—Freight Trains

1157-B1. The following minimum running times for freight trains between points on descending grades are established and the speeds prescribed for various grades must not be exceeded; except as provided in Special Instruction 1157-B2.

Clearfield Secondary Track:

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

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to north end of Big Fill.....	1.98	2.5	11.5	13
North end of Big Fill to M.P. 8.....	.11 to 1.98	2.5	15	10
M.P. 8 to Vail.....	2.2 to 2.86	5.0	12	25
Total.....		10.0		48

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

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to north end of Big Fill.....	1.98	2.5	15	10
North end of Big Fill to M.P. 8.....	.11 to 1.98	2.5	15	10
M.P. 8 to Vail.....	2.2 to 2.86	5.0	15	20
Total.....		10.0		40

Snow Shoe Secondary Track:

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

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

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

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

Main Line—Pittsburgh:

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

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

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

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

New Portage (Secondary Track)

Points	Grade	Distance Miles	Miles Per Hour	Minutes
AR to SF	1.39 to 2.36	1.1	12	5
SF to MS	1.20 to 1.88	8.1	16	30
MS to Wye	1.03 to 1.81	7.2	16	27
TOTAL	—	16.4	—	62

South Fork Branch

Points	Grade	Distance Miles	Miles Per Hour	Minutes
M.P. 9 to Lovett	2.57 to 2.39	4.2	10	25

Beaver (Secondary Track)

M.P. 5 to M.P. 3	3.72 to 2.18	2	6	20
M.P. 3 to Lovett	2.39 to 1.58	3	10	18
TOTAL	—	5	—	38

Llanfair (Secondary Track)

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

1157-B2. The following minimum running times for freight trains hauled by engines using the dynamic brake in conjunction with the pressure maintaining method of braking are established.

Trains having an average of 55 tons or less per operative brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
UN-AR to SF	1.39 to 2.36	1.1	12	5
SF to MG	1.73 to 2.36	3.8	20	11
MG to Slope	1.45 to 1.85	6.2	23	16
TOTAL	—	11.1	—	32

Trains having over 55 tons per operative brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
UN-AR to SF	1.39 to 2.36	1.1	12	5
SF to MG	1.73 to 2.36	3.8	17	13
MG to Slope	1.45 to 1.85	6.2	19	19
TOTAL	—	11.1	—	37

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

PASSENGER TRAINS AND FREIGHT TRAINS														
1157-C1. Maximum speeds, unless otherwise specified														
Main Line Between:	Single Track		No. 6 Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour													
Region Post (Phila. Reg.) and View						50	50	50	50	70	50	70	50	
View and Port						70	50	50	50	50	50	70	50	
Port and Mifflin								70	50	50	50	70	50	
Mifflin and Jacks						70	50	50	50	50	50	70	50	
Jacks and Hunt								70	50	50	50	70	50	
Hunt and Tunnel						70	50	50	50	50	50	70	50	
Tunnel and Spruce										70	50	70	50	
Spruce and Forge								50	40	50	40	50	40	
Forge and Wilson						50	50	70	50	70	50	50	50	
Wilson and Gray				30	30	50	50	70	50	80	50	50	50	
Gray and Antis						50	50	70	50	70	50	50	50	
Antis and Works						60	50	60	50					
Works and Alto						30	25	30	25					
Alto and Slope				A Track 25	25	30	25	30	25	25	25	25	25	
Slope and Signal Bridge 2397-2398						70	40	70	45	45	35	35	35	
Signal Bridge 2397-2398 and MG						70	40	70	45	40	30	30	30	
MG and UN-AR						70	40	70	45	35	35	35	35	
UN-AR and MO				O Track 30	30	70	30	70	30	60	45	45	45	
MO and M.P. 254						50	45	70	50	70	50	45	45	
M.P. 254 and NY						50	45	70	45	70	45	45	45	
NY and W						50	45	70	50	70	50	45	45	
W and AO						60	45	70	50	70	50	45	45	
AO and C						60	45	70	45	70	45	45	45	
C and SG						50	45	70	45	70	45	45	45	
SG and M.P. 280								70	45	70	45	50	45	
M.P. 280 and JD								70	50	70	50	50	50	
SG and JD		45	45	35	35									
JD and Millwood								50	45	70	50	70	50	
Millwood and DR				O Track 50	45			50	45	70	50	70	50	
DR and KR						50	45	70	50	70	50	50	45	
KR and M.P. 320						50	45	70	50	70	50	50	50	
M.P. 320 & M.P. 322						50	45	70	50	70	50	50	45	
M.P. 322 and RG						50	45	70	45	70	50	50	45	
RG and CP						70	50	70	50	70	50	70	50	
CP and SZ						70	50	70	50	50	50	50	50	
SZ and WG						70	45	70	45	45	45			
WG and Perry				O Track 30	30	70	45	70	45	30	30	30	30	
Perry and R						70	45	70	45	45	45	45	45	

Main Line Between:	Single Track		No. 6 Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	
	Miles per Hour														
R and Swissvale										70	45	70	45	70	45
Swissvale and CM										60	45	60	45	60	45
CM and DV										50	20	50	20	50	20
DV and PITT												50	20	50	20
JD and UY												50	50	50	50
UY and Federal St.												45	45	45	45
PITT & Federal St.												30	30	30	30
Federal St. and Jacks Run								70	50	40	40	40	40	70	50
Jacks Run and Leetsdale								70	50	50	50	50	50	70	50
Leetsdale and East Conway								70	50	50	50	50	50	70	50
East Conway and Region Post (Lake Region)												70	50	70	50
PH and Oakdale												60	40	60	40
Oakdale and Laurel Hill										60	40	60	40	30	30
Laurel Hill & CO										60	50	60	50	30	30
CO & Weirton Jct.								30	30	60	50	60	50	30	30
Weirton Jct. & Reg. Post (Buckeye Reg.)												60	50	60	50

BRANCHES	Single Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour					
Hollidaysburg & Petersburg Branch Between: Wye and Eldo	20	20				
Eldo and Alto			30	30	30	30
Clearfield Branch Between: Wilson and 14th Street	25	25				
14th Street and Park	35	25				
Bald Eagle Branch Between: Park and Sand	45	45				
Sand and Wood			45	45	45	45
Wood and Look Haven (Northern Reg.)	45	45				
Irvona Branch Between: Cresson and Blandburg	25	25				
South Fork Branch Between: W and HC			20	20	20	20
Paint Creek and Shade Creek Branch Between: Paint Creek Branch Jot. and Central City	15	15				
Alexandria Branch Between: Donohoe and Jamison No. 2 Jot.	15	15				
Turtle Creek Branch Between: SZ and M.P. 11.5 (End of track)	20	20				
Port Perry Branch Between: Perry and PG			20	20	20	20
Allegheny Branch Between: Nadine and DN			50	30	50	30
DN and AJ	50	30				
AJ and Brady (Nor. Reg.)	30	30				
Chartiers Branch Between: Wagner and Glenn	30	30				
Burgetts Branch Between: Burgetts and CN	15	15				
Terminal Branch Between: WT and NY	20	20				
New Cumberland Branch Between: Weirton Jot. and WN	20	20				
Low Grade Branch Between: Rochester and Region Post (Lake Reg.)			30	30	30	30
Bayard Branch Between: Rochester and M.P. 25			50	50	50	50
M. P. 25 and Region Post (Lake Reg.)			35	35	35	35
River Branch Between: Yellow Creek and Rockville			35	35	35	35

BRILLIANT BRANCH Between:	West Penn No. 2 Track		West Penn No. 1 Track		Valley No. 2 Track		Valley No. 1 Track											
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.										
	Miles per Hour																	
Nadine and CM					40	18	40	18										
UY and CM	40	18	40	18														
Scully Branch: Between:	Scully No. 2 Track		Scully No. 1 Track		OC Bridge No. 4 Track		OC Bridge No. 3 Track		OC Bridge No. 2 Track		OC Bridge No. 1 Track							
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.						
	Miles per Hour																	
Monon and Wagner	20	20	20	20														
Ohio Connecting Bridge Between: Eaplen & Island Ave. Jot.									10	10	10	10						
Island Ave. Jot. and Jacks Run									20	20	20	20						
Island Ave. Jot. and Pennsylvania Ave.					10	10	20	20										
Monongahela Branch Between:	Single Track		Mon. No. 1 Track		Mon. No. 2 Track		Scully No. 2 Track		Scully No. 1 Track		No. 1 Track		No. 2 Track		No. 3 Track		No. 4 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour																	
Monon and OB			50	45	50	45	30	30	30	30								
OB and Kenny											30	30	30	30	50	45	50	45
Kenny and CR											30	30	20	20	50	45		
CR & H											50	45	50	45				
Peters Creek Branch Between: Pennmont and Gould	15	15																

NOTE—On assigned passenger tracks, in territory where the maximum speed for passenger trains is in excess of 60 miles per hour, Trains TT-1, TT-2, TT-3 and TT-4 may operate at a maximum speed of 60 miles per hour when consist is entirely flat cars in TrucTrain Service.

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

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

1157-C2. Operating against current of traffic, except where Rule 261 is in effect.					
Main Line:	Miles per Hour				
	Psg.	Frt.			
Region Post (Phila. Region) and Works.....	50	40			
Works and Slope.....	30	25			
Slope and Region Post (Lake Region) and Region Post (Buckeye Region).....	50	40			
Branches:					
Brilliant Branch—Valley.....	50	40			
Allegheny Branch.....	50	40			
Monongahela Branch.....	30	25			
Bayard Branch.....	40	40			
Maximum speed for eastward trains on No. 3 and No. 4 track between UN and Slope.					
	Miles per Hour				
	No. 3 track		No. 4 track		
	Psg.	Frt.	Psg.	Frt.	
Between UN and MG.....	35	35	35	35	
Between MG and Signal Bridge 2398..	40	30	30	30	
Between Signal Bridge 2398 and Slope..	45	35	35	35	
1157-C3. Wreck Trains and Work Trains					
	Boom Trailing	Boom Forward	On Curves		
	Miles per Hour				
	Wreck	Work	Wreck	Work	Wreck
	Work		Work		Work
Main Line					
Between:					
Entire Region, (Except as indicated below).....	40	30	30	20	20
Works and Slope.....	25	25	20	20	20
Pittsburgh and Region Post Lake Region, on Freight Tracks.....	30	.....	25	.....	.....
Branches:					
Bald Eagle, Hollidaysburg and Petersburg, between Eldo and Alto, Monongahela, Brilliant-Valley, Allegheny, Low Grade, Bayard, River, and Chartiers.....	30	30	20	20	20
Clearfield, Hollidaysburg and Petersburg, between Wye and Eldo, Irvona, South Fork, Turtle Creek and Port Perry.....	20	.....	15	.....	.....
Clearfield, Irvona and Port Perry....	.....	25	.....	20	20
Hollidaysburg and Petersburg, between Wye and Eldo.....	.....	20	.....	20	20

	Boom Trailing	Boom Forward	On Curves			
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
Secondary Tracks:						
Clearfield, between Park and Summit and between Mills and Grampian, Hollidaysburg and Petersburg, Bedford, Mt. Dallas, Morrison Cove, Monongahela, Southwest, Cresson, Black Lick, Susquehanna, Indiana, and Powhatan.....	25	.....	20	.....	.....	.....
Clearfield, between Summit and Mills, Moshannon, New Portage, Redstone, Yukon, Butler, New Cumberland and Weirton.....	20	.....	15	.....	.....	.....
Brownsville Jct. Wye, Div. Post (Mon. Ry.) and Redstone—South Leg.....	5	5	5	5	5	5
Hollidaysburg and Petersburg, Bedford, Morrison Cove, between Holly and Brook, Southwest, Cresson, Black Lick, Susquehanna, Washington and Wheeling.....	.....	30	.....	.....	20	20
Clearfield, between Park and Summit and between Mills and Grampian, Mt. Dallas, Morrison Cove, between Brook and Curry, West Brownsville, Indiana and Powhatan.....	.....	25	.....	20	20	20
All other Branches and Secondary tracks.....	15	15	10	10	20	20
Work trains without cranes may operate at speed authorized for freight trains, unless otherwise instructed.						
Main Lines*						Miles per Hour
1157-C4. Circus Trains.....						45
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A:						
—on straight track.....						30
—on curves.....						20
1157-C6. Freight trains with 30 or more cars of mineral freight.....						35
Freight trains with one or more cars Class HK, HM, HMA, U22 or similar Jenny Type hoppers loaded or empty.....						25
Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type.....						65
NOTE—When handling such trains conductors must know that enginemen have been so advised.						
1157-C7. Snow Plows in service.....						20
Snow Flangers in service.....						20
Passing station platforms and trains on adjacent tracks.....						5

Main Lines*	Miles per Hour
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
1157-C12. Pushing Cars—Passenger Trains.....	30
—Freight Trains.....	20
1157-C13. Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80	8
—through crossovers and turnouts, and over highway and railroad crossings.....	5
1157-C14. Highway Rail Cars—unless otherwise restricted:	
Fairmont A-34.....	30
Fairmont A-30.....	20
Willys Jeep.....	20
Evans auto railer.....	20
—through crossovers and turnouts, and over highway and railroad crossings.....	5
NOTE—Highway Rail Cars will operate under same rules and Special Instructions that apply to Track cars.	
1157-C15. Diesel engines when operated from rear unit or other than leading end for direction of movement.....	30
1157-C16. Between Forge and Spruce:	
Eastward petroleum or mineral freight trains.....	25
Eastward arranged service freight trains.....	35
1157-C17. Southward freight trains having tank cars loaded with inflammable liquids between Hays and Munhall.....	30
NOTE—When handling such trains conductors must know that enginemen have been so advised.	
1157-C18. Engines moving over turntables.....	4
* When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	

TURNOUTS		
1157-D1. Maximum Speed.		
Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Paint Creek Branch. Eureka No. 37 Switch	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	15
Cresson Secondary Track Bradley Junction	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	30
Cresson Secondary Track Ebensburg Junction	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	30
Cresson Secondary Track Cresson	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	15
Susquehanna Secondary Track BN	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	20
Monongahela Branch Floreffe	Facing	15
	Trailing—Not Springing Switch	50
	Trailing—Springing Switch through main track	15
Monongahela Secondary Track, 966 feet south of Mile Post 50 California	Trailing—Springing Switch through turnout	15
	Facing	30
	Trailing—Not Springing Switch	30
Monongahela Secondary Track, 1361 feet north of Mile Post 46 Roscoe	Trailing—Springing Switch through turnout	15
	Facing	30
	Trailing—Not Springing Switch	30
Scully Branch Duff	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	20

Other Crossovers and Turnouts	Miles per Hour	
	Forward	Backward
Island Avenue—Diverging movement through hand-operated switches between Ohio Connecting Bridge and No. 2 track, all classes of engines.....	8	8
Rochester —Diverging movement through crossover between No. 101 and No. 102 tracks, all classes of engines.....	10	10
Non-Interlocked turnouts—diverging movements, except class I, J, M and HH-1 through No. 8 crossovers and turnouts.....	15	15
Class I, J, M and HH-1 engines through No. 8 crossovers or turnouts must not exceed speed indicated.....	10	5
<p>NOTE—This applies to diverging movements over all hand-operated switches and following interlocked switches:</p> <p>Park: Crossover between main track and plug track. Turnout from Park siding to storage track.</p> <p>Gray: Turnouts at west end of Nos. 8 and 9 tracks. Crossover between Nos. 8 and 9 tracks. Crossover between Nos. 5 and 8 tracks.</p> <p>Rose: All crossovers and turnouts.</p> <p>South: Crossover between No. 2 Power track and No. 3 yard track. All turnouts from North ladder to tracks Nos. 3 to 14 Ebd. Rec. yard. All turnouts from South ladder to tracks Nos. 15 to 26 Scales Yard.</p> <p>Works: All turnouts from ladder to tracks Nos. 1 to 5 and from No. 6 track to tracks 7 and 8. Crossover between No. 8 yard track and No. 2 Westward freight track. Crossover between Nos. 1 and 2 freight tracks at 7th St. Turnout from coach yard track to ladder. Turnout from A track to Machine Shop Yard east of 9th St.</p> <p>Alto: Crossover between No. 4 track and Freight Station Yard—9th St. Turnout from A track to H. & P. Branch. Turnout from A track to No. 3 Eastward power track—17th Street Yard.</p> <p>Slope: Turnout from A track to No. 3 Eastward power track.</p> <p>DV: Turnout to Gulf Refining and Federal Metal Corp. track.</p> <p>Pitt: All crossovers and turnouts at PITT and west thereof in Pittsburgh.</p> <p>PG: All crossovers and turnouts at PG south of the block station.</p> <p>Apollo: Turnout to Apollo Industrial track.</p> <p>AJ: Turnouts to Horn and Wye track.</p> <p>CQ: Turnouts from No. 101 Secondary track to Yard tracks.</p> <p>Monon: All crossovers and turnouts.</p> <p>Esplen: All crossovers and turnouts.</p>		

CURVES, BRIDGES, ETC.	
1157-F1. Maximum Speed.	
Main Line—Middle	Miles per Hour
First Curve east of Perdix, No. 1 and No. 2 tracks.....	60
First Curve west of Cove, No. 1 and No. 2 tracks.....	60
Third Curve east of View, No. 1 and No. 2 tracks.....	60
First and Second Curves east of View.....	40
Curve west of Millerstown, west portion of Curve between a point, 2,400 feet west of M. P. 138 and M. P. 139, No. 1 and No. 3 tracks.....	60
Third Curve east of Thompsontown, No. 1 and No. 3 tracks.....	60
Second Curve east of Thompsontown, No. 1 and No. 3 tracks.....	60
First Curve east of Thompsontown, No. 1 and No. 3 tracks.....	60
First Curve west of Thompsontown, No. 1 and No. 3 tracks.....	65
Curve at Tuscarora, No. 1 and No. 3 tracks.....	65
Fourth Curve east of Mifflin, No. 1 and No. 3 tracks.....	60
Third Curve east of Mifflin, No. 1 and No. 3 tracks.....	55
First and Second Curves east of Mifflin.....	40
First Curve west of Mifflin, No. 1 and No. 4 tracks.....	55
First Curve west of Wall, No. 1 and No. 4 tracks.....	50
Curve at M. P. 163, 2.5 miles east of Lewistown, No. 1 and No. 4 tracks.....	65
Curve at M. P. 164, 1.5 miles east of Lewistown, No. 1 and No. 4 tracks.....	65
Third Curve east of Lewistown, No. 1 and No. 4 tracks.....	55
Second Curve east of Lewistown, No. 1 and No. 4 tracks.....	55
First Curve east of Lewistown.....	40
First Curve west of Lewistown, No. 1 and No. 4 tracks.....	50
First Curve west of Granville, No. 1 and No. 4 tracks.....	60
First and Second Curve west of Ryde.....	45
Curve at Mapleton, No. 1 and No. 3 tracks.....	60
First Curve east of Warrior Ridge, No. 1 and No. 4 tracks.....	60
First and Second Curves west of Warrior Ridge, No. 1 and No. 4 tracks.....	65
Curve at Petersburg, No. 1 and No. 4 tracks.....	65
First Curve west of Tunnel Interlocking, No. 2 track.....	55
First Curve east of Spruce Creek Tunnel, No. 1 track.....	55
Second Curve east of Spruce Creek Tunnel, No. 1 track.....	45
First Curve west of Spruce Creek Tunnel, No. 3 track.....	50
Curves between Spruce and Tyrone.....	40
Curve at Tyrone Station.....	40
First and Second Curves west of Tyrone.....	65
Main Line—Pittsburgh	
First Curve west of Slope, No. 1 track.....	30
No. 2, No. 3 and No. 4 tracks.....	35
Second Curve west of Slope, No. 1 track.....	30
No. 2, No. 3 and No. 4 tracks.....	35
Curves between Second Curve west of Slope and Signal Bridge 2417-18, No. 1 track.....	30
No. 2, No. 3 and No. 4 tracks.....	35
Curves, Signal Bridge 2417-18 and Horseshoe Curve, No. 1 track.....	25
No. 2, No. 3 and No. 4 tracks.....	30

Main Line—Pittsburgh	Miles per Hour
Curves, Horseshoe Curve to Signal Bridge 2444-45, No. 1 track.....	25
No. 2, No. 3 and No. 4 tracks.....	30
Curves between Signal Bridge 2444-45 and UN-AR, No. 1 track.....	25
No. 2, No. 3 and No. 4 tracks.....	30
At UN, on No. 4 track and on siding, between home signal at east end of interlocking and home signal 731 feet west thereof.....	20
At SF, when crossing from New Portage Secondary Track to No. 4 track.....	10
Curve just east of first home signal bridge for AR, No. 0 track.....	15
Eastward freight trains between Car Inspector Bldg. west of AR and west portal Gallitzin Tunnel.....	8
First Curve east of MO, No. 2, No. 3 and No. 4 tracks.....	45
Curves, W to SO.....	50
Curves between SO and AO, except Second Curve west of SO.....	40
Second Curve west of SO.....	35
Curves between AO and C.....	40
Curves between Signal Bridge 2745-44 eastward distant signal for C and Signal Bridge 2763-64 westward distant signal for SG.....	40
First Curve west of SG.....	45
Second and Third Curves west of SG.....	35
First Curve east of M. P. 1, No. 6 track.....	30
Curve at M. P. 1, No. 6 track.....	35
Between M. P. 1 and M. P. 6 on No. 6 track.....	20
First Curve east of M. P. 7, No. 6 track.....	35
Second Curve west of M. P. 7, No. 6 track.....	35
First Curve west of M. P. 9 on No. 6 track.....	20
First Curve west of M. P. 10, No. 6 track.....	35
Curve at M. P. 284.....	65
Second Curve east of Signal Bridge 2946, No. 1 and No. 2 tracks.....	55
First and Second Curves west of Signal Bridge 2946-45	45
Second Curve east of Torrance.....	50
Curve at Torrance, No. 1 and No. 2 tracks.....	55
Curve at M. P. 301 and First Curve west thereof.....	60
Curve at DR Interlocking, No. 1 and No. 2 tracks.....	60
Curves at east and west ends of Radebaugh Tunnel, No. 4 track.....	30
Curve at Penn.....	60
Curves between Signal Bridge 3284 and 3304, east and west of Manor.....	50
Curve at Pitcairn, No. 3 and No. 4 tracks.....	60
Curve west of Wilmerding.....	45
Curve west of WG.....	45
Curve at Perry, No. 1 track.....	30
Curves between Turtle Creek and Bessemer.....	40
Curve east of Braddock.....	50
Curves between Braddock and Copeland.....	40
Curve east of Swissvale.....	50
Curve east and west of Hawkins, No. 1 and No. 2 tracks.....	60
No. 3 track.....	50
On east and west legs of Wye at CM.....	15
Curve at East Liberty, No. 1 track.....	40
No. 2 and No. 3 tracks.....	35
Curve east of DV.....	45
First and Second Curve west of DV.....	40
Within PITT Interlocking.....	15

Main Line—Conemaugh	Miles per Hour
All Curves JD to M. P. 0.....	35
Curve east end Bridge 0.10, Conemaugh River west of M. P. 0.....	20
Bridge 0.10 and M. P. 1.....	35
Curve at M. P. 3.....	35
Curves between M. P. 3 and M. P. 4.....	35
First Curve west of M. P. 4.....	35
Curves between Alum Bank and Bridge 8.40 (Market Street, Blairsville).....	35
First Curve west of Atlas.....	45
First Curve east of M. P. 19, west of Atlas.....	40
First Curve east of M. P. 23.....	40
First Curve west of M. P. 24.....	40
First Curve east of M. P. 26.....	45
Second and Third Curves west of M. P. 26.....	30
Curves between M. P. 29 and Truxall.....	30
Curves between Truxall and M. P. 32.....	45
M. P. 32 and M. P. 33.....	30
Curves between M. P. 33 and M. P. 35.....	45
First Curve west of M. P. 35.....	35
First Curve west of M. P. 36.....	45
Curves between east end of Second Curve west of M. P. 36 and M. P. 39.....	30
Curve at M. P. 41.....	30
Curves between M. P. 42 and M. P. 44.....	45
First Curve west of M. P. 45.....	45
Curve at M. P. 46.....	45
AJ Interlocking, No. 1 and No. 2 tracks.....	30
Curves east and west legs Wye AJ.....	10
Curves between AJ and M. P. 51.....	45
First Curve west of M. P. 51.....	45
First Curve west of Natrona.....	45
First Curve east of West Tarentum.....	45
First Curve west of West Tarentum.....	45
Curve at M. P. 58, west of Creighton.....	35
First Curve east of Springdale.....	45
Curve at Springdale.....	45
Curve at M. P. 62, west of Springdale.....	40
First and Second Curves west of M. P. 62.....	40
Curve at Cheswick.....	40
First Curve east of Acme.....	45
First Curve west of Acme.....	45
Curves between M. P. 64 and M. P. 66.....	45
Main Line—Eastern	
First Curve west of Bridge 0.33.....	20
First Curve west of Federal Street Station.....	20
Second Curve west of Federal Street Station.....	30
All Curves, Pennsylvania Ave. to and including Curve at Island Ave., No. 4 track.....	45
All Curves Jacks Run to Pennsylvania Ave., No. 1 track.....	50
Curve at M. P. 25 east of Rochester Freight Station, No. 1 track.....	60
Curve at Rochester Station.....	40
Curve west of Rochester Block Station, No. 2 track.....	35
Curve west of Rochester Block Station, No. 1 track.....	30
First Curve west of Bridge 29.25 No. 2 track east of Beaver Falls.....	50
First Curve west of Bridge 29.25 No. 1 track east of Beaver Falls.....	60
All Curves Beaver Falls to Mile Post 34.....	60
Curve at Wood.....	45
Main Line—Panhandle	
PH and Smithfield Street.....	20
Monon Block Station on Track A.....	5
Monon Block Station on Track B.....	10
Smithfield Street and Elliott, No. 1 and No. 2 tracks.....	30
Curves between Elliott and Tunnel No. 2.....	40
Tunnel No. 2.....	30
Curves between Tunnel No. 2 and First Curve west of M. P. 7 west of Idlewood.....	40
First Curve west of M. P. 7.....	35
Between First Curve west of M. P. 7 and First Curve west of M. P. 8	40
First Curve east of Carnegie, No. 1 and No. 2 tracks.....	30
Curves between Carnegie and M. P. 16, west of Noblestown.....	40
Curves between Primrose and Burgettstown.....	50
Curves between Burgettstown and First Curve west of Weirton Jct.	40
Eastward trains on No. 4 track between Weirton Jct. and NC.....	20
First Curve east of Bridge 42.11, Ohio River and Slack Street, Steubenville.....	30
Curves between Slack Street, Steubenville and Tunnel No. 5.....	55
Track connecting Main Line and River Branch between Mingo Jct. and Rookville.....	20
Track connecting Main Line and River Branch between east end of Gould Siding and Bridge 20.96, east end Mingo Junction yard.....	15
Tunnel No. 5.....	40

Hollidaysburg and Petersburg Branch	Miles per Hour
Curves at Nineteenth Street and Margaret Avenue, Altoona.....	20
Bald Eagle Branch	
Through Mill Hall (by Ordinance).....	35
Approaching Highway Crossing at Vail, 1400 feet east or west thereof.....	30
Irvona Branch	
Curves from Cresson to Third Curve north of M. P. 5.....	20
First Curve north of M. P. 13.....	20
Curves between M. P. 19 and M. P. 25.....	20
Second and Third Curve south of M. P. 39.....	15
South Fork Branch	
M. P. 9 to Lovett, northward freight trains.....	10
Turtle Creek Branch	
Curves between Trafford and M. P. 8.....	15
Monongahela Branch Monongahela Secondary Tracks	
First Curve, south of Monon.....	40
Bridge 1.78, First Bridge north of M. P. 2.....	40
Curve at M. P. 2.....	40
OB Interlocking.....	30
Crossover, Monon No. 1 track to outbound track at north end OB Interlocking.....	5
All crossovers and turnouts at north end of PG Interlocking.....	10
PG and CR No. 3 track.....	20
Between South Duquesne Water Station, 3500 feet south of South Duquesne and M. P. 14:	
No. 1 and No. 2 tracks.....	15
Between M. P. 20 and West Elizabeth.....	10
First Curve south of Elrama No. 2 track.....	30
Between MC and 3000 feet north of MC.....	20
Between M. P. 36 and M. P. 38.....	20
Port Perry Branch	
Bridge 10.19—J engines coupled.....	10
North Leg and South Legs Wye at PG.....	10
Allegheny Branch	
First Curve south of M. P. 25.....	30
Curve at AJ.....	30
Bridge 28.91 AJ.....	20
Brilliant Branch—Valley	
Between CM and Kelly Street.....	15
Curve 1.9 miles north of CM, Valley No. 1 and No. 2 tracks.....	20
Brilliant Branch—West Penn	
Curves east and west leg of Wye, UY.....	10

Bayard Branch	Miles per Hour
Between M. P. 18 and M. P. 19.....	35
Between a point 500 feet east of M. P. 20 and a point 1000 feet west of M. P. 20.....	35
Between a point 3100 feet west of Mile Post 23 and Yellow Creek Block and Interlocking Station on No. 2 track.....	20
Curve, Yellow Creek.....	20
River Branch	
Between Mile Post 15, east of Steubenville and Kings, No. 1 track.....	20
Chartiers Branch	
Carnegie, within borough limits, (on No. 105 secondary track).....	5
Curve at Main Street, Carnegie.....	10
Terminal Branch—Zane Running Track	
Curve on approach to Ohio River Bridge No. 1.75.....	10
Martins Ferry, over street crossing at grade.....	6
Curve at east approach to Chapline Hill tunnel.....	15
Wheeling, over street crossing at grade.....	10
New Cumberland Branch	
Approaching Cove Road crossing, west of CY.....	15
Crossover at WN leading from single track to New Cumberland secondary track.....	10
H. & P. Secondary Track	
Hollidaysburg-Newry Street crossing.....	15
Curve at Goodman.....	25
Curve 1200 feet west of Covedale.....	25
Bedford Secondary Track	
Curve at Dunnings Creek Jct.....	15
Bedford—Richard Street crossing.....	10
Through Hyndman (by Ordinance).....	10
Curve 3.1 miles south of Hyndman.....	15
Morrison Cove Secondary Track	
Holly and a point 3600 feet south of Holly.....	15
First Curve south of Holly.....	20
Curve between a point 250 feet north of M. P. 10 and a point 1300 feet south of M. P. 10, two miles south of Holly.....	20
Roaring Spring, State Highway Route 880, one mile south of Roaring Spring.....	25
Bellefonte Secondary Track	
Curve at Bellefonte Station.....	10
Bell-Slope Secondary Track	
Eastward arranged freight trains, Hopper and Box trains passing South, until train is yarded.....	6
Westward freight trains on No. 2 track from a point 2650 feet west of Signal Bridge 2331 until train is yarded.....	6
Clearfield Secondary Track	
Through Curwensville (by Ordinance).....	6
Through Clearfield (by Ordinance).....	12
Curve at north end of Bridge No. 38.35, two miles south of Field.....	15
Curve between M. P. 36 and 37, 1½ miles north of Woodland Wallaceton—Reed Street crossing.....	20
N. Y. C. R. R. crossing—(Phillipsburg).....	15
Curve between M. P. 21 and Bridge No. 21.94 one mile north of Maple.....	20
Fourth Curve south of M. P. 11, 2¼ miles south of Summit.....	20
First Curve south of M. P. 7, 3¼ miles north of Vail.....	15
Moshannon Secondary Track	
Through Houtsdale (by Ordinance).....	12
Redstone Secondary Track	
North Leg Brownsville Jct. Wye.....	15
South Leg Brownsville Jct. Wye.....	5
East Leg Brownsville Jct. Wye.....	5
Over Monongahala Ry. crossing, BF.....	12
RS, over all switches.....	15
Account bridge construction 900 feet south of Keister Storage track switch, south of Waltersburg, trains and engines must not exceed Reduced speed approaching this point prepared to stop short of contractors equipment.	

Southwest Secondary Track	Miles per Hour
Public Highway crossing, 1500 feet north of M. P. 3.....	15
Depot Street crossing—Youngwood.....	10
Public Highway crossing, 3130 feet south of Youngwood.....	15
Public Highway crossing, 5620 feet south of Youngwood.....	10
Public Highway crossing at HN.....	16
Between first grade crossing north of Scottdale Jct. and B. & O. R. R. crossing, 0.1 mile south of SY.....	12
Between crossing 0.5 mile north of Connellsville and Connellsville.....	12
Over first street crossing south of Connellsville.....	6
Bridge 24.56 Youghiogheny River, Connellsville.....	15
Over first street crossing north of NJ.....	6
Over first street crossing south of Dunbar.....	15
RS, over all switches.....	15
Between VA and Dunbar Street (3500 feet south of VA, Union-town).....	10
Sewickley Industrial Track	
Over grade crossing 2420 feet south of Junction with Southwest secondary track.....	5
Over grade crossing 6630 feet south of Junction with Southwest secondary track.....	5
Over grade crossing Weaver's Old Stand.....	10
Hempfield Industrial Track	
Over Arona road crossing 1.5 miles south of Adamsburg Jct.....	6
Yukon Secondary Track	
Between Mile Post 9 and Mile Post 10.....	5
Coal Lick Industrial Track	
Over street crossings between VA and Rainey Jct.....	10
Except over street crossing, Lebanon Ave. (first crossing north of Rainey Jct. Wye).....	4
Cresson Secondary Track	
First Curve north of Cresson.....	15
Curves from M. P. 8 to 1500 feet north of M. P. 9.....	25
Curve at M. P. 15.....	25
Curves from M. P. 19 to First Curve north of M. P. 24.....	25
Passing over switch in main line at Hastings Jct.....	15
Curve at M. P. 38.....	25
Curve 300 feet north of M. P. 39.....	25
Curve north of HM.....	25
Passing over switch in main line at McGees Jct.....	15
Curves from M. P. 44 to Punxsutawney.....	25
Mahoning Street crossing, Punxsutawney.....	10
Black Lick Secondary Track	
Ebensburg to Vintondale.....	25
Josephine to Black Lick.....	25
Curves from Ebensburg Jct. to Ebensburg except Winterset Curve.....	20
Winterset Curve west of Winterset.....	15
First Curve west of M. P. 31.....	25
First Curve west of M. P. 38.....	25
First Curve west of M. P. 40.....	25
West Brownsville Secondary Track	
West Brownsville Jct. to West Brownsville and Wye tracks.....	10
Susquehanna Secondary Track	
Curves Bradley Jct. to Bakertbn.....	25
Passing through tunnel.....	15
On north and south legs of Wye at Cherry Tree.....	10
McGee Secondary Track	
Glen Campbell.....	5
Beaver Secondary Track	
M. P. 5 to M. P. 3, northward freight trains.....	6
M. P. 3 to Lovett, northward freight trains.....	10

Llanfair Secondary Track	Miles per Hour
Northward freight trains.....	6
Windber Industrial Track	
Between Windber Jct. and Eureka No. 35.....	10
Vance Mill Secondary Track	
Between a point 4.8 miles south of Vance Mill Junction and a point 4.9 miles south of Vance Mill Junction.....	5
Dunbar Track	
Bridge 0.28 south of Dunbar.....	5
Indiana Secondary Track	
Indiana, School and Church Streets, grade crossings.....	10
Curves north and south leg of Wye, Indiana.....	10
Reverse Curves 2640 feet north of M. P. 6 and M. P. 7.....	20
Blairsville Industrial Track	
Curve north leg Wye, Blairsville.....	10
Market Street and north end Wye.....	10
Butler Secondary Track	
Curves east and west leg of Wye, Butler.....	10
JB and Lane.....	15
No. 101 and No. 102 Secondary Track	
32nd Street crossing, Pittsburgh, 1812 feet south of M. P. 2.....	5
Note—Applies to all tracks over this crossing front end of train only.	
Washington Secondary Track	
Curves between Mayview and Boyce.....	20
Boyce, Over State Highway crossing at grade.....	20
Washington between Chestnut Street and Main Street.....	20
Wheeling Secondary Track—Wheel Running Track	
Lazearville siding over crossing at 20th, 22d, 25th, 26th and 27th Streets, Wellsburg.....	5
Wellburg between 3rd Street and 27th Street.....	15
Between Wheeling Station and 14th Street.....	10
Wheeling between 14th Street and Zane.....	20
Powhatan Secondary Track	
Bridge 23.85 three-fourths miles west of Rush Run.....	20
Bridge 30.83 just east of Rayland.....	10
Tiltonville, Nickel Plate Road crossing.....	15
Martins Ferry between Avondale Street and Buckeye Street.....	20
Curve east of B. & O. crossing, M. P. 43, Bellaire.....	15
BR, over switches leading to yard tracks.....	15
Between Yard Limit board one fourth mile west of Wegee and M. P. 51 east of Dille.....	10
Between a point 2640 feet west of M. P. 54 west of Pipe Creek and a point 2640 feet west of M. P. 56 east of Stewart.....	15
New Cumberland Secondary Track	
Between a point 2200 feet west of M. P. 3 and M. P. 4 west of Kings Creek.....	10
Between a point one half mile east of M. P. 8 and a point 1600 feet east of M. P. 9.....	15
Between a point 1600 feet east of M. P. 9 and east switch of Union Brick plant west of M. P. 10.....	10
Between east switch Union Brick Plant and M. P. 10 west of Globe.....	15
Chester-Kobuta Industrial Track	
Between Mile Post 31 and a point 400 feet east of Mile Post 31, prepared to stop short of obstruction.....	10

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

Monongahela Secondary Track:

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

West Brownsville Secondary Track:

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

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

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

Ellsworth and Marianna Secondary Tracks:

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

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

Between north end and south end of Scenery Hill Siding.

Between a point 975 feet south of Mile Post 19 and a point 1575 feet south thereof.

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

Indiana Secondary Track:

Mile Post 6 and a point 2500 feet south thereof.

Butler Secondary Track:

Mile Post 1 and Mile Post 8.

ENGINES

1157-G1. Maximum Speed, unless otherwise Restricted

Class Steam Engines	Miles per Hour			
	Backward	Forward— Light	Forward—With Train	
			Passenger	Freight
I.....	25	40	50	50
J.....	25	40	50	50
K.....	25	50	70	50
L.....	25	40	50	50
M.....	25	50	70	50
Rail Motor Cars....	65	65	65	....

Class Diesel Engines	Miles per Hour		
	Light Multiple	With Train	
		Passenger	Freight
Road:			
Passenger Engines.....	60	70	50
Freight Engines, except EH-15.....	50	65	50
EH-15.....	50	50	50
Freight-Passenger Engines.....	50	70	50
Road Shifters:			
All classes, except ES-15a.....	50	60	50
ES-15a.....	50	55	50
Yard Shifters:			
All classes, except A6B, GS4 and ES-6 (5911 only).....	50	50	50
GS-4.....	30	30	30
ES-6 (No. 5911 only).....	40	40	40
PRSL-BS-15MS (Frt. Eng.).....	30	65	45
PRSL-BS-16MS (Psg. Eng.).....	30	70	45
PRSL-BS-16MS (Frt. Eng.).....	30	70	46

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

NOTE—

Diesel Engines

First letter designates builder:

“A”—American Locomotive Works—General Electric Company.

“B”—Baldwin-Lima-Hamilton Corporation

“E”—Electro-Motive Division of General Motors Corporation.

“F”—Fairbanks, Morse and Company.

“G”—General Electric Locomotive Works.

“L”—Lima Locomotive Works.

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

“F”—Freight.

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

“P”—Passenger.

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

“S”—Shifting service.

Numerals indicate engine horsepower in nearest hundreds.

“6”—600 or 660 horsepower.

“15”—1500 horsepower.

1157-G2. Class GS-4 engines moving light to shop for repairs or boilerwash must not exceed a speed of 20 miles per hour.

**SECONDARY TRACKS, RUNNING TRACKS
AND SIDINGS**

1157-H1. Maximum Speed.

Track	Between	And	Miles per Hour
Lewistown.....	Lewistown.....	Jct. Milroy Secondary Track.....	25
Milroy.....	Chestnut Street Lewistown.....	Milroy.....	25
A.....	Deer.....	Hunt.....	30
C.....	Hunt.....	Deer.....	30
No. 1.....	Rose.....	Antis.....	30
No. 2.....	Antis.....	Rose.....	30
H. & P.....	Pete.....	Frank.....	30
H. & P. No. 1.....	Wye.....	Holly.....	30
H. & P. No. 2.....	Holly.....	Wye.....	30
Springfield.....	Ganister.....	Oreminea.....	20
Morrison Cove.....	Holly.....	Curry.....	30
Bedford.....	Brook.....	State Line.....	30
Mt. Dallas.....	Creek.....	Dallas.....	25
Clearfield.....	Grampian.....	Mills.....	30
	Mills.....	Summit.....	20
	Summit.....	Park.....	30
Moshannon.....	Mills.....	McCartney.....	20
Moshannon and Clearfield.....	Jct. Moshannon Secondary Track	Brookwood shaft	25
Snow Shoe.....	Snow Shoe Int.....	Snow Shoe.....	20
New Portage.....	Wye.....	SF.....	20
Cresson.....	MO.....	EP.....	15
Cresson.....	EP.....	RU.....	30
Cresson.....	RU.....	Fordham.....	15
Hastings.....	Hastings Jct.....	Hastings.....	20
McGees.....	McGees Jct.....	Glen Campbell.....	25
Susquehanna.....	DF.....	DC.....	30
Black Lick.....	KY.....	ZD.....	30
Monongahela Nos. 1 and 2.....	H.....	MC.....	30
Monongahela.....	MC.....	BF.....	30
Southwest.....	RG.....	County Jct.....	25
Southwest.....	County Jct.....	VA.....	30
Southwest.....	VA.....	End of track.....	15
Redstone.....	BF.....	RS.....	20
Yukon.....	Yukon Jct.....	Cowansburg.....	20
Indiana.....	D.....	Black Lick.....	30
Indiana.....	Black Lick.....	Indiana.....	25
Butler.....	JB.....	Butler.....	20
No. 101 and No. 102.....	Etna.....	CQ.....	5
Carnegie.....	Wagner.....	Camp Hill.....	30
No. 103.....	Laurel Hill.....	Bulger.....	20
Washington.....	Glenn.....	WH.....	30
Waynesburg.....	Waynesburg.....	WH.....	10
Wheeling.....	Weirton Jct.....	UN.....	30
Powhatan.....	GR.....	Bellaire.....	30
Powhatan.....	Bellaire.....	PN.....	25
Captina.....	Captina Jct.....	Norton Mine No. 3.....	25

Track	Between	And	Miles per Hour
Weirton.....	CY.....	WN.....	20
New Cumberland.....	WN.....	HS.....	25
All other secondary tracks.....			15
Sidings— Denholm Westward In assigned direction.....	West Mifflin.....	Wall.....	30
Against assigned direction.....	Wall.....	West Mifflin.....	15
Denholm Eastward In assigned direction.....	Wall.....	East Wall.....	30
Against assigned direction.....	East Wall.....	Wall.....	15
Bald Eagle Branch All Sidings.....			25
Gould Siding.....			30
All other sidings.....			15

1157-J1. In the application of Rule 113, movement on the following tracks must not exceed the speed indicated, prepared to stop short of other movements, obstruction, or switch not properly lined:

Track	Between	And	Miles per Hour
Trout Run	Osceola Mills (South of)	End of Track	10
Industrial	Chester	Kobuta	20

FREIGHT TRAIN RESTRICTIONS

Monongahela Branch

1159-A1. Engines must not pass warning sign on Pennsylvania Industrial Chemical track located 2960 feet south of Peters Creek Jct. Oil hand lamps, or any other type of lamp having an open flame, must not be used while working at this plant. Electric hand lamps must be lighted before entering and must not be extinguished until after leaving the plant. Smoking on the premises prohibited.

Wheeling Secondary Track

1159-A2. (a) Lower Ferry—Account fire hazard, smoking or the use of open flame lights is prohibited in plant of Koppers Company Tar and Chemical Division beyond restriction boards.

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

Kobuta Industrial Track

1159-A3. Kobuta—Account fire hazard, the use of open flame lights is prohibited beyond restriction boards in plant of Koppers United Co.

Smoking is prohibited within the gates of this plant.

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
HOLLIDAYSBURG YARD, Cont. Westward Relay yard, except West Ladder and 10 car lengths at west end Nos. 1 to 6, inc.....										X	
West Class yard: Tracks Nos. 1, 2, 3, 4, 5 & 6.....						X		X	X	X	X
Tracks Nos. 7 to 25, incl., ex- cept West Ladder and 10 car lengths at west end.....										X	
Tracks Nos. 26 & 27.....						X		X	X	X	X
Mill track.....						X		X	X	X	X
Freight House track.....						X		X	X	X	X
HOLLIDAYSBURG: McLanahan Stone Machinery Co. track.....	X	X	X	X	X	X	X	X	X	X	X
Blair County Oil & Supply Co.....	X	X	X	X	X	X	X	X	X	X	X
DUNCANSVILLE: Anchor Sanitary Co.....						X	X	X	X	X	X
W. P. Appleyard trestle.....			X	X	X	X	X	X	X	X	X
Swope trestle and track.....			X	X	X	X	X	X	X	X	X
All other individual tracks.....			X	X	X	X	X	X	X	X	X
MORRISON COVE: SECONDARY TRACK: Between Holly and Brook.....						X		X	X	X	X
Between Brook and Curry.....						X	X	X	X	X	X
ROARING SPRINGS: D. M. Bare Paper Co. trestle.....		X	X	X	X	X	X	X	X	X	X
Coal Trestle.....		X	X	X	X	X	X	X	X	X	X
BEDFORD SECONDARY TRACK Casana Station.....		X	X	X	X	X	X	X	X	X	X
Bedford—H. C. Heckerman Co.....		X	X	X	X	X	X	X	X	X	X
MT. DALLAS SECONDARY TRACK						X		X	X	X	X
CLOVER CREEK INDUSTRIAL TRACK Basalt track.....						X		X	X	X	X
SPRINGFIELD SECONDARY TRACK Oreminea track.....						X		X	X	X	X
CANOE CREEK INDUSTRIAL TRACK						X		X	X	X	X
CLEARFIELD SECONDARY TRACK: North of Park.....						X		X	X	X	X
First curve South of M. P. 7, 3¼ miles North of Vail.....						X	15	X	X	X	X
Fourth curve North of M. P. 9, ¾ miles South of Summit.....						X	15	X	X	X	X
Fourth curve South of M. P. 11, ¾ miles South of Summit.....						X	10	X	X	X	X
OSCEOLA MILLS: Both legs of Wye.....						X	5	X	X	X	X
MOSHANNON SECONDARY TRACK & CONNECTING TRACKS: Mills to McCartney.....						X		X	X	X	X
SNOW SHOE SECONDARY TRACK & CONNECTING TRACKS						X	X	X	X	X	X
WESTERN MARYLAND R. R.: State Line to Cumberland.....		X	X	X	X	X	X	X	X	X	X

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
MAIN LINE—PITTSBURGH Slope to CM including Sang Hollow Extension.....											X
CM to Pittsburgh.....											X
GALLITZIN: Yard-tracks No. 9.....						X	X	X	X	X	X
No. 10.....						X	X	X	X	X	X
Altoona Power Track.....								B5 15 B5	B5	B5 15 B5	B5 15 B5
Conemaugh Power Track.....								B5 15	B5	B5 15	B5 15
CRESSON: Wye.....									5		5
MILE POST 302 (EAST OF): Grays Industrial track.....					X	X	X	X	X	X	X
DERRY: Sand Rock Track.....				X	X	X	X	X	X	X	X
LATROBE: Superior Spur.....				5	5	X	X	X	X	X	X
Freight House Track.....				X	X	X	X	X	X	X	X
LATROBE INDUSTRIAL TRACK: Vulcan Mold Spur.....				X	X	X	X	X	X	X	X
Latrobe Electric Steel Spur.....				X	X	X	X	X	X	X	X
Other Industrial Tracks.....				X	X	X	X	X	X	X	X
DONOHOE: Connection from No. 4 track to Alexandria Branch.....			X	5	5	X	5	X	X	X	X
PITCAIRN: Passenger Yard No. 1 and No. 2 and run-around tracks.....									X		X
WG: East Pittsburgh connection.....									X		X
PORT PERRY BRANCH: North and South Legs of Wye at PG.....									10 E10		5
Bridge 10.19.....											
EDGEWOOD: Keller Bros. Industrial track.....				X	X	X	X	X	X	X	X
WILKINSBURG TO CM: All Industrial tracks.....				X	X	X	X	X	X	X	X
CM: City of Pittsburgh Industrial track off east leg of Wye.....			X	X	X	X	X	X	X	X	X
West leg of Wye.....			X	X	X	X	X	X	X	X	X
All other Industrial tracks.....			X	X	X	X	X	X	X	X	X
EAST LIBERTY TO DV: All Industrial tracks off No. 3 track.....				X	X	X	X	X	X	X	X
33rd ST., PITTSBURGH: Industrial track.....				X	X	X	X	X	X	X	X
PITT: Interlocked crossovers and turn- outs.....				B5	B5	B5			8	5	X
CRESSON SECONDARY TRACK: (See Note) Cresson to Fordham.....									X		X
Jump-over Bridge No. 0.56.....		15	15	15	15	15	15	15	5	15	15
BLACK LICK SECONDARY TRACK: (See Note)									X		X
KY to Ebensburg.....									X	B15	X
COAL PITT RUN:									X		X
REXIS: (See Note)									X		X
SUSQUEHANNA SECONDARY TRACK: Tunnel to Bakerton.....								B10	X	B10	X
									X		X
LUTHER:									X		X
STERLING No. 1:									X		X
WALNUT RUN:									X		X
PORTER RUN:									X		X

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
MOSS CREEK SECONDARY TRACK:								X		X	
PATTON No. 1 INDUSTRIAL TRACK:								X		X	
PATTON No. 2 INDUSTRIAL TRACK:								X	X	X	
North Leg Patton Wye.....					X			X	X	X	
HASTINGS SECONDARY TRACK:								X		X	
LA JOSE INDUSTRIAL TRACK:								X		X	
McGEES SECONDARY TRACK:								X		X	
MAHAFFEY:								X		X	
GLEN CAMPBELL:								X		X	
McCOY RUN:								X		X	
BRADY RUN:								X		X	
BEAR RUN:								X		X	
HILLMAN:								X		X	
ELK RUN INDUSTRIAL TRACK:								X	X	X	
Bridge 0.38 Punxsutawney.....	15	15	15	15	X		X	X	X	X	
IRVONA BRANCH:								X		X	
Stroud.....								X		X	

NOTE—Class J-1 and M-1 engines may be used in emergency between Cresson and Black Lick via Ebensburg Jet. In such cases they must conform to the following speed restrictions in addition to those covered otherwise for that territory:

Miles per Hour

MO to EP	5
KY to Ebensburg	15
Over bridge No. 23.81 (Class J-1 only).....	15
Over bridge No. 30.79 (Class J-1 only).....	20

Class I-1 engines operating on Black Lick Secondary Track may use Rexis Interchange to public road crossing.

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
LILLY INDUSTRIAL TRACK:								X	X	X	
MARTIN INDUSTRIAL TRACK:								X	X	X	
SONMAN:								X		X	
SOUTH FORK BRANCH:											
Jump-over Bridge No. 0.04.....	20	20	20	20	20	20	20	20	20	20	
West Leg of Wye at So. Fork.....				X	X	X	X	X	X	X	
Stinemans Mine track.....				X	X	X	X	X	X	X	
Second curve south of M. P. 1 on No. 1 and No. 2 tracks.....								A5		5	5
SOUTH FORK SECONDARY:											
HC to end of track.....								5	10	5	
Winder Wye.....								X		X	
BEAVER SECONDARY TRACK:											
Industrial tracks except track leading to Burkett mine (F-78).....								5	10	5	
LLANFAIR SECONDARY TRACK:								X	X	X	
PAINT CREEK BRANCH:											
Bridge 0.57 Scalp Level.....	15	15	15	15	15	15	X	10	X		
SHADE CREEK BRANCH:											
Bridge 5.39 Seenor.....								10	X	10	
EUREKA No. 32:								X		X	
WINDBER INDUSTRIAL TRACK:								X		X	

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
JOHNSTOWN:											
C to Yard Office east of Bridge 0.87.....								X		X	
Yard Office east of Bridge 0.67 to terminus.....						X	X	X	X	X	
NEW FLORENCE:										X	
BRADENVILLE SECONDARY TRACK:								X	X	X	
Industrial tracks.....				X	X	X	X	X	X	X	
UNITY SECONDARY TRACK:											
Junction to South end of Unity yard.....											
South end of Unity yard to Palmers.....								X	X	X	
Palmers to Hostetter.....				X	X	X	X	X	X	X	
First curve south of Palmers.....			5	5	5	X	X	X	X	X	
American Locomotive Spur.....			X	X	X	X	X	X	X	X	
Whitney Spur.....								X	X	X	
Industrial tracks.....								X	X	X	
ALEXANDRIA BRANCH:								X		X	
ALEXANDRIA SECONDARY TRACK:											
Dundale Wye track.....				5	5	X	5	X		X	
Coke tracks at Salem Coke Works beyond coke loading platform and No. 5 track.....	X	X	X	X	X	X	X	X	X	X	
JAMISON No. 2 SECONDARY TRACK:								X		X	
BRUSH CREEK:								X		X	
BULL RUN:								X	X	X	
JEANNETTE:				X	X	X	X	X	X	X	
MANOR SECONDARY TRACK:								X		X	
TURTLE CREEK BRANCH:									X	X	X
BY to Mile Post 11.5.....								X	X	X	
Remaleys Indl. track (5447) Wm. Penn Hwy. to end of track.....							X	X	X	X	
Seenor Mine Tracks Nos. 1, 2, 3 and 4 Under Tipple.....	X	X	X	X	X	X	X	X	X	X	X
Seenor Mine to Saltsburg.....								X		X	
EAST PITTSBURGH INDUSTRIAL TRACK:								X		X	X
MONONGAHELA SECONDARY TRACK:											
Between:											
H and West Brownsville Jet.....											
South of northern end of loading ramp on track leading from switch off No. 1 Secondary track, 2800 feet south of Mile Post 28.....	X	X	X	X	X	X	X	X	15	15	15
West Brownsville Jet. and BF.....											
Monongahela Iron and Metal Co., tracks A and B:											
Track A beyond a point 1500 feet, Track B beyond a point 1400 feet from switch leading from running track at point 2230 feet north of Mile Post 31.....	X	X	X	X	X	X	X	X	X	X	X
WEST BROWNVILLE SECONDARY TRACK:											
Between:											
West Brownsville and Ten Mile Run Jet.....									X	X	X
MONON:											
Carson Street yard.....								X	X	X	X
Turnouts to south end of 18th Street yard.....									X	X	X
OB:											
Whitehall track.....								X	X	X	X
Industrial track.....								X	X	X	X
Crossovers between inbound track and outbound track and turnout from inbound track to old inbound track at north end of OB Interlocking.....											
Crossover between No. 3 and No. 4 tracks at south end of OB Interlocking.....									X		X
Turnout from No. 0 track to south end No. 2 track 30th Street north extension yard.....									X		X
All turnouts in 30th Street south extension yard.....									X		X

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
HAYS:											
Axle Works track.....			X	X	X	X	X	X	X	X	X
Harbison-Walker trestle.....	X	X	X	X	X	X	X	X	X	X	X
Other Industrial tracks.....			X	X	X	X	X	X	X	X	X
Street Run track.....			X	X	X	X	X	X	X	X	X
Industrial tracks.....			X	X	X	X	X	X	X	X	X
MESTA:											
Crossover from No. 2 track to south end of Howard middle yard.....							X			X	
All turnouts in middle and south yards, Howard yard.....							X			X	
PG:											
Turnouts to north end of No. 4 and No. 6 tracks in Thomson yard.....					X		X	X	X		
All turnouts in Thomson yard.....					X		X	X	X		
Turnouts to Nos. 4 to 13 tracks incl. in Thomson Storage yard.....					X	X	X	X	X	X	X
SOUTH DUQUESNE:											
All turnouts in south end McKeesport yard.....					X		X			X	
All turnouts in north end Cochran yards.....					X		X			X	
All turnouts in north end McKeesport and south end Cochran yards.....					X	X	X	X	X	X	X
CLAIRTON:											
P. & W. Va. Ry. Interchange.....							X	X	X	X	X
Penna. Industrial Chemical Co. Carnegie-Illinois Steel Co. yard, south of Clairton.....					5	X	5	X	5	X	5
ELRAMA:											
Vesta Coal Co. Marine Ways.....						X	X	X	X	X	X
Mississippi Glass Co.—run-around track.....	X	X	X	X	X	X	X	X	X	X	X
All other tracks.....						X	X	X	X	X	X
SHIRE OAKS:											
Duquesne Light Co. Loaded car repair tracks.....	5	5	5	5	5	X	X	X	X	X	X
Power house track.....						X	5	X	5	X	X
Transfer tipple—low track.....						X	5	X	5	X	X
COURTNEY:											
Pittsburgh Coal Co.							X			X	X
MONONGAHELA:											
New Eagle Industrial tracks.....						X	5	X	X	X	X
All industrial tracks, Second and Third Wards.....						X		X	X	X	X
DONORA:											
A. S. & W. Co. furnace yard—No. 5 track to clearance point.....				5	5	5	5	X	5	X	X
A. S. & W. Co. furnace yard—No. 6 track.....				5	5	5	X	X	X	X	X
A. S. & W. Co. furnace yard, except No. 5 and No. 6 tracks.....				5	5	5	5	X	X	X	X
CHARLEROI:											
Latchem Transfer Co.				X	X	X	X	X	X	X	X
Corning Glass Works Co., A and E tracks.....				X	X	X	X	X	X	X	X
B and C tracks.....				X	X	X	X	X	X	X	X
Charleroi Supply Co.				X	X	X	X	X	X	X	X
Tri-Cities Water Co.				X	X	X	X	X	X	X	X
ALLENPORT:											
Pittsburgh Steel Co.				X	X	X	X	X	X	X	X
CALIFORNIA:											
Public Delivery track.....						X		X		X	X
BRIDGE 48.50:											
Public Delivery tracks.....				40	40	40	30	30	20	15	X
WEST BROWNSVILLE JCT.:											
Turnouts south end West Brownsville Jct. yard tracks No. 5 to No. 10 inclusive.....										X	

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
McKEESPORT											
SECONDARY TRACK:											
Between north and south ends of McKeesport yard.....									X		
Between south end of McKeesport yard and McKeesport.....	D	D	D	D	D	X	D10	X	X	X	X
When two or more engines are used on Bridge 12.19 there must be at least eight cars between engines.....											
PETERS CREEK INDUSTRIAL TRACK:											
Between Peters Creek Jct. and M. P. 3.....				10	10	X	X	X	X	X	X
South Leg of Wye.....				5	5	X	X	X	X	X	X
Empire Lumber Co.						X	X	X	X	X	X
PETERS CREEK BRANCH:											
Between Pennmount and Gould Piney Fork Mine, South end No. 2 track.....				X	X	X	X	X	X	X	X
ELLSWORTH SECONDARY TRACK:											
Between: MC and Cokeburg Jct.							X		X	X	X
HAZELKIRK:											
U. S. Steel, Maple Creek Mine Supply track.....				5	5	X	X	X	X	X	X
Bethlehem No. 58 Mine.....				5	5	X	5	X	X	X	X
BENTLEYVILLE:											
Delivery track 0.5 mile north of Bentleyville.....							X	X	X	X	X
ELLSWORTH:											
Bethlehem No. 51 Mine, all tracks under tipple.....	X	X	X	X	X	X	X	X	X	X	X
Bethlehem No. 52 Mine, Mine Supply track.....				5	5	X	X	X	X	X	X
Bethlehem No. 52 Mine track under tipple.....	X	X	X	X	X	X	X	X	X	X	X
Industrial tracks.....				5	5	X	X	X	X	X	X
MARIANNA SECONDARY TRACK:											
Between: Cokeburg Jct. and Marianna.....							X		X	X	X
COKEBURG SECONDARY TRACK:											
Between Cokeburg Jct. and Cokeburg.....							X		X	X	X
Mariana Lumber Co. trestle.....	X	X	X	X	X	X	X	X	X	X	X
ONTARIO INDUSTRIAL TRACK:											
Between Ontario Jct. and Ontario mine tipple.....							X		X	X	X
Beyond Ontario Mine tipple.....							5	X	X	X	X
Ontario Mine tracks north of tipple.....							5	5	X	X	X
BROWNSVILLE JCT. WYE:											
North Leg of Wye.....				5	5	5	5	5	5	5	X
South Leg of Wye.....	5	5	5	5	5	5	5	5	5	5	X
East Leg of Wye.....	5	5	5	5	5	5	5	5	5	5	X
REDSTONE SECONDARY TRACK:											
Between: BF and 0.5 mile south of Mile Post 54.....								15		15	15
0.5 mile south of Mile Post 64 and RS.....								15		X	15
BROWNSVILLE JCT.:											
Turnouts north end Brownsville Jct. yard, tracks No. 1 to No. 13 inclusive.....								5		X	5
Brownsville Junction yard.....								5		X	5
LINN:											
Mt. Hope Works.....								X	X	X	X
FH:											
Colonial No. 1 Mine.....				5	5	5	X	X	X	X	X
Delivery track.....				5	5	5	X	X	X	X	X
WALTERSBURG:											
Waltersburg track.....								X		X	
RS:											
Oliver No. 1 Mine.....								X	X	X	X
North Leg of Wye.....				5	5	X	5	X	X	X	X

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
EAST LIVERPOOL:											
Midway Oil Company.....				X	X	X	X	X	X	X	X
Outbound Freight track.....						X	X	X	X	X	X
Potters Supply Co.....						X	X	X	X	X	X
S. C. Williams track.....							X			X	X
South Siding between Union St. and Broadway.....				X	X	X	X	X	X	X	X
South Siding from a point 800 feet east of Thompson cross- over to the east end of siding.....				X	X	X	X	X	X	X	X
Goldings & Sons No. 1.....						X	X	X	X	X	X
Goldings & Sons No. 2.....				X	X	X	X	X	X	X	X
Hill track except Enterprise Coal Co. trestle.....				X	X	X	X	X	X	X	X
Bridge 0.84, Enterprise Coal Co. trestle.....	X	X	X	X	X	X	X	X	X	X	X
A. & P. Co. track.....	X	X	X	X	X	X	X	X	X	X	X
Market St. Team Yard No. 116.....	X	X	X	X	X	X	X	X	X	X	X
WELLSVILLE:											
McLain Brick Co. (Champion Works).....			X	X	X	X	X	X	X	X	X
Stevenson Foundry, all engines restricted beyond a point 300 feet from switch.....			X	X	X	X	X	X	X	X	X
Belt Line.....			X	X	X	X	X	X	X	X	X
McLain Brick Company— Buckeye Plant.....						X	X	X		X	X
RIVER BRANCH EMPIRE:											
Union Fire Clay Co., track be- yond second road crossing, 165 feet west of frog.....			X	X	X	X	X	X	X	X	X
Bridge 5.62 west of Empire.....								X	X	X	X
TORONTO:											
Toronto Paper Mfg. Co.....				X	X	X	X	X	X	X	X
Kaul Clay Co.....				X	X	X	X	X	X	X	X
BEAVER VALLEY SECONDARY TRACK:											
State Road to P. & L. E. R. R. connection.....						X		X	X	X	X
Side Tracks, State Road to Buffalo St., 1.6 miles east thereof.....							X	X	X	X	X
Side Tracks, Buffalo St. to Fair Ave., 1.3 miles east thereof.....			X	X	X	X	X	X	X	X	X
MAIN LINE—PANHANDLE FOURTH AVENUE:											
Try Street Yard.....			X	X	X	X	X	X	X	X	X
MONON:											
Interlocking diverging movements.....								10 B5	10 B5	10 B5	
East leg of Wye.....	5	5	5	5	5	5	5A	X	X	X	5
POINT BRIDGE:											
Elevator trestle.....	X	X	X	X	X	X	X	X	X	X	X
CORLISS:											
Yard tracks.....				X	X	X	X	X	X	X	X
West end of No. 6 track.....				X	X	X	X	X	X	X	X
Phillip Carey Co. track.....				X	X	X	X	X	X	X	X
CRAFTON:											
Industrial tracks.....						X	X	X	X	X	X
ROSSLYN:											
Perlite Co. tracks.....			X	X	X	X	X	X	X	X	X
CARNEGIE:											
Yard tracks.....				X	X	X	X	X	X	X	X
L. B. Foster Co. track.....			X	X	X	X	X	X	X	X	X
L. B. Foster Co. track beyond first switch south of crossing....	X	X	X	X	X	X	X	X	X	X	X

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
SUPERIOR MILL INDUSTRIAL TRACK:											
Bridge No. 0.09.....				X	X	X	X	X	X	X	X
Bridge No. 0.62.....				X	X	X	X	X	X	X	X
Beyond frog on Superior Steel Co. No. 1 and No. 2 tracks.....			X	X	X	X	X	X	X	X	X
Keystone Butcher Co., track be- yond first curve east of frog.....			X	X	X	X	X	X	X	X	X
FORT PITT:											
Viviano track beyond switch to M. K. Frank track.....				X	X	X	X	X	X	X	X
Viviano platform track and M. K. Frank tracks.....			X	X	X	X	X	X	X	X	X
WALKERS MILL:											
Tubescop Co. tracks.....				X	X	X	X	X	X	X	X
OAKDALE:											
Industrial tracks.....				X	X	X	X	X	X	X	X
NOBLESTOWN:											
Industrial tracks.....				X	X	X	X	X	X	X	X
McDONALD:											
West of house track frog.....				X	X	X	X	X	X	X	X
Industrial tracks beyond frog leading to McCarthy track.....				X	X	X	X	X	X	X	X
JO Yard tracks.....				X	X	X	X	X	X	X	X
Bridge leading to Montour R. R. Interchange track.....	X	X	X	X	X	X	X	X	X	X	X
M. & O. INDUSTRIAL TRACK:											
Primrose Mine tracks under tipple.....	X	X	X	X	X	X	X	X	X	X	X
BURGETTSTOWN:											
Florence Industrial track beyond a point 400 feet from main track.....				X	X	X	X	X	X	X	X
HANLIN:											
Jefferson Coal Co. from main track switch to tipple.....				X	X	X	X	X	X	X	X
Jefferson Coal Co. under tipple....	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 35.54:											
East of Collier, No. 1, No. 2 and No. 3 tracks.....									45	30	
COLLIER:											
Westward Yard No. 27 track.....											X
All other tracks westward yard....								X	X	X	X
STEBENVILLE:											
Turnout No. 2 track east of Market Street, leading to yard tracks.....								X	X	X	X
Chicago Wall Paper Co. track.....			X	X	X	X	X	X	X	X	X
Central Sewer Pipe Co. No. 9 track.....			X	X	X	X	X	X	X	X	X
Ohio Foundry Co., track beyond frog.....			X	X	X	X	X	X	X	X	X
SCULLY BRANCH ESPLEN:											
Interlocking diverging movements.....									10 B5	10 B5	10 B5
West leg of Wye, while passing trains occupying adjacent track East and west legs of Wye.....									A		X
No. 25 track beyond a point 200 feet from switch.....								X	X	X	X
DUFF:											
Pruett-Shaeffer, Prest-O-Lite, and Guibert tracks.....								X	X	X	X
Bridge No. 2, P.C.&Y.R.R.....								X		X	X

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
SCULLY YARD:											
Westward receiving yard, all tracks, except Nos. 41, 43, 45 and 47.....								X		X	
Westward classification yard, east end of all tracks, except No. 6 and No. 7.....								X		X	
Westward classification yard, west end of all tracks, except Nos. 5, 7, 9, 11, 13 and 15.....								X		X	
Eastward receiving yard, west end of all tracks.....										X	
Eastward receiving yard, east end of all tracks, except No. 6 and crossover between Scully No. 1 and No. 6 tracks.....										X	
Eastward classification yard, west end of all tracks.....								X		X	
East end of all tracks, except Nos. 40 and 42 and crossover between Scully No. 1 and No. 40 track.....								X		X	
Nos. 1 to 9 steel car tracks.....			X	X	X	X	X	X	X	X	X
MILE POST 5:											
Superior Paper Co. track.....						X	X	X	X	X	X
ROSSLYN:											
Porcelain Metal Products Co.....						X	X	X	X	X	X
No. 105 SECONDARY TRACK:											
Between Glenn and RG.....								X			
OHIO CONNECTING BRIDGE:											
Duquesne Light Co. track.....						X	X	X	X	X	X
RIVER BRANCH STEUBENVILLE:											
Eastern Ohio Sand and Supply, both tracks beyond sand storage bins.....	X	X	X	X	X	X	X	X	X	X	X
Liberty Paper Box Co., Hill track.....						X	X	X	X	X	X
Wheeling Steel Corporation, Steubenville Works, tracks on bridge, trestle and open hearth stock house trestle.....	X	X	X	X	X	X	X	X	X	X	X
Weirton Steel Co., tracks at west end.....			X	X	X	X	X	X	X	X	X
Weirton Steel Co., tracks at east end.....						X	X	X	X	X	X
MINGO JCT.:											
Wheeling Steel Co., on bridges and ore trestles.....		X	X	X	X	X	X	X	X	X	X
No. 400 Yard, all tracks.....								5		6	5
West end No. 400 Yard tracks.....										X	X
Ohio Nut and Washer Co., track.....			X	X	X	X	X	X	X	X	X
Standard Slag Co., all tracks.....			X	X	X	X	X	X	X	X	X
CHARTIERS BRANCH											
On main track, between Carnegie and Glenn.....								X		X	
CARNEGIE:											
Freight house bridge and Freight house run-around track.....						X	X	X	X	X	X
BRIDGE 0.47:											
East of Glenn.....								X	20	X	
WASHINGTON SECONDARY TRACK:											
Between Glenn and WH.....								X		X	
MILE POST 2 (East of):											
Contractors Supply Co. track.....						X	X	X	X	X	X
WOODVILLE:											
Industrial track between Woodville and Woodville Jct.....						X	X	X	X	X	X
BRIDGE 3.54:											
West of Kirwan.....								X	20	X	
BRIDGEVILLE:											
Mayer Brick Co. track.....	X	X	X	X	X	X	X	X	X	X	X
Flannery Bolt, Vanadium and Higbee Co.'s tracks.....						X	X	X	X	X	X
Universal rolling mill to clearance point.....								X		X	
Universal mill, ladder track from clearance point to end of track and on No. 1 loading track.....						X	X	X	X	X	X
Universal mill on all other tracks.....	X	X	X	X	X	X	X	X	X	X	X
Sihol Lumber and Supply Co.						X	X	X	X	X	X
MAYVIEW:											
Power Co. track.....						X	X	X	X	X	X

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
HILLS:											
Montour Interchange track.....									X		X
BRIDGE 11.78:											
West of Van Emmen.....								20		X	15
RICHFOL:											
Standard Tin Mill lead, storage tracks and tracks to old Davis Mine beyond 500 ft. from main track switch.....									X		X
Standard Tin Mill, private tracks.....									X	X	X
Magnolia mine track.....									X	X	X
Pennsylvania Transformer Co., Building No. 55.....				X	X	X	X	X	X	X	X
CANONSBURG:											
Patsch mine, Fort Pitt bridge, Canonsburg Iron and Steel, Hardy and Rankin, Beaver Lumber and Pottery and Chemical Co. tracks.....									X	X	X
Patsch mine empty track beyond Fort Pitt Bridge Co. crossing.....				X	X	X	X	X	X	X	X
Canonsburg Iron and Steel Co. on trestle.....	X	X	X	X	X	X	X	X	X	X	X
Fort Pitt Bridge works, empty track.....	X	X	X	X	X	X	X	X	X	X	X
Tracks serving Fort Pitt Bridge works, located 575 ft. east of mile post 14, beyond bridge over Chartiers Creek.....	X	R	X	R	X	R	X	R	X	R	X
Taylor Lumber Co. tracks.....									X	X	X
Canonsburg Iron and Steel Co. on scale track.....									X	X	X
Canonsburg Iron and Steel Co. track connected with lead track at plant gate.....									X	X	X
HOUSTON:											
Station track.....								X	X	X	X
Lindley mine track.....								X	X	X	X
BRIDGE 15.85:											
West of Houston.....								20		X	15
MILE POST 16 (West of):											
American Brake Shoe Co., west of Mile Post 16, beyond first Switch in Plant.....									X	X	X
MEADOW LANDS:											
M. L. & Z. Industrial track beyond bridge No. 2.....									X	X	X
ARDEN:											
Enterprise Mine tracks.....									X	X	X
Rich Hill Mine, beyond clearance point, loaded end.....									X	X	X
Rich Hill Mine, beyond clearance point empty end.....	R	R	R	R	R	R	R	R	R	R	R
BRIDGE 21.73:											
East of Tylerdale.....										X	20
WASHINGTON:											
All Industrial tracks between mile post 20 and Power plant, Washington, Inclusive.....									X	X	X
Tylerdale Conn. R. R. west of east switch leading to interchange track.....									X	X	X
Tylerdale connection to main track West Woodland Ave.....									X	X	X
McElroy Mill tracks.....				X	X	X	X	X	X	X	X
Richman scrap, transfer yard, scale track and engine house lead at Maiden Street.....				X		X	X	X	X	X	X
Northrup track.....									X	X	X
Northrup track, beyond a point 200 ft. from switch point.....	R	R	R	R	R	R	R	R	R	R	R
Cornfield track.....									X	X	X
Lytle lumber track.....				X	X	X	X	X	X	X	X
Lytle lumber track beyond 50 ft. from switch.....	X	X	X	X	X	X	X	X	X	X	X
WAYNESBURG SECONDARY TRACK:											
Beyond a point 1000 feet west of Main Street crossing Washington.....	X	X	X	X	X	X	X	X	X	X	X
Hazel Atlas Glass Co., (Atlas Factory).....									X	X	X
Hazel Atlas Glass Co., (Atlas Factory) on bridge.....				X		X	X	X	X	X	X

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
B. & M. INDUSTRIAL TRACK:											
Bridgeville to end of track.....	X	X	X	X	X	X	X	X	X	X	X
Mayer Lumber Co. track.....											
P. & W. Va. transfer, No. 2 track at west end.....									X	X	X
National Mine No. 1 beyond en- gine limit boards at east and west ends.....						R		R	R	R	
McClain Coal Co. tracks on bridge.....	X	X	X	X	X	X	X	X	X	X	X
McClain Coal Co. tracks.....						X	X	X	X	X	X
WESTLAND INDUSTRIAL TRACK:											
Between Pike Street and a point 1000 ft. west of Bridge 3.91.....									X		X
Beyond a point 1000 ft. west of Bridge 3.91.....	X	X	X	X	X	X	X	X	X	X	X
Reed Lumber Co. track.....						X	X	X	X	X	X
BURGETTS BRANCH:											
Between Burgetts and Center Avenue.....											
ATLASBURG INDUSTRIAL TRACK:											
Between Center Avenue and Mile Post 2.....								X	X	X	X
West of Mile Post 2.....							X	X	X	X	X
Haines Hardware track.....						X	X	X	X	X	X
Patterson Mine track beyond derail.....						X	X	X	X	X	X
CHERRY VALLEY INDUSTRIAL TRACK:											
Between Bridge 0.12 located 900 ft. east of Center Ave. and a point 1500 ft. east of Bridge 2.52 two and one-half miles east of Center Avenue.....	5	5	5	5	5	5	5	X	5	X	X
Wye track connections.....											
STUDA INDUSTRIAL TRACK:											
Chemical Co. tracks.....	X	X	X	X	X	X	X	X	X	X	X
Langloth Mine tracks on trestle											
NEW CUMBERLAND SECONDARY TRACK:											
Kings Creek to Chester.....						X	X	X	X	X	X
WEIRTON JCT.:											
Wye tracks.....	10	10	10	10	10	10	10	X	10	X	
Cove Valley Lumber track.....						X	X	X	X	X	X
NEW CUMBERLAND:											
Acme Clay track beyond main track frog.....	X	X	X	X	X	X	X	X	X	X	X
KENILWORTH:											
J. Porter track on coal trestle.....	X	X	X	X	X	X	X	X	X	X	X
CHESTER:											
Wye tracks.....	5	5	5	5	5	X	X	X	X	X	X
Taylor Smith and Taylor track No. 3.....		X	X	X	X	X	X	X	X	X	X
INDUSTRIAL TRACK:											
Between Chester and Kobuta.....						X	X	X	X	X	X
KOBUTA:											
Beyond restriction boards, Koppers United Co.....	X	X	X	X	X	X	X	X	X	X	X
WHEELING SECONDARY AND RUNNING TRACK:											
WEIRTON JCT.:											
Car cleaning track, 4059 feet east of Mile Post 1 between a point 10 car lengths west of facing switch at east end of track and a point 10 car lengths east of facing switch at west end of track.....						X	X	X	X	X	X
LOWER FERRY:											
Manufacturers Heat and Light Co. track.....								X		X	X
BRIDGE 4.45:											
West of Follansbee.....						25		25	25	25	
BEECH BOTTOM:											
Wheeling Steel and Ohio River Power tracks.....						X	X	X	X	X	X
BRIDGE 14.03:											
West of Mile Post 14.....										X	

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
BRIDGE 15.19:											
West of Short Creek.....									X	X	
EAST WARWOOD:											
All industrial tracks leading from storage track.....								X	X	X	X
WARWOOD:											
Wheeling Mold and Foundry tracks.....								X	X	X	X
Wheeling Mold and Foundry scale tracks.....	X	X	X	X	X	X	X	X	X	X	X
WHEELING:											
Wheeling Electric, Power house track at 42d Street on girders over pits 265 ft. from point of switch.....	X	X	X	X	X	X	X	X	X	X	X
Wheeling Electric, all tracks at 42d and Water Streets and Bloch Bros. tracks.....			X	X	X	X	X	X	X	X	X
Sylvania Elect. Prod. Co., 48th St., beyond building line, south side of Water St.....			X	X	X	X	X	X	X	X	X
Ohio River Sand and Gravel Co. track.....								X	X	X	X
POWHATAN SECONDARY TRACK:											
Between Brilliant and Krebs Run											X
BRIDGE 29.39:											
One mile west of Rush Run.....	15	15	15	15	15	15	15	10	10	X	
NICKEL PLATE ROAD:											
Between junction switch with Powhatan Secondary track and west end of Conner siding.....								X	X	15	X
Beyond west end of Conner siding								X	X	X	X
Between Warrenton and east end of first bridge east of Warrenton								X	X	X	X
Beyond east end of first bridge east of Warrenton.....								X	X	X	X
Warrenton, on Martins Ferry leg of Wye.....								X	X	X	X
LITTLE SHORT CREEK INDUSTRIAL TRACK:											
On crossover west of Dorothy Mine tippie on empty track.....								X	X	X	X
BRIDGE No. 30.88:											
Rayland.....								10	10	10	X
BRIDGE No. 32.61:											
West of Tiltonville.....								20	30	20	X
YORKVILLE:											
Pipe Coupling Corp. track, east of Mile Post 35.....										X	X
OHIO JCT. (East of):											
Glenns Run Industrial Track.....								X	X	X	X
MARTINS FERRY:											
Terminal Yard, Buckeye, Bel- mont Brewery and Furnace industrial tracks.....								X	X	X	X
AETNAVILLE:											
Tri-State Asphalt, track beyond west end of mixer plant.....	X	X	X	X	X	X	X	X	X	X	X
BRIDGE No. 40.77:											
East of Mile Post 41.....								30	15	15	X
BRIDGE No. 41.41:											
East of Bellaire.....								30	15	15	X
AMBLER:											
Kaiser Frazer Corp., track west of Mile Post 47.....										X	X
POWHATAN:											
Neff Lumber Co., track beyond a point 300 ft. from main track switch.....	R	R	R	R	R	R	R	R	R	R	R
TERMINAL BRANCH AND RUNNING TRACKS:											
On main tracks.....									X	X	X
MARTINS FERRY:											
Bridge 1.67, Jefferson St.....								10	10	10	10
BRIDGE No. 1.75:											
Ohio River.....								10	X	X	X

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
PENINSULA:											
Wheeling Mold and Foundry Co., tracks.....			X	X	X	X	X	X	X	X	X
Wheeling Mold and Foundry Co., scale track.....	X	X	X	X	X	X	X	X	X	X	X
Hi-Grade Products, tracks beyond switch located on Bridge 0.14.....						X	X	X	X	X	X
Wheeling Iron and Supply Co., tracks.....						X	X	X	X	X	X
Whitaker-Glassner Co., and Creek-Mill Co., tracks.....			X	X	X	X	X	X	X	X	X
WHEELING (18th St. Yard):											
Tracks 2 and 9.....					X	X	X	X	X	X	X
All other tracks in 18th Street yard.....			X	X	X	X	X	X	X	X	X
WHEELING:											
Hazel-Atlas, tracks on trestle.....		X	X	X	X	X	X	X	X	X	X
Wood Bros. track.....					X	X	X	X	X	X	X
29th Street Yard tracks.....			X	X	X	X	X	X	X	X	X
Labelle track. All Industrial tracks, except A. & P. Warehouse track.....			X	X	X	X	X	X	X	X	X
A. & P. Warehouse track.....					X	X	X	X	X	X	X

Equipment Restriction

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

Weight of Car (Pounds)	Minimum Coupled Length	Restrictions
150,000—170,000	40'—0"	Same as Column 2 Engines
170,000—210,000	42'—0"	Same as Column 5 Engines
210,000—251,000	48'—0"	Same as Column 7 Engines

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

The above restrictions do not apply to Jenny type Iron Ore Cars, Class HK, HM, HMA, U22 or similar types. These cars have a gross weight up to 210,000 lbs. and a coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and they are subject to special restrictions. Trains with loaded coupled, Jenny type iron ore cars are subject to the restrictions in special Instruction **1160-A1** as follows.

Four or more loaded coupled cars—Column 9 or 10 engine restrictions.

Three or less loaded coupled cars—Column 8 engine restrictions.

The above restrictions do not apply on the Main Line—Middle, Main Line—Pittsburgh between CM and Pittsburgh, East Pittsburgh Industrial track and the Butler Secondary track.

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

1160-B3. Class J engines moving to or from east leg of Wye and No. 5 Track, Cresson, must not stop with engine fouling No. 5 Track account close clearance between east leg of Wye and No. 4 main track.

1160-B4. On account of improper shunting of track circuits, diesel electric class GS-4 engines must not be operated in track circuit territory, unless one or more cars are attached.

1160-B5. Class J engines are prohibited on Hollidaysburg and Petersburg Branch and H. & P. Secondary Track, except between Alto and Jones Street, Hollidaysburg.

Other Equipment Restrictions

1160-B6. Cars 50 to 52 feet in length must not be placed on the Cook-Anderson Co. and the W. H. Silverman Co. tracks located between Buffalo St. and Fair Ave. on the Beaver Valley Secondary Track, unless coupled to 40 foot cars and handled with extreme care. Cars exceeding 52 feet in length are prohibited on these tracks.

1160-B7. D M I R cars 24 feet 1 inch long having a gross weight of 183,000 pounds, C.N.W. cars 24 feet 6 inches long having a gross weight of 210,000 pounds, may be operated over Under Grade Bridge No. 12.19, on the McKeesport Secondary Track between South Duquesne and McKeesport, subject to the following restrictions:

1. Loaded hopper cars must not be coupled together.
2. Each loaded hopper car must be preceded and followed by an empty car.
3. Must not exceed a maximum speed over the bridge of 10 miles per hour.

1160-B8. Cars containing hot metal may be operated over the Wheeling Secondary Track and Running Track, between Benwood and East Steubenville, subject to the following restrictions:

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

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

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

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

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

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtain for Class I-1, J-1 or M engines with heavy tenders.

NOTE 1. When hauled by engine heavier than class H-10 the derrick must be separated from the engine by at least 4 cars, which may or may not be loaded.

NOTE 2. Account close clearance within Spruce Creek tunnel on No. 2 and No. 3 tracks, and with station platform Tyrone on No. 3 track, train must operate at slow speed.

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

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

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

POINT BRIDGE:

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

Washington Secondary Track**TYLERDALE:**

1160-C3. All types of box cars are prohibited under overhead shed and overhead crane of Plasteel Products Corp., on Track No. 108.

Terminal Branch**MARTINS FERRY:**

1160-C4. Road diesel engines hauled "dead" in train restricted to speed of 10 miles per hour over bridge 1.75 (Ohio River).

Wheeling Secondary Track (Yard Track)**ZANE:**

1160-C5. Account no clearance, movement of cars or engines through doorway of building on track serving Sylvania Electric Products Inc., west of Zane, prohibited.

Powhatan Secondary Track**AETNAVILLE:**

1160-C6. Cars higher than type GS (8 ft. 1 in.) gondolas prohibited beyond west end of Tri-State Asphalt mixer plant.

Overhead Clearance

1163-A1. Employes are prohibited from riding on top of moving box cars, excessive dimension cars or other high equipment, except at the following locations:

MAIN LINE—Between Mile Post 262 and Slope.

All Yard Humps.

Hill Track, East Liverpool on Bayard Branch.

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

Side Clearance

1163-A3. Account clearance at points listed below and at locations where "Close Clearance Signs" are posted, trainmen and other employes are prohibited from riding on side of moving equipment.

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

PITT Interlocking.

Pittsburgh Passenger Station.

U. S. Post Office Building.

Railway Express Terminal.

33rd Street Bridge.

Conemaugh Loop Track, Gallitzin.

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

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

While passing Diesel Sanding facilities.

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

Ford City—While switching at the plant of Eljer Pottery Company, Ford City.

1163-A4. While shifting at freight stations, coal and coke operations, industries, industrial sidings and station platforms, care must be exercised to avoid injury from side obstructions.

1163-A5. Conductors and Enginemen must know they have proper clearance before moving or placing engines, cars, open loads or derricks on any track at industries, tipples, sidings or station tracks.

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

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

1163-B2. Storm windows on cabs of Class J engines must be closed when standing or moving on all yard, storage or engine-house tracks and when passing trains or cars on adjacent tracks at the following locations:

Main Line:

No. 5 track, Cresson.

Curves between R and Turtle Creek.

Between Monon and Oakdale.

Monongahela Branch and Secondary Tracks:

All adjacent tracks.

Third Ward Siding, No. 1 track, Monongahela.

Scully Branch:

Between Elliott and Wagner.

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

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

TRAIN DISPATCHERS

1201—A1. Location of Train Dispatchers—

Pittsburgh:

Train Dispatchers in charge as follows:

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

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

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

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

Branches:

Holidaysburg and
Petersburg
Clearfield
Bald Eagle
Alexandria
Turtle Creek
Monongahela
Port Perry
Scully
Brilliant
Allegheny
Bayard, (Rochester
to Yellow Creek)
River
Chartiers
Burgetts
New Cumberland
Terminal

Secondary Tracks:

H & P between Pete and Wye
Morrison Cove between
Holly and Brook
Bedford
Mt. Dallas
Clearfield between Park and Cur
Moshannon between Mills and Ram
Bellefonte
New Portage
Monongahela
Ellsworth
Southwest
Greensburg
Redstone
Yukon
Indiana
Butler
Carnegie
Washington
Powhatan
New Cumberland
Weirton
Wheeling
Monongahela Runing Track.

Cresson:

Train Dispatchers in charge of:

Branches:

Irvona
South Fork
Paint Creek and
Shade Creek

Secondary Tracks:

Cresson
Susquehanna
Black Lick

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

Monongahela Railway Train Dispatchers at Brownsville in charge of West Brownsville Secondary Track between West Brownsville Jct. and Ten Mile Run Jct.

Montour R. R. Train Dispatchers at Coraopolis in charge of Peters Creek Branch between Pennmont and Gould

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

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

1204-A1. Referring to Rule 204:

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

1206-A1. Referring to Rule 206:

Between **Slope** and **MO**, when westward trains are hauled by two or more engines, the leading through engine will be designated on train orders as the hauler.

SIGNAL RULES

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

X—Indicates Rules in Effect.

- COLUMN 1—Movement of Trains in the same direction by Block Signals
Rules 251, 253 and 254.
- COLUMN 2—Opposing and following movement of trains by Block Signals
Rules 261, 262, 263 and 264.
- COLUMN 3—Movement of trains on Secondary Tracks
Rules 271, 272 and 273.
- COLUMN 4—Manual Block Signal System
Rules 305 to 373 inclusive, except Rule 316.
- COLUMN 5—Manual Block Signal System
Rules 305 to 373 inclusive, except Rule 317.
- COLUMN 6—Manual Block Signal System
Rule 316, for movements against the current of traffic.
- COLUMN 7—Manual Block Signal System
Rule 317, for movements against the current of traffic.
- COLUMN 8—Automatic Block Signal System
Rules 501 to 512, with the current of traffic and on single track.
- COLUMN 9—Automatic Block Signal System
Rules 501 to 512, against the current of traffic.
- COLUMN 10—Cab Signals
Rules 551 to 570, with the current of traffic and on single track.
- COLUMN 11—Cab Signals
Rules 551 to 570, against the current of traffic.

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

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

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note	
			1	2	3	4	5	6	7	8	9	10	11		
AR	MO	0, 1 and 2	X							X	X		X		
UN	MO	3		X							X	X	X	X	
UN	MO	4	X								X	X		X	
MO	SG	1, 2 and 4	X								X	X		X	
MO	SG	3		X							X	X	X	X	
SG	JD	1, 2, 3 and 5	X								X	X		X	
SG	JD	6 (Westward)		X								X		X	
SG	JD	6 (Eastward)		X		X									I
JD	Millwood	1 and 3	X								X	X		X	
JD	Millwood	2		X								X	X	X	X
Millwood	DR	0, 1 and 3	X								X	X		X	
Millwood	DR	2		X								X	X	X	X
DR	KR	1, 2, 3 and 4	X								X	X		X	
KR	RG	1, 2 and 3	X								X	X		X	
KR	RG	4	X								X		X	X	
RG	SZ	1, 2, 3 and 4	X								X	X		X	
SZ	WG	2, 3 and 4	X								X	X		X	
WG	Perry	0, 1, 2, 3, & 4	X								X	X		X	
Perry	R	1, 2, 3 and 4	X								X	X		X	
R	DV	1 and 3	X								X	X		X	
R	DV	2		X								X	X	X	X
DV	Pitt	1 and 2	X								X	X		X	
Wye	SF	Branches, Secondary Tracks and Sidings													
		New Portage Secondary				X	X								A-B
	EP	RU	Cresson Secondary				X	X							A-B
	KY	ZD	Black Lick Secondary				X	X							B
	DF	DC	Susquehanna Secondary				X	X							B
	W	HC	South Fork Br. 1 and 2					X							
	RG	VA	Southwest Secondary				X	X							A-B
	Perry	PG	Port Perry Br. 1 and 2								X		X		
	SZ	End of track M. P. 11.5	Turtle Creek Branch Single								X				
	Monon	OB	Monongahela Branch Monon 1 & 2	X								X	X		
Monon	OB	Scully 1 & 2	X								X	X			
OB	Kenny	1, 2, 3 and 4	X								X	X			
Kenny	CR	1, 2 and 3	X								X	X			
CR	H	1 and 2	X								X	X			
MC	H	1 Secondary									X	X		A-B	
H	MC	2 Secondary									X	X		A-B	
MC	BF	Secondary									X	X		A-B	
BF	RS	Redstone Secondary									X	X		A-B	

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note		
			1	2	3	4	5	6	7	8	9	10	11			
JD	AJ	MAIN LINE— Conemaugh														G
		1 and 2							X	X		X				
Harris	AJ	1	X						X	X						
AJ	Harris	2		X						X	X					
Harris	UY	1 and 2	X						X	X						
UY	Federal St.	1 and 2							X	X						
UY (Main Line Conemaugh)	CM (Main Line Pittsburgh)	Branches, Secondary Tracks and Sidings														
		Brilliant Br. (West Penn) 1 and 2	X						X	X						
Nadine (Allegheny Branch)	CM (Main Line Pittsburgh)	Brilliant Br. (Valley) 1 and 2	X						X	X						
Nadine	DN	Allegheny Br. 1 and 2	X						X	X						
DN	Brady (Nor. Reg.)	Single			X											
D	NM	Indiana Secondary		X	X											B-C
JB	VO	Butler Secondary		X	X											A-B
Pitt	Federal St.	MAIN LINE— EASTERN														
		1 and 2		X						X	X					
Federal St.	Penna. Ave.	1, 2, 3 and 4		X						X	X					
Penna. Ave.	East Conway	1, 2, 3 and 4	X							X	X					
East Conway	Wood (Lake Reg.)	1 and 2	X							X	X					
Jacks Run	Eaplen	Ohio Conn. Bridge														
		1 and 2								X	X					
Penna. Ave.	Island Ave. Junction	3 and 4								X	X					
Rochester	Region Post (Lake Reg.)	Low Grade Br. 1 and 2								X	X					
Rochester	Region Post (Lake Reg.)	Bayard Br. 1 and 2								X	X					
Yellow Creek	Branch	River Br. 1 and 2								X	X					
Branch	Rockville	River Br. 1 and 2								X	X		X			G
PH	Wagner	MAIN LINE— PANHANDLE														
		1 and 2	X							X	X		X			
Wagner	Oakdale	2	X							X	X		X			
Wagner	Switch to Chartiers Br.	1		X							X	X	X	X		
Switch to Chartiers Br.	Oakdale	1	X							X	X		X			
Oakdale	GO	1, 2 and 3	X							X	X		X			
GO	Weirton Jct.	1, 2 and 3	X							X	X		X			
GO	Weirton Jct.	4		X							X	X	X	X		
Weirton Jct.	Acre (Buck- eye (Reg.))	1 and 2	X							X	X		X			

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note			
			1	2	3	4	5	6	7	8	9	10	11				
Monon	Wagner	Branches, Secondary Tracks and Sidings															
		Scully Branch									X	X					
Switch to Main Line Carnegie	Glenn	Chartiers Br. Single		X								X	X	X	X		
Glenn		WH			X	X										A-B	
Burgetts	CN	Burgetts Br. Single				X											
Weirton Jct.	UN	Wheeling Secondary			X	X										A-B	
GR	PN	Powhatan Secondary			X	X										B-D	
WT	NY	Terminal Br. Single				X											
Weirton Jct.	WN	New Cumber- land Br. Single				X											
CY	WN	Weirton Secondary			X	X										B	
WN	HS	New Cumberland Secondary			X	X										B	

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

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

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

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

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

NOTE D. Trains and engines will not protect against following movements on Powhatan Secondary track between Wegee and Johnson.

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

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

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

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

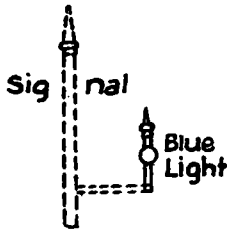
When cab signal aspect changes from a more favorable aspect to Approach-Medium, the train will proceed at Medium Speed as soon as proper train handling will permit.

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

NOTE I. In the application of Rule 335 and 361, where Rule 261 is in effect, fixed signals at JD indicate condition of the block on No. 6 track for eastward trains.

1280-A to 1296-A1. Signal aspects not in conformity with the typical aspects, in service:

Signal Mast Bracket Marker



Indication—One track intervenes between signal and track it governs.

Name —Signal mast bracket marker.

Signal mast bracket markers in service:

Butler Secondary Track

On distant signal for Harris Interlocking.

Allegheny Branch

On distant signal No. 307 north of Aladdin.

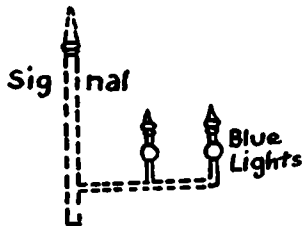
Monongahela Branch

Block Signal No. M172 north of Wilson.

Block Signal No. M199 north of West Elizabeth.

Wheeling Secondary Track

On distant switch signal J-19 at East Steubenville.



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

Name —Signal mast bracket marker.

New Cumberland Branch

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

Take Siding Indicator



Indication—Take siding.

Name —Take siding indicator.

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

Take siding indicator in service:

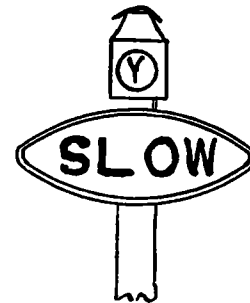
Bayard Branch Westward—	Location	Controlled by	Take siding at
	Mile Post 23.1	Yellow Creek	Wellsville

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

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

Slow Boards.

Note: Y—Yellow.



Indication: Train exceeding Medium speed must at once reduce to that speed. Approach next signal prepared to stop.

Name—Slowboard.

Slow boards in service:

Redstone Secondary Track—Approaching RS.

Southwest Secondary Track—Approaching southward at RS.

Slide Protection Fence Indicator

Note: Y—Yellow; G—Green



Indication—When slides are against the fence.

Name—Caution Indicator.

Indication—When fence is clear.

Name—Clear Indicator.

Slide Protection Fence Indicators in service:

Main Line—Conemaugh

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

1290-A1. In the application of **Rule 290**, figure A, westward trains on No. 3 and No. 4 Tracks between Slope and Benny; eastward trains on No. 1 and No. 2 Tracks between AO and AR will not exceed a speed of 10 miles per hour when cab signal or fixed signal indication **Rule 290**, figure A is displayed.

Facing Hand-operated Switches connected with Manual Block Signal

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

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Wye	Westward	New Portage Secondary	Wye Block Station and switch 10 feet west of signal.
Miles	Eastward	Bellefonte Secondary	Miles Block Station and Westward distant signal No. B 320
MC	Northward	No. 1 Secondary	MC—Block Station and switch 6635 feet north of signal inclusive.
SF	Eastward	New Portage Secondary	SF—Block Station and switches 1336 feet and 2136 feet respectively, east of SF.
DN	Northward	Single	DN—Block Station and switch 1200 feet north thereof.
FD	Northward	Single	FD—Block Station and switch 280 feet north thereof.
Glenn	Westward	Washington Secondary	Glenn Block Station and Mile Post 2.
Burgetts	Westward	Single	Westward Block Signal, Burgetts Br., and a point 2811 feet west thereof.
Weirton Jct.	Westward	Wheeling Secondary	Weirton Jct. Block Station and East Steubenville, Wheeling Secondary Track.
Weirton Jct.	Eastward	Single	Eastward Block Signal, New Cumberland Br., and a point 700 feet east thereof.

NOTE—A train or engine receiving train order to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

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

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

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

West end Tyrone yard—No. 5 Track between westward home signal bridge and interlocking signal located 425 feet west thereof, also on Tracks 8 and 9 north side opposite Gray extending eastward two hundred feet.

1551-A3. Engines dispatched from points in cab signal territory to Northern Region points or to points where test circuits are not provided must have cab signal equipment cut in for the entire trip.

Engines dispatched to Bellefonte, Southport, Northumberland or Buttonwood must have cab signals cut out in Tyrone yard.

Engines dispatched from Southport, Northumberland or Buttonwood must make departure test and have cab signal equipment out in before departure.

Cutting-in Sections Located:

	Track	Between	And
Main Line	Westward Trains		
Pittsburgh	No. 3 and No. 4	Westward home signal for SLOPE	Signal 2373 on eastward home signal bridge for SLOPE
	No. 5	300 feet east of westward fixed signal for SO	Westward fixed signal SO
	No. 5	150 feet east of westward fixed signal west of Pitcairn	Westward fixed signal west of Pitcairn
	No. 2	At fixed signal governing eastward movements, 200 feet west of WG	
Cone-maugh	No. 104	300 feet east of Westward Home Signal BI	Westward Home Signal BI
	No. 3 Old Main	300 feet east of Westward Home Signal BI	Westward Home Signal BI
Pan-handle	No. 2	Interlocking signal west of Washington Street foot Bridge PH	Home signal east of No. 1 Tunnel

Cutting-in-Section Located:				
	Track	Between	And	
Main Line	Eastward Trains			
	Pittsburgh	No. 6 (Eastward trains)	3641 feet west of eastward distant signal S32 for SG	Signal S32
		No. 1	310 feet west of signal 3364 (Westward Home Signal for SZ)	Signal 3364
		No. 1	PITT	Home Signal No. 1 Track, 400 feet east of PITT
Cone-maugh	Apollo	300 feet west of Eastward Home Signal Apollo	Eastward Home Signal Apollo	
	Horn	300 feet west of Eastward Home Signal AJ	Eastward Home Signal AJ	
	No. 1	½ mile east of Mile Post 53	Eastward Home Signal Beale	
Westward Trains				
New Portage Secondary Track	Single	1500 feet east of Westward distant signal for SF	Westward distant signal for SF	
Turtle Creek Branch	Single	300 feet east of Westward distant signal for SZ	Westward distant signal for SZ	
Brilliant Branch	West Penn No. 2	Distant signal B13	Home Signal for CM	
	Valley No. 2	Distant signal B13	Home Signal for CM	
Secondary Track	No. 27	711 feet east of Westward Home Signal for Corliss	Westward Home Signal, Corliss	
Scully Branch	Scully No. 2	Block Signal No. 57 east of Wagner	Westward Home Signal, Wagner	
River Branch	No. 2	Yellow Creek	Branch	
Yellow Creek	Secondary	River	Branch	
New Cumberland Branch	Single	755 feet east of Westward Home Signal for Weirton Jct.	Westward Home Signal, Weirton Jct.	

Cutting-in-Section Located:			
	Track	Between	And
Eastward Trains			
Cresson Secondary Track	(Trains routed to No. 0)	300 feet west of Eastward fixed signal to Cresson Secondary Track, 1860 feet east of MO	Eastward fixed signal 1860 feet east of MO
Port Perry Branch	No. 1	Signal P118 (west of East Pittsburgh)	Home Signal at Perry
Wheeling Secondary Track	Secondary	2015 feet west of distant switch signal No. J-16	Eastward Home Signal, Weirton Jct.
Burgetts Branch	Single	446 feet west of Eastward distant signal No. B-04	Eastward Home Signal, Burgetts
Washington Sec. Track	Secondary	2474 feet west of Eastward Home Signal for Glenn	Eastward Home Signal Glenn
River Branch	No. 1 Yard Track	300 feet west of Signal Y-210	Eastward Home Signal, Rockville
Northward Trains			
South Fork Branch	No. 2	600 ft. south of Northward distant signal 2656 for W	Signal 2656
Southwest Secondary	Single	1500 feet south of Northward distant signal RO8	Signal RO8
Monongahela Branch	Monon No. 1	1.0 mile south of Northward Home Signal, Monon	Northward Home Signal, Monon
<p>1560-A1. Following exceptions authorized for trains and engines not equipped with cab signals:</p> <ul style="list-style-type: none"> (a) Wire, work and wreck trains, and ballast cleaners to and from work. (b) Engines in transfer service. (c) Engines moving to and from shop. (d) Detour trains. (e) Trains and engines from a connecting region or railroad (in emergencies). (f) Shifting movements between SG and AO, PH and Carnegie and Laurel Hill and Mingo Jct. (g) Between Perry and SZ, trains to and from Port Perry Branch. (h) Between Pitt and Trafford, trains to and from the Brilliant Branch, yard engines, helping engines and empty passenger equipment trains, when running backwards, are authorized to move as non-equipped trains, not to exceed speed of 20 miles per hour. 			

1563-A2. Referring to Rule 563.

Trains with engine not equipped with cab signal apparatus, or equipped with cab signal apparatus not in operative condition, must be prepared to pass the following signals at Medium Speed:

Westward

Signal 1179—East of View
Signal 1647—East of Lewistown
Signal 2035—East of Deer

Eastward

Signal 2036—West of Hunt
Signal 1142—East of Perdix

1569-A1. The following form of train order will be used to instruct a train or engine to proceed at authorized speed without cab signals between AJ and JD on Main Line-Conemaugh and between Branch and Rockville on River Branch, where cab signals are used without Fixed Automatic Block Signals:

Extra 4800 West proceed at authorized speed on **No. 2 track** from **A** to **B** without cab signals.

All block stations within the specified limits must have a copy of the train order.

INTERLOCKING**1605-A1. Rule 605—in effect:**

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

1605-A2. Gauntlet in No. 1 Tunnel just west of PH Block Station, in No. 2 Tunnel just west of Corliss Block Station, and in No. 5 Tunnel just west of Gould interlocking are within the interlocking limits at those points.

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

MAIN LINE—MIDDLE

All Interlockings between View and Slope, except as follows:
Pete, Tunnel and Spruce.

MAIN LINE—PITTSBURGH

All Interlockings between Slope and Pitt.

MAIN LINE—CONEMAUGH

All Interlocking stations between JD and Federal St. except as follows:

BI, Truxall and GI.

MAIN LINE—EASTERN

All Interlockings between Pitt and Rochester.

MAIN LINE—PANHANDLE

All Interlocking stations between PH and Mingo Jct., except as follows:

Corliss, Laurel Hill, Burgetts and Mingo Jct.

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

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

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

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

1663-A2. Altoona—Pittsburgh passenger stations:

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

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

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

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

1163-A3. At locations where tracks or routes are infrequently used, the continuous shunting of track circuits by diesel switching engines, or similar lightwight types, cannot be relied upon when moving light. Train Dispatchers and Block Operators must assure themselves that such engines, moving light, are clear of track circuits and all interlocking switches and derail before following movements or conflicting routes are established.

TO ALL EMPLOYEES—

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

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

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

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

Live longer and happier by always practicing safety.

G. M. SMITH,
Superintendent Transportation.

PITTSBURGH REGION

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

1959 — SAFETY CALENDAR — 1959

Train and Engine Service Employees

APRIL

SUN.	MON.	TUES.	WED.	THURS.	FRI.	SAT.
26 1509	27 1002	28 1811	29 1502	30 1022		

MAY

					1 1307	2 1501
3 1145	4 1403	5 1305	6 1000a	7 1115	8 1405	9 1504
10 1201	11 1001	12 1205	13 1301	14 1117	15 1303	16 1002
17 1204	18 1206	19 1502	20 1405	21 1306	22 1003	23 1142
24 1202	25 1304	26 1404	27 1000b	28 1503	29 1302	30 1401
31 1114						

JUNE

	1 1601	2 1406	3 1803	4 1706	5 1508	6 1603
7 1711	8 1607	9 1805	10 1516	11 1207	12 1806	13 1004
14 1710	15 1509	16 1407	17 1014	18 1602	19 1804	20 1412
21 1408	22 1208	23 1517	24 1808	25 1707	26 1606	27 1510
28 1010	29 1007	30 1604				

JULY

			1 1608	2 1411	3 1409	4 1018
5 1303	6 1211	7 1820	8 1213	9 1019	10 1811	11 1609
12 1114	13 1520	14 1416	15 1215	16 1522	17 1410	18 1822
19 1307	20 1022	21 1528	22 1610	23 1212	24 1304	25 1115
26 1528	27 1117	28 1216	29 1305	30 1529	31 1524	

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1959 — SAFETY CALENDAR — 1959

Train and Engine Service Employees

AUGUST

SUN.	MON.	TUES.	WED.	THURS.	FRI.	SAT.
						1 1413
2 1003	3 1601	4 1000a	5 1414	6 1301	7 1142	8 1811
9 1424	10 1145	11 1417	12 1007	13 1000b	14 1603	15 1422
16 1609	17 1426	18 1010	19 1507	20 1606	21 1415	22 1428
23 1604	24 1809	25 1302	26 1001	27 1306	28 1602	29 1002
30 1806	31 1820					

SEPTEMBER

		1 1505	2 1307	3 1201	4 1114	5 1518
6 1301	7 1012	8 1115	9 1506	10 1209	11 1306	12 1011
13 1005	14 1117	15 1303	16 1210	17 1511	18 1216	19 1013
20 1004	21 1016	22 1211	23 1304	24 1213	25 1512	26 1012
27 1519	28 1212	29 1000a	30 1513			

OCTOBER

				1 1713	2 1813	3 1510
4 1307	5 1412	6 1816	7 1206	8 1508	9 1420	10 1205
11 1301	12 1207	13 1514	14 1418	15 1818	16 1204	17 1305
18 1000a	19 1509	20 1616	21 1202	22 1425	23 1615	24 1303
25 1306	26 1612	27 1208	28 1515	29 1618	30 1419	31 1427

THE THINKING MAN'S TASTE

"SAFETY FIRST"

THE PENNSYLVANIA RAILROAD
PITTSBURGH REGION

Pittsburgh, Pa., April 15, 1959.

GENERAL ORDER No. 701

Effective 2.01 A. M., Sunday, April 26, 1959

Applies in All Zones

- (a) Time-Table No. 7 in effect. It contains the necessary instructions issued in general orders up to and including No. 612, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 7 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 6 to bulletin board attendant, after Time-Table No. 7 takes effect.

- (b) BOOK OF RULES
RULES FOR CONDUCTING TRANSPORTATION

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

Revisions of April 28, 1957—

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

Revision of October 27, 1957—

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

Revision of September 1, 1958—

Rules G and H, page 8.

Rule R, third paragraph, page 10.

Rule 103, portion of last paragraph, page 34.

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

Rule 502, page 80.

Rule 400N-21, pages 107 and 108.

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

Rule 4076-I, page 112.

Rule 4154-B, pages 115 and 116.

Rule 4165-A, page 131.

Rule 283, page 56, NOTE 2 added.

Rule 400N-4, page 105, added.

Rule 4076-J, page 112, in sequence.

Revision of February 27, 1959—

Rule 26, second and third paragraphs, page 23.

Rule 34, page 24.

Rule 75, pages 25 and 26.

Rule 76, second and fourth paragraphs, page 26.

Rule 77, second paragraph, page 26.

Rule 99, fourth paragraph, page 32.

Rule 106, page 35.

Rule 204, third paragraph, page 37.

Rule 293-A, page 68.

Rule 365, second and fifth paragraphs, page 79.

Rule 568, page 87.

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

Form K, second paragraph of instructions, page 99.

Rule 4165-A, page 131.

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

(c) **TIME-TABLE AUTHORITY**

On schedule pages where both Station and Block Station name appears on the same line, the time shown applies at Block Station for trains that do not make the station stop.

Applies in Zones B and E

(d) **MAIN LINE—PITTSBURGH**

MAIN LINE—PANHANDLE

Following tracks temporarily blocked with stored cars:

No. 5 track between **SG** and **JD**.

No. 2 track between **CM** and Nadine.

No. 3 track between **CR** and Kenny.

Scully No. 2 track between **OB** and Monon.

No. 1 track between Weirton Jct. and Oakdale.

No. 101 Secondary track between Corliss and Elliott.

During the period No. 5 track between **SG** and **JD** and No. 1 track between Weirton Jct. and Oakdale are blocked, lights in block signals governing movements on these tracks will be extinguished.

Applies in Zone C

(e) **ALLEGHENY BRANCH**

RIMERTON

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 59, south of Rimerton and Rimerton, account of track conditions. Special Instruction **1157-F1**, changed.

Applies in Zones B, C and D

(f) Following sidings blocked with stored cars:

Cresson Secondary Track:

Munster.

Ebensburg Jct.—North end.

Bradley Jct., Northward.

Welshdale.

Irvona Branch:

Candron.

Sandy Run.

Susquehanna Secondary Track:

BN.

Black Lick Secondary Track:

Twin Rocks.

Ritter.

Beulah.

Allegheny Branch:

FN.

River Branch:

Clayport.

Applies in Zone D

(g) **MAIN LINE—EASTERN**

CONWAY YARD

All inbound trains and inter-yard drafts moving by Scanning Towers, located at East Conway and approximately two hundred feet east of the Valvoline Overhead Bridge at the west end of the yard, must not exceed a speed of 10 miles per hour until the train is yarded.

The 10 miles per hour speed restriction must be observed in order that the train can be properly scanned and other duties in connection with cutting off cabin cars, etc., can be accomplished by the utility men at these points.

A bill box is located between the north side and south side of the Westward Receiving Yard, in order that crews of inbound trains may place waybills in box to be picked up by messenger.

Applies in Zone E

(h) **POWHATAN INDUSTRIAL TRACK**

KREBS RUN

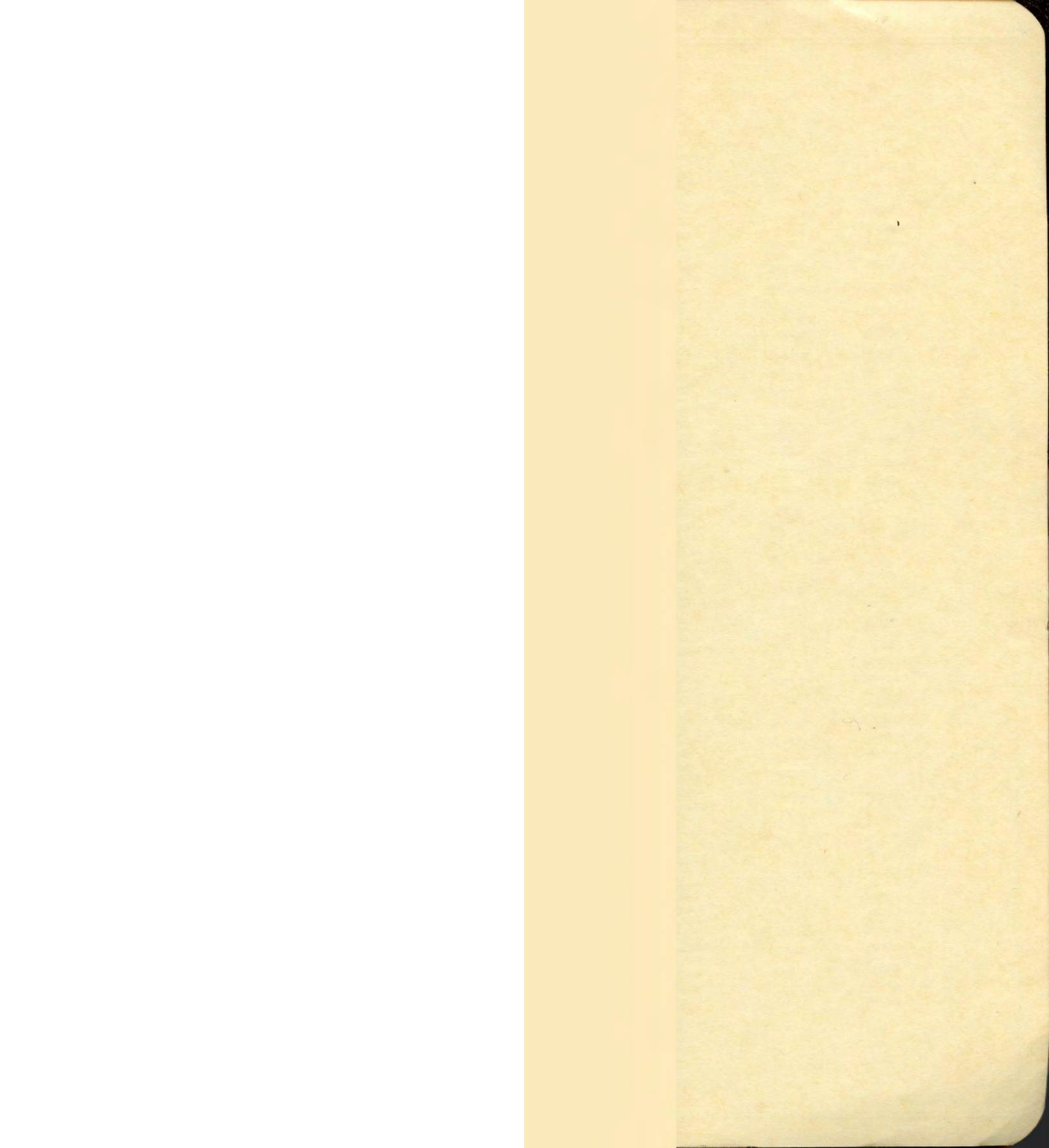
(Temporary Speed Restriction)

Trains and engines on Powhatan Industrial track must not exceed a speed of 10 miles per hour between a point 1000 feet east of Mile Post 61, west of Krebs Run and a point 1000 feet west of Mile Post 62, account track conditions.

This General Order is printed in Time-Table No. 7 and will not be issued in sticker form.

G. M. SMITH,

Superintendent Transportation.



PUBLIC OPINION WILL CONTROL

THE COURSE OF OUR BUSINESS

Public Relations is Everybody's Business