



CONEMAUGH DIVISION TIME TABLE NO. 6

*Jose E. Dickson*  
**THE PENNSYLVANIA RAILROAD**

**CENTRAL REGION**

**WESTERN PENNSYLVANIA DIVISION**

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**CONEMAUGH DIVISION**

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**Time-Table No. 6**

**In effect 2.01 A. M., Sunday, Sept. 29, 1946**

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**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

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**EASTERN STANDARD TIME**

**P. E. FEUCHT,**  
General Manager.

**A. M. SEIVARD,**  
Sup't Passenger Transportation.

**D. K. CHASE,**  
General Superintendent.

**H. L. CLAPPER,**  
Sup't Freight Transportation.

**G. M. SIXSMITH,**  
Superintendent.

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## MAIN LINE—WEST PENN

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance from Bolivar	Sidings Assigned direction Car Capacity 45 ft. Cars		
							West	East	Both
				JD (Pgh. Div.)					
X	X	X				6.4			
						10.0			
						12.9			
						17.3			
						20.5			
						22.7			
						25.5			
						26.5			93
			X			27.1			
						28.9			
						32.5			
X	X	X				34.3			
						34.9			
						36.5			
						37.5			
X	X	X				38.4			
						38.5			96
						41.6			
						42.9			
						45.3			
X	X	X				47.8			
						47.8			
						49.1			
X	X					49.8			153
						51.4			
						52.2			
						53.9			
						54.8			
						55.8			
						56.5			
						57.4			
						58.1			
						59.1			
						60.7			
						61.5			
						62.8			
X						63.1			
						63.8			150
X						64.6			
						64.8			
						65.3			
						67.3			
						68.2			
						68.5			
X	X	X				70.2			
X	X					70.4			
X	X					72.4			
X	X	X				75.9			
						76.8			
X	X	X				77.2			

NOTE—X indicates in service.

NOTE—The distance from JD to BI is 13.2 miles.

The distance from Livermore to Tunnelton is 3.0 miles

The distance from JD to Federal Street is 79.0 miles.

Interlockings—Remote Controlled, Operated From:

Interlocking	Operated From
Harris	AJ
Beal	AJ
Acme	UY
Harmar	UY
Etna	UY

Employes in Charge of Sidings of  
Assigned Direction as Follows:

Siding	Employe in Charge	Note
Pine Run—Eastward	Signalman GI	1

NOTE—1 Signal indication will be authority for trains to  
use siding in reverse direction.

## INDIANA BRANCH CONNECTION

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from D	Sidings Assigned direction Car Capacity 45 ft. cars		
						West	East	Both
X	X	X	X	D BLAIRSVILLE BI	1.5			

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
D	BI

## INDIANA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Torrance	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
			X	INDIANA	18.9			
			X	NM	18.9			
			X	HOMER CITY	13.2			
			X	MR	12.9			
			X	GRACETON	10.4			
			X	CORAL	9.9			
			X	ZD	7.6			
			X	BLACK LICK	7.6			
			X	BLAIRSVILLE	2.9			
			X	D	2.9			
			X	TR				
			X	TORRANCE				

X X X BH(Pgh Divn)

NOTE—X indicates in service.

NOTE—The direction from Torrance to Indiana is Northward.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
NM MR ZD D TR	BI

## APOLLO BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from AP	Sidings Assigned direction Car Capacity 45 ft. cars		
						West	East	Both
X	X	X	X	AP				
			X	NS	0.8			
			X	APOLLO	0.8			
			X	APOLLO WYE	1.0			

NOTE—X indicates in service.

NOTE—The direction from AP to Apollo Wye is Westward.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
NS	AP

## BUTLER BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from JB	Sidings Assigned direction Car Capacity 45 ft. cars		
						West	East	Both
			X	BUTLER	21.0			
			X	VO	20.8			
			X	WEST END BUTLER WYE	19.5			
			X	BRINKER	17.1			
			X	HERMAN	15.8			
			X	GREAT BELT	14.3			
			X	KD	13.1			
			X	DILKS	13.1			73
			X	MARWOOD	11.5			
			X	CABOT	10.5			
			X	SUMMIT	10.2			41
			X	SARVER	7.6			
			X	SANDY LICK	5.6			
			X	MONROE	4.6			
			X	WA	3.8			
			X	WINFIELD JUNCTION	3.8			
			X	LANE	0.6			
			X	JB				
			X	HARRIS (Main Line)				

NOTE—X indicates in service.

NOTE—The direction from JB to Butler is Eastward.

NOTE—Distance JB to Butler 21.3 miles.

Block-Limit stations controlled by open block station:

Block-Limit Station	Controlled by
KD WA JB	GI

Employees in Charge of Sidings of Assigned Direction as Follows:

Siding	Employee in Charge	Note
Dilks—	Eastward	Signalman GI
Summit—	Eastward	Signalman GI

## MAIN LINE—VALLEY

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from 11th St. Pittsburgh	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				PITTSBURGH (Pgh. Div.)				
				DIVISION POST (Pgh. Div.)				
		X		UY	7.6			
				NADINE	8.8			
				SANDY CREEK	10.1			
				DN	10.3			
				VERONA	10.8			
				EDGEWATER	11.1			
				OAKMONT	11.7			
				HULTON	12.9			
				BLACKS RUN	14.8	40		
				HILLMAN	15.2			
				BARKING	16.4			
				LOGANS FERRY	17.4			
				PARNASSUS	18.1			
				NEW KENSINGTON	18.6			
		X		FN	18.9			
				ARNOLD	22.1			
				EDGECLIFF	22.8		79	
				BRAEBURN	25.6			
				McKEAN	27.3			
				GARVERS FERRY	28.7			
X	X	X		AJ	28.7			
				KISKIMINETAS JCT.	29.1			
				SCHENLEY	29.8			
				ALADDIN	31.9			
				GODFREY	33.0			
				JOHNETTA	34.8			
				KELLY	36.7			
				LOGANSPT.	39.1			
X	X	X		FD	40.0	74	72	
				FORD CITY	40.9			
				MANORVILLE	42.2			
				KITTANNING	44.5			
				NEAL	46.4			
				MOSGROVE	49.5			
			X	MH	53.6			
				TEMPLETON	53.6			
				MAHONING	54.6			
				HOOKS	56.8			
				RIMERTON	59.4			
				RED BANK	63.5			
X	X	X		BRADY	64.6		290	
				TUNNEL	64.7			
				SARAH FURNACE	72.0			
X				MADISON	73.1			
				WEST MONTEREY	78.3			
				PARKERS LANDING	82.8			
X				PARKER	82.9			
				FOXBURG	85.5			
X				EMLENTON	89.2			
				BIRCH	92.5			
X				ROCKLAND	99.1			
				WOODS	100.1			
X				ST. GEORGE	102.0			
				SANDY	104.9			
X				KENNERDELL	109.9			
				INDIAN BEND	116.2			
X				DRAKE	117.4			
				EAST SANDY	118.5			
				DIVISION POST (Buffalo Div.)	120.0			
X				ROCK (Buffalo Division)	122.8			
				FRANKLIN	123.7			
X	X	X		RH	129.5			
X	X	X		BRIDGE	132.3			
				OIL CITY				

NOTE—X indicates in service.

NOTE—The distance between Brady and Sarah Furnace is 2.0 miles; Birch and Rockland is 3.2 miles and Sandy and Kennerdell is 1.0 Miles.

NOTE—The distance from Penna. Sta. to Nadine is 8.6 miles; Nadine to Mile Post 120, 99.6 miles; Mile Post 120 to Bridge 12.3 and from Bridge to Oil City, .9 miles; total mileage Penna. Sta. Pgh. to Oil City 121.4.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Drake	Brady
Sandy	Brady
Woods	Brady
Birch	Brady
Parker	Brady
Madison	Brady

Employs in Charge of Sidings of Assigned Direction as Follows:

Siding	Employe in Charge	Note
Tunnel— Northward	Signalman Brady	1-2-3
FD— Northward	Signalman FD	
FD— Southward	Signalman FD	
Braeburn— Southward	Signalman FN	
Hillman— Northward	Signalman DN	

NOTE—1. Interlocking signal to enter Tunnel siding at Madison will be authority to use siding to Sarah Furnace crossover.

NOTE—2. Interlocking signal at Brady will be authority to use siding.

NOTE—3. Trains must not be permitted to follow other trains through East Brady tunnel on Tunnel siding.

## BRILLIANT BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from UY	Sidings Assigned direction Car Capacity 45 ft. cars		
						West	East	Both
X	X	X		UY	0.2			
				DIVISION POST (Pittsburgh Div.)				
X	X	X		CM (Pgh. Div.)	2.7			

NOTE—X indicates in service.

## EAST BRADY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Brady	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		BRADY				
				PHILLIPSTON	1.6			
				EAST BRADY	4.1			
			X	BY	4.2			

NOTE—X indicates in service

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
BY	Brady

## TORRANCE TO PITTSBURGH

STATIONS	FIRST CLASS		A. M.	A. M.
	●6861	●6783		
	DAILY EX. SUN.	‡DAILY EX. SUN.		
Leave	A. M.	A. M.		
TORRANCE (Indiana Br.)				
BLAIRSVILLE				
BI				
LIVERMORE		Will Not Run Nov. 28, Dec. 25, Jan. 1,		
TUNNELTON				
WHITE				
SALTSBURG				
EDRI		May 30, July 4, Sept. 1,		
VN				
AVONMORE				
SALINA				
APOLLO WYE (Apollo Br.)	S 6.05			
APOLLO	S 6.12			
AP	6.17			
WEST APOLLO	F 6.19			
EAST VANDERGRIFT	F 6.21			
VANDERGRIFT	S 6.25			
GI	6.26			
HYDE PARK	S 6.31			
LEECHBURG	S 6.35			
BAGDAD	F 6.40			
KISKIMINETAS JCT.	S 6.45	S 7.24		
FREEPORT	S 6.48	S 7.26		
HARRIS	6.49	7.27		
BEAL	6.51	7.29		
KARNS		F 7.31		
NATRONA	S 6.56	S 7.34		
BRACKENRIDGE	S 6.59	S 7.37		
TARENTUM	S 7.02	S 7.40		
WEST TARENTUM	F 7.04	S 7.42		
CREIGHTON	F 7.06	S 7.45		
GLASSMERE	F 7.08	F 7.47		
W. NEW KENSINGTON	F 7.11	S 7.50		
SPRINGDALE	S 7.15	S 7.53		
COLFAX	S 7.18	S 7.56		
CHESWICK	S 7.21	S 7.59		
ACME	7.22	8.00		
DENNY				
HARMAR	7.24	8.02		
HARMARVILLE	S 7.25	S 8.03		
HULTON FERRY				
GLENOVER		F 8.07		
BLAWNOX	S 7.32	S 8.10		
PARKVIEW		F 8.13		
ASPINWALL	S 7.38	S 8.17		
UY	7.40	8.18		
CM (Pgh. Div.)	7.48	8.24		
PITTSBURGH	S 8.02	S 8.38		
Arrive	A. M.	A. M.		
	6861	6783		

## WESTWARD

	FIRST CLASS			
	6803	6739	6789	
	DAILY EX. SUN.	SAT. ONLY	DAILY EX. SAT.&SUN.	
	A. M.	P. M.	P. M.	
	S 10.35			
	S 10.47			
	10.50			
	S 10.54			
	S 11.00			
	S 11.06			
	S 11.14			
	F 11.19			
	11.21			
	S 11.23			
	S 11.28			
		3.50		
		S 3.53		
	11.39	3.58		
	S 11.43	F 4.00		
		F 4.03		
	S 11.57	S 4.06		
	11.58	4.07		
	S 12.05	S 4.12		
	S 12.12	S 4.18		
	F 12.19	F 4.23		
	S 12.27	S } 4.29	S 4.45	
		4.45		
	S 12.33	S 4.50	S 4.50	
	12.34	4.51	4.51	
	12.36	4.53	4.53	
	S 12.42	S 4.59	S 4.59	
	S 12.48	S 5.05	S 5.05	
	S 12.54	S 5.11	S 5.11	
		F 5.13	F 5.13	
	S 12.58	S 5.17	S 5.17	
		S 5.19	S 5.19	
	S 1.01	S 5.21	S 5.21	
	S 1.05	S 5.26	S 5.26	
		F 5.29	F 5.29	
	S 1.10	S 5.34	S 5.34	
	1.11	5.35	5.35	
	1.13	5.37	5.37	
	S 1.14	F 5.38	F 5.38	
		F 5.40	F 5.40	
	S 1.21	S 5.47	S 5.47	
	S 1.27	S 5.54	S 5.54	
	1.29	5.56	5.56	
	1.36	6.04	6.04	
	S 1.50	S 6.18	S 6.18	
	P. M.	P. M.	P. M.	
	6803	6739	6789	

STATIONS	FIRST CLASS		
	6800	6738	6740
	A. M.	P. M.	P. M.
* Arrive			
TORRANCE..(Indiana Br.)			
BLAIRSVILLE			
BI			
LIVERMORE			
TUNNELTON			
WHITE			
SALTSBURG			
EDRI			
VN			
AVONMORE			
SALINA			
APOLLO WYE(Apollo Br.)		2.12	
APOLLO	S	2.10	
AP		2.04	
WEST APOLLO	F	2.02	
EAST VANDERGRIFT	S	1.59	
VANDERGRIFT	S	1.56	
GI		1.53	
HYDE PARK	S	1.49	
LEECHBURG	S	1.45	
BAGDAD	F	1.39	
KISKIMINETAS JCT.	S 7.40	S 1.33	S 2.37
FREEPORT	S 7.26	S 1.30	S 2.34
HARRIS	7.17	1.28	2.31
BEAL	7.15	1.26	2.29
KARNS		F 1.25	F 2.28
NATRONA	S 7.13	S 1.22	S 2.26
BRACKENRIDGE	S 7.06	S 1.19	S 2.23
TARENTUM	S 6.58	S 1.16	S 2.20
WEST TARENTUM	F 6.48	F 1.13	F 2.17
CREIGHTON	S 6.46	S 1.10	S 2.15
GLASSMERE	S 6.41	F 1.08	F 2.13
W. NEW KENSINGTON	S 6.38	S 1.05	S 2.11
SPRINGDALE	S 6.34	S 1.01	S 2.08
COLFAX	F 6.29	F 12.58	S 2.05
CHESWICK	S 6.26	S 12.56	S 2.03
ACME	6.23	12.55	2.01
DENNY			F 2.00
HARMAR	6.21	12.53	1.59
HARMARVILLE	F 6.20	S 12.52	F 1.58
HULTON FERRY		F 12.50	F 1.56
GLENOVER			S 1.53
BLAWNOX	S 6.14	S 12.45	S 1.51
PARKVIEW			
ASPINWALL	S 6.08	S 12.41	S 1.47
UY	6.05	12.39	1.45
CM (Pgh. Div.)	6.00	12.34	1.39
PITTSBURGH	S 5.45	S 12.20	S 1.25
Leave	A. M.	P. M.	P. M.
	DAILY EX. SUN	SAT. ONLY	SAT. ONLY
	6800	6738	●6740

	FIRST CLASS			
	6804	6786	6788	6864
	P. M.	P. M.	P. M.	P. M.
S	7.00			
S	6.50			
	6.40			
S	6.34	Will Not Run Nov. 28, Dec. 25, Jan. 1,	Will Not Run Nov. 28, Dec. 25, Jan. 1,	
S	6.28			
S	6.20			
S	6.15			
F	6.06	May 30, July 4, Sept. 1,	May 30, July 4, Sept. 1,	
	6.03			
S	6.02			
S	5.56			
				7.52
				S 7.49
	5.46			7.45
S	5.44			F 7.42
S	5.38			F 7.38
S	5.36			S 7.35
	5.27			7.31
S	5.23			F 7.27
S	5.20			S 7.23
F	5.12			F 7.17
S	5.05	S 5.58	S 6.42	S 7.12
S	5.02	S 5.55	S 6.39	S 7.08
	4.55	5.51	6.35	7.05
	4.53	5.49	6.33	7.03
		F 5.48		
S	4.51	S 5.46	S 6.31	S 7.01
S	4.46	S 5.43	S 6.28	S 6.58
S	4.43	S 5.40	S 6.25	S 6.55
F	4.38	F 5.37	S 6.23	
S	4.35	F 5.35	S 6.21	S 6.51
S	4.33	F 5.33	F 6.19	6.49
S	4.29	S 5.31	F 6.17	S 6.47
S	4.26	S 5.28	S 6.14	S 6.44
		F 5.25	S 6.11	
S	4.21	S 5.23	S 6.09	S 6.39
	4.18	5.21	6.07	6.37
	4.16	5.19	6.05	6.36
S	4.15	S 5.18	F 6.04	F 6.35
F	4.14	F 5.16		F 6.33
F	4.10	S 5.13	S 6.00	S 6.30
S	4.08	S 5.10	S 5.58	S 6.28
S	4.03	S 5.06	S 5.54	S 6.24
	4.00	S 5.04	S 5.52	S 6.22
	3.55	4.59	5.46	6.17
S	3.40	S 4.45	S 5.32	S 6.03
	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	‡ DAILY EX. SAT. & SUN.	‡ DAILY EX. SAT. & SUN.	DAILY EX. SUN.
	6804	●6786	●6788	●6864

STATIONS	FIRST CLASS		
	#911 DAILY	●6921 ‡DAILY EX. SUN.	●927 ‡DAILY EX. SUN.
	A. M.	A. M.	A. M.
OIL CITY..... (Buffalo Div.)	S 3.40		
RH	3.49		
DRAKE	4.11		Will Not Run
KENNERDELL	S 4.24		Nov. 28,
SANDY	4.26		Dec. 25,
WOODS	4.32		Jan. 1,
ROCKLAND			May 30,
BIRCH	4.39		July 4,
EMLENTON	S 4.46		Sept. 1,
FOXBURG			
PARKER	4.54		
PARKERS LANDING	S 4.57		
WEST MONTEREY			
MADISON	5.12		
SARAH FURNACE			
EAST BRADY (E. Brady Br)			
PHILLIPSTON		S 6.05	
BRADY	5.16		6.08
RED BANK		S 6.11	
RIMERTON		F 6.17	
HOOKS		F 6.22	
MAHONING		Will Not Run	F 6.25
TEMPLETON	R 5.37	Nov. 28,	S 6.28
MOSGROVE		Dec. 25,	F 6.35
KITTANNING	S 5.53	Jan. 1,	S 6.45
MANORVILLE		May 30,	F 6.49
FORD CITY	S 6.03	July 4,	S 6.53
FD	6.05	Sept. 1,	6.55
ROSTON			F 6.57
LOGANSPOET	R 6.09		F 7.01
KELLY			F 7.04
JOHNETTA			
GODFREY			F 7.09
ALADDIN			F 7.15
SCHENLEY	S 6.23		F 7.18
KISKIMINETAS JCT.	S 6.26		S 7.23
GARVERS FERRY	F 6.30		F 7.27
McKEAN			F 7.32
BRAEBURN	R 6.36		S 7.37
EDGECLIFF			F 7.39
ARNOLD			S 7.44
FN	6.44		7.45
NEW KENSINGTON	S 6.49	S 7.22	S 7.48
PARNASSUS		S 7.24	S 7.50
LOGANS FERRY		S 7.26	S 7.52
BARKING	R 6.53	S 7.28	F 7.55
BLACKS RUN		F 7.32	
HULTON		S 7.36	S 8.01
OAKMONT	S 7.01	S 7.38	S 8.03
EDGEWATER		S 7.40	S 8.05
VERONA	S 7.04	S 7.42	S 8.07
DN	7.05	7.43	8.08
SANDY CREEK			
NADINE	F 7.10	F 7.48	F 8.12
CM (Pgh. Div.)	7.20	7.58	8.21
PITTSBURGH	S 7.37	S 8.12	S 8.35
Arrive	A. M.	A. M.	A. M.
	911	6921	927

STATIONS	FIRST CLASS					
	929 DAILY EX. SUN.	925 DAILY EX. SUN.	6789 DAILY EX. SAT.&SUN.	6739 SAT. ONLY	●6925 ‡DAILY EX. SUN.	901 DAILY
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
OIL CITY..... (Buffalo Div.)						S 4.00
RH						4.10
DRAKE						4.33
KENNERDELL						F 4.45
SANDY						4.47
WOODS						4.53
ROCKLAND						F 4.56
BIRCH						5.00
EMLENTON						S 5.08
FOXBURG						S 5.16
PARKER						5.19
PARKERS LANDING						S 5.21
WEST MONTEREY						S 5.29
MADISON						5.35
SARAH FURNACE						F 5.38
EAST BRADY (E. Brady Br)						
PHILLIPSTON	S 10.15					
BRADY	S 10.23					
RED BANK	10.26					5.42
RIMERTON	S 10.31					S 5.57
HOOKS	F 10.37					F 6.04
MAHONING	F 10.43					F 6.08
TEMPLETON	S 10.46					F 6.12
MOSGROVE	S 10.49					S 6.15
KITTANNING	F 10.56					F 6.21
MANORVILLE	S 11.05					S 6.32
FORD CITY	S 11.13					S 6.41
FD	11.15					6.43
ROSTON						F 6.45
LOGANSPOET	F 11.21					F 6.49
KELLY	F 11.24					F 6.53
JOHNETTA						
GODFREY						
ALADDIN	F 11.34	S 4.10	S 4.40	S 4.40		F 7.02
SCHENLEY	S 11.36	S 4.12	S 4.42	S 4.42		S 7.04
KISKIMINETAS JCT.	S 11.39	S 4.16	S 4.45	S 4.45	S 5.05	S 7.11
GARVERS FERRY	F 11.42	F 4.19			S 5.08	S 7.15
McKEAN						
BRAEBURN	S 11.50	S 4.27			S 5.16	F 7.22
EDGECLIFF					F 5.18	
ARNOLD	S 11.55				S 5.22	F 7.28
FN	11.57	4.34			S 5.23	F 7.29
NEW KENSINGTON	S 12.02	S 4.39			S 5.31	S 7.39
PARNASSUS	S 12.05				S 5.33	S 7.41
LOGANS FERRY					F 5.35	F 7.45
BARKING					F 5.37	F 7.49
BLACKS RUN						
HULTON					S 5.43	F 7.55
OAKMONT	S 12.20	S 4.50			S 5.45	S 7.59
EDGEWATER						
VERONA	F 12.23	F 4.52			F 5.47	
DN	S 12.26	S 4.54			S 5.49	S 8.03
SANDY CREEK	12.27	4.55			5.50	8.04
NADINE					F 5.54	
CM (Pgh. Div.)	12.41	S 5.05			6.01	8.16
PITTSBURGH	S 12.55	S 5.20			S 6.15	S 8.30
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	929	925	6789	6739	6925	901

Conemaugh Division General Order No. 612  
Effective 2.01 A.M., Sunday, January 19, 1947





STATIONS	FIRST CLASS			
	936	6910	6788	
	Arrive P. M.	P. M.	P. M.	
OIL CITY.....(Buffalo Div.)				
RH				
DRAKE	Will Not			
KENNERDELL	Run			
SANDY	Nov. 28,			
WOODS	Dec. 25,			
ROCKLAND	Jan. 1,			
	May 30,			
BIRCH	July 4,			
EMLENTON	Sept. 1,			
FOXBURG				
PARKER				
PARKERS LANDING				
WEST MONTEREY				
MADISON				
SARAH FURNACE				
EAST BRADY(E.Brady Br.)				
PHILLIPSTON	S 7.45			
BRADY	7.41			
RED BANK	S 7.35			
RIMERTON	S 7.28			
HOOKS	F 7.24			
MAHONING	F 7.20	Will Not	Will Not	
TEMPLETON	S 7.17	Run	Run	
MOSGROVE	F 7.10	Nov. 28,	Nov. 28,	
KITTANNING	S 7.02	Dec. 25,	Dec. 25,	
MANORVILLE	F 6.57	Jan. 1,	Jan. 1,	
		May 30,	May 30,	
FORD CITY	S 6.54	July 4,	July 4,	
FD	6.51	Sept. 1,	Sept. 1,	
ROSSTON	F 6.49			
LOGANSPORT	F 6.45			
KELLY	F 6.42			
JOHNETTA				
GODFREY	F 6.37			
ALADDIN	F 6.34			
SCHENLEY	S 6.32		S 6.44	
KISKIMINETAS JCT.	S 6.29		S 6.42	
GARVERS FERRY	F 6.26			
McKEAN	F 6.22			
BRAEBURN	S 6.18			
EDGECLIFF				
ARNOLD	S 6.11			
FN	6.09			
NEW KENSINGTON	S 6.08	S 6.38		
PARNASSUS	S 6.05	S 6.36		
LOGANS FERRY	F 6.02	S 6.34		
BARKING	F 5.59	F 6.32		
BLACKS RUN				
HULTON	S 5.53	S 6.25		
OAKMONT	S 5.51	S 6.23		
EDGEWATER	S 5.49	S 6.21		
VERONA	S 5.47	S 6.19		
DN	5.45	6.18		
SANDY CREEK		F 6.16		
NADINE	F 5.41	S 6.13		
CM (Pgh. Div.)	5.35	6.06		
PITTSBURGH	S 5.20	S 5.52		
Leave	P. M.	P. M.	P. M.	
	‡DAILY EX. SUN.	‡DAILY EX. SAT. & SUN.	‡DAILY EX. SAT. & SUN.	
	●936	●6910	●6788	

FIRST CLASS					
	914				
	A. M.				
	S 2.55				
	2.45				
	1.54				
	F 1.40				
	1.36				
	1.30				
	1.24				
	S 1.18				
	S 1.09				
	1.03				
	S 1.03				
	12.47				
	12.44				
	F 12.25				
	F 12.22				
	J 12.14				
	S 12.06				
	S 11.54				
	11.50				
	F 11.45				
	S 11.34				
	S 11.31				
	S 11.28				
	G 11.21				
	11.15				
	S 11.14				
	S 10.58				
	S 10.54				
	10.51				
	10.44				
	S 10.30				
	P. M.				
	DAILY				
	*914				

## TICKET OFFICES OPEN FOR SALE OF TICKETS

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
6803	6804	Torrance.....	....	....
6803	6804	Blairsville.....	....	....
6803	6804	Saltsburg.....	....	....
6803	6804	Salina.....	....	....
.....	.....	Apollo (Note).....	....	....
6803	6804	Vandergrift.....	....	....
6803	6804	Leechburg.....	....	....
911	901	Kiskiminetas Jct...	....	....
6800	6864	Freeport.....	....	....
6861	6789	Natrona.....	....	....
6861	6789	Brackenridge.....	....	....
6800	6789	Tarentum.....	....	....
6800	6803	Creighton.....	....	....
6800	6789	Springdale.....	....	....
6800	6789	Cheswick.....	....	....
6800	6789	Blawnox.....	....	....
6800	6804	Aspinwall.....	....	....
932	925	Verona.....	....	....
932	936	Oakmont.....	....	....
911	914	New Kensington ..	911	914
929	6925	Braeburn.....	....	....
911	901	Ford City.....	....	....
911	934	Kittanning.....	904	901
932	925	Templeton.....	....	....
932	936	East Brady.....	....	....
904	901	Parkers Landing...	....	....
904	904	Foxburg.....	....	....
904	901	Emlenton.....	....	....

NOTE—Apollo—Open for Train No. 6739 Saturday Only.

### EXTRA STOPS—PASSENGER TRAINS

Train No.	Stop at	For
6861	Kiskiminetas Jct. Water Station.....	Employes
6803	Kiskiminetas Jct. Water Station.....	Employes
6783	Kiskiminetas Jct. Water Station.....	Employes
6739	Kiskiminetas Jct. Water Station.....	Employes
6804	Kiskiminetas Jct. Water Station.....	Employes
6864	Kiskiminetas Jct. Water Station.....	Employes
6800	Duquesne Light Co. Plant Colfax.....	Passengers
6739	Duquesne Light Co. Plant Colfax.....	Passengers
6789	Duquesne Light Co. Plant Colfax.....	Passengers

### TRAINS WAIT FOR CONNECTION

Junction	Train No.	Due At	Wait Until	For Train	From	Due At
Kiski Jct.	6783	7.24 A.M.	7.35 A.M.	927	Cgh. Div.	7.23 A.M.

When a passenger train is sufficiently late that it may miss connections, conductor will notify Superintendent as soon as practicable if train has pay passengers for such connection.

## U. S. MAIL WORK

STATIONS	Westward				Eastward				
	6803	4	CD						
Glassmere									
STATIONS	Southward				Northward				
	911	929	925	901	932	904	934		
Foxburg	E-1								
West Monterey	D								
Sarah Furnace			E			E			
Rimerton						CD			
Mahoning			4						
Mosgrove			CD						
Manorville			4			4			
McGrann			CD			CD			
Rosston			4			J-4		4	
Kelly		4	CD			4	CD		

- C—Mail caught from crane only.  
 D—Mail delivered only.  
 CD—Mail caught and delivered.  
 E—Train stops, mail received or delivered or both.  
 J—Stop on signal to receive or deliver bulky or fragile parcel post matter.  
 K—Stop on request of R.P.O. Clerk to exchange U.S. Mail.  
 L—Reduce speed to discharge mail.
- 1—Mondays.
  - 2—Daily, except Mondays.
  - 3—Sundays.
  - 4—Daily, except Sundays.

Trains delivering U.S. Mail at Stations where they do not stop, will reduce speed or stop for that purpose when a passing train interferes with the safe delivery of the mail.

Conductors will ascertain from the mail clerk the amount of mail to be discharged at stations where speed should be reduced, and instruct engineman accordingly.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in Special Instructions ★1201 or 1202.

NOTE—No. 914 will take U.S. Mail for Parkers Landing to Oil City to be returned on No. 911.

## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	ED-3 (1)	WP-21 (2)	PF-1 (1)	CK-1 (1)	JC-5 (7)	TRS-9 (1)	TRS-5 (1)	WP-15 (3)	VC-1 (1)	NL-1 (1)	PC-3 (1)	XD-1 (1)	JC-3 (1)	NY-1 (1)	PG-5 (1)	HC-3 (1)	TRS-7 (1)		
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.		
JD	12.15		1.30	10.00	10.30	10.45	11.30	12.01	3.45	5.30	7.30	7.30	8.00	8.15	9.00	11.00	11.00		
BI	12.45	1.20	2.00	11.00	11.00	11.20	12.05	1.10	4.15	6.00	8.00	8.00	8.30	8.45	9.30	11.30	11.30		
AJ	2.15	5.20	3.30	1.30	1.05	1.45	2.30	4.00	5.45	8.15	9.00	9.30	10.30	9.50	10.50	12.30	12.50		
Sharpsburg		8.30																	
CQ	3.25		4.55	4.55	2.40		3.40		6.40	9.40	10.25	11.25	11.55	11.10	11.55	1.55	1.55		
Federal St.	3.30		5.00	5.00	2.45	3.00	3.45		6.45	9.45	10.30	11.30	11.59	11.15	12.01	2.00	2.00		
Arrive	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.	A.M.	A.M.	A.M.		

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (7) As required.

## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	CMB (1)	WP-16 (3)	CE-2 (1)	FW-8 (1)	WP-20 (2)	ED-4 (1)	CS-8 (1)	CK-2 (1)	AK-8 (1)	CE-8 (1)	WS-8 (8)	WS-4 (2)	PG-2 (1)	ED-2 (1)					
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.					
Federal St.	2.15		6.00			10.10	10.50	1.00	1.00	1.45	5.00	6.25	8.15	10.30					
CQ	2.20		6.05	6.00		10.15	10.55	1.05	1.05	1.50	5.05	6.30		10.35					
Sharpsburg					7.15				2.15										
43rd Street													11.00						
AJ	3.30	5.30	6.45	6.50	10.00	11.10	11.55	3.30	3.30	2.40	6.00	7.40	2.30	11.45					
BI	4.30	9.00	8.00	8.00	2.15	12.15	1.15	6.00	5.00	4.10	8.00	9.30	3.30	12.45					
JD	5.30	11.00	9.00	9.00		1.15	2.15	7.00	6.00	5.15	9.00	10.30	4.30	1.45					
Arrive	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.					

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (8) Daily except Sunday and Monday.

## TERMINAL ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	PT-20 (1)	PT-2 (1)	EP-1 (1)	LCL-3 (2)	LCL-5 (1)	ED-45 (1)	ED-47 (1)	LCL-1 (2)	LM-3 (1)	ED-43 (1)	PH-17 (1)	ED-15 (1)	PH-25 (1)	ED-49 (1)	CE-5 (1)	PF-5 (1)	PF-3 (1)	ED-51 (1)	PH-11 (1)	WP-1 (1)	PT-61 (2)			
Leave	A.M.	A.M.	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.		
CM			4.15	7.00	8.00	8.45	10.30	7.35	10.45	12.01	2.00	5.00	5.30		7.45	7.00	8.00					11.45		
43rd Street		2.30																				9.00	1.15	
16th Street														7.30									10.00	1.45
Sharpsburg	1.15		6.00			11.10	1.15		12.30		4.00	6.35				8.30	9.15						1.00	
CQ	1.40		6.10	7.20	8.20	11.25	1.25	7.55	12.40		4.10	6.55				8.55	9.25						2.30	
Federal St.	1.45	4.00	6.15	7.35	8.35	11.30	1.30	8.10	12.45	3.00	4.15	7.00	7.30	7.45	8.30	9.00	9.30	11.00	10.45					
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.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.	A.M.	A.M.			

(1) Daily. (2) Daily except Sunday.

## TERMINAL ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	ED-14 (1)	ED-50 (1)	WP-2 (1)	CE-4 (1)	FW-8 (3)	PT-21 (1)	ED-46 (1)	PH-16 (1)	NP-2 (1)	EP-2 (1)	ED-48 (1)	CS-10 (1)	ED-44 (1)	LCL-2 (2)	FW-8 (3)	VL-6 (1)	PT-60 (2)	ED-56 (1)	PH-24 (1)	PH-10 (7)	PT-19 (1)	
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Federal St.	12.30	1.40		5.45		6.00	6.15	9.00	9.45	11.10	11.30	12.30	3.00	5.50	8.00	8.25		10.15	11.00	11.25	11.45	
CQ	12.35		3.00	6.00	6.00					11.15					8.15	8.40				11.40	11.50	
Sharpsburg			3.50							12.50												12.45
16th Street		2.00	5.00			7.00	7.15	9.45					4.30				7.05	10.30				
43rd Street						7.30	8.45															
CM	2.30			7.05	6.45			12.01	11.30	1.10	1.45	1.10	6.00	6.20		9.35	8.30		1.00	12.25		
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (7) As required.

## ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

The time shown conveys no time-table authority.

Stations	SO-2 (1)	KJ-2 (1)	OC-2 (1)	KC-2 (2)	PC-2 (1)	RB-2 (2)	BF-2 (1)	YO-2 (1)	Stations	PB-1 (1)	KJ-1 (1)	SO-1 (1)	KC-1 (2)	BF-1 (1)	RB-1 (3)	OC-1 (1)	YO-1 (1)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
RH	1.30	4.00	4.15		10.30	11.00	4.00	6.00	CM	12.01			6.45	10.25			5.45
Brady	3.45	6.45	8.15		1.00	6.00	6.15	8.15	Federal Street	3.00	4.00	5.00		11.50		1.15	
AJ	7.05	10.00	10.15	5.00	3.00		9.30	11.30	AJ	6.45		6.30	12.30	2.45	11.30	3.40	7.45
Federal Street	9.30		11.45				11.00		Brady	9.45		9.00		6.10	6.30	6.00	10.45
CM				10.15	5.00	P.M.		2.00	RH	A.M.	P.M.	12.50	P.M.	P.M.	8.45	8.45	2.00
Arrive	A.M.	A.M.	A.M.	A.M.			P.M.	A.M.	Arrive						P.M.	P.M.	A.M.

(1) Daily, (2) Daily except Sunday (3) Daily except Monday.

The time shown conveys no time-table authority.

## ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

## SPECIAL INSTRUCTIONS

Note—Five point star symbol (★) indicates Special Instructions of System application.

★ 1001. A rule referred to by number, unless otherwise specified is a rule in the "Operating, Signal And Interlocking Rules".

## STANDARD TIME

★ 1101. Eastern Standard Time applies on this Division

★ 1102. Referring to Rule 2, drivers of track cars must use reliable watches.

## LETTERS AND CHARACTERS

★ 1201. 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—schedule assigned to gas-electric, gasoline or oil-electric rail motor cars.
- \*—Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ⊕—Indicates train that will not be operated on specified dates or holidays shown on schedule pages.

## 1202.

R—Regular stop New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, and on Mondays when any of these holidays fall on Sunday.

## COLOR SIGNALS

★ 1301. At the end of two main tracks where switch is not interlocked nor spring switch is in service, when the switch is set for trains to move in normal direction, switch lamp will display white disc, (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

★ 1302. A yellow flag or light placed to the right of track indicates the approach to a portion of track covered by a slow order and is located a sufficient distance ahead of the obstruction to permit the speed of train to be reduced from maximum authorized speed to the speed required.

The end of the restricted territory will be indicated by a green flag or light.

## HAND, FLAG AND LAMP SIGNALS

★ 1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

### ENGINE WHISTLE SIGNALS

1501. Referring to Rule 14:

Sound	Indication
----- o -----	Flagman may return from West or South.
----- o o -----	Flagman may return from East or North.

Will apply on tracks and between points shown below:

Track	Between	And
No. 101	CQ	UY
No. 101	Parker	Birch
No. 102	Woods	Sandy
No. 301	Drake	Mile Post 120

Sound	Indication
----- o o -----	Flagman may return from West
----- o o o -----	Flagman may return from East

Will apply on track and between points shown below:

Track	Between	And
No. 102	Etna	CQ

1502. Rule 14 (r) will apply:  
When stops are to be made by freight trains for coal or water.

Direction	Sound engine whistle signal passing	Indication Stop will be made at
Eastward	CQ	Etna
"	AJ	Kiski Jct.
"	GI	Vandergrift
"	AP	Avonmore
"	BI	Blairsville or Lockport
Westward	JD	Lockport or Blairsville
"	BI	Avonmore
"	AP	Vandergrift
"	GI	Kiski Jct.
"	AJ	Harris, East End
"	CQ	Jacks Run
Northward	DN	Verona
"	AJ	Donley
"	MH	Red Bank
Southward	Brady	Red Bank
"	FD	Donley
"	FN	Verona

Operator will notify train dispatcher promptly.

Except: Operator CQ. Notify operator Federal Street, stop will be made at Jacks Run.

1503. Referring to Rule 14(l):

Except in emergency, the engine whistle will not be prolonged or repeated by trains making station stops at the following stations:

	All Crossings	Hulton	All crossings
Blawnox	"	Oakmont	"
Cheswick	"	Parnassus	"
Springdale	"	New Kensington	"
Tarentum	"	Arnold	"
Brackenridge	"	Kittanning	"
Natrona	"	Foxburg	"
Hyde Park	"	Emlenton	"
Verona	"		

Enginemen will also sound this signal when approaching Tunnels to warn employes who may be working in Tunnels.

### COMMUNICATING SIGNALS

★1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

### TRAIN SIGNALS

1701. Night Signals will be displayed on rear of trains and engines while passing through tunnels.

### USE OF SIGNALS

#### Fusees And Torpedoes

★1801. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by dropping them off between the cabin car and pusher engine on the track the train is using, and not between that track and an adjoining track.

1802. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1803. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	6	6
Freight Service	12	12
Engines in Road Service	3	4
Engines in Shifting Service	3	4
Track Cars	2	3

#### Slide Protection Fence

★1851. 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.

Employes finding such signals displaying the most restrictive indication must promptly report to Superintendent.

1852. Slide protection fences in service:

Track	Signal Location
No. 1	1 Mile East of Bagdad
No. 2	3 Miles West of Vandergrift
No. 1	1 Mile North of Arnold
No. 1	1 Mile South of Edgecliff
No. 1	1 Mile North of McKean
No. 2	¾ Mile South of AJ
No. 2	½ Mile North of Braeburn

On two main tracks, except where Rule 261 is in effect, trains moving against the current of traffic must be governed by signal marked SP for normal track and the signal governing approach thereto, insofar as protection against slides is concerned, approaching point where track may be obstructed prepared to stop when the signal displays its most restrictive indication.

1853. SP Signals also protect facing switches as follows:

Track	Switch	Signal Location
No. 1	Braeburn Siding	1 Mile South of Edgecliff
No. 1	Hill Track and Middle Storage Track	1 Mile North of McKean

### SUPERIORITY OF TRAINS

★1901. Eastward and Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

1902. On the Apollo Branch, westward trains are superior by direction to trains of the same class in the opposite direction.

### GENERAL ORDERS, BULLETIN BOARDS, EMPLOYEES' REGISTERS, STANDARD CLOCKS

★2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Blairsville__Yard Office	Pittsburgh Eastern Middle
X	X	X	Kiskiminetas Jct.__Yard Master's Office	Pittsburgh Eastern Buffalo Middle
X			W. R. R.__West Winfield	
X	X	X	Sharpsburg__Yard Master's Office	Pittsburgh Eastern Pan Handle Monongahela
X	X	X	Stock Yards__Yard Master's Office	Pittsburgh Eastern Pan Handle Monongahela
X	X	X	Pittsburgh__Yard Master's Office, 16th St.	Pittsburgh Eastern Pan Handle Buffalo
X	X		Pittsburgh__Yard Office, 36th Street	Pittsburgh Eastern
X	X	X	Pittsburgh__Yard Master's Office, 43rd St.	Pittsburgh Eastern Pan Handle Monongahela Buffalo
X	X		Pittsburgh__Yard Office, 54th Street	Pittsburgh Eastern
X	X		Coleman__Yard Master's Office	Pittsburgh Eastern Buffalo
X	X	X	Verona__Yard Office	Pittsburgh Eastern Buffalo
X	X	X	New Kensington__Passenger Station	Pittsburgh Eastern Buffalo
X	X	X	Phillipston__Engine House	Pittsburgh Buffalo Renovo

NOTE—X indicates in service.

2002. Standard Clocks At Other Points:

Train dispatcher's office.  
Open Block Stations.

★2003. At points where there is no designated employe on duty to witness signatures as required by Rule 75b, conductor or engineman must witness signatures of all members of his crew.

### GENERAL ORDER ZONES

★2101. General Order Zones of this Division are as follows:

Zone A—Federal Street to Bagdad, Pittsburgh 11th St to Kiski River Bridge 28.91 Kiski Jct., including Butler and Brilliant Branches.

Zone B—Bagdad to JD including Apollo and Indiana Branches.

Zone C—Kiski River Bridge 28.91, Kiski Jct. to Mile Post 120 including East Brady Branch.

### Qualification of Conductor Or Engineman

2102. A Conductor or an Engineman, who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the Superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductors or enginemen extending their qualifications by making trips (not in service) must be re-examined after the expiration of one year.

### TRACK ASSIGNMENTS

2201. Single Track

Track	Between	And
Main Line	Brady	Mile Post 120
Indiana Branch Connection	BI	D
Indiana Branch	Torrance	Indiana
Apollo Branch	AP	NS
Butler Branch	JB	Butler
East Brady Branch	Brady	BY

2202. Two or More Tracks

Current of traffic is as follows:

Main Line	No. 2 Track	No. 1 Track
Between:		
West Penn JD and Federal Street	Westward	Eastward
Valley UY and Brady	Southward	Northward
Brilliant Branch UY and Division Post (Pgh. Div.)	Westward	Eastward

NOTE—Tracks are numbered from south to north or east to west.

Valley W. Penn  
12 12  
NS EW



## 2203 Secondary Tracks Of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse movement on permission from	Note
No. 101	South End Coleman Yard	North End Coleman Yard	Northward	Yard Master Coleman	Yard Master Coleman	1
No. 102	Nadine	South End Coleman Yard	Southward	Yard Master Coleman	Yard Master Coleman	1
No. 101	29th Street	South End Coleman Yard	Northward	Yard Master 43rd St.	Yard Master 43rd St.	1
No. 102	South End Coleman Yard	29th Street	Southward	Yard Master 43rd St.	Yard Master 43rd St.	1
No. 4 Brilliant	19th Street	UY	Eastward	Yard Master Sharpsburg	Yard Master Sharpsburg	1
O	UY	West End Sharpsburg Yard	Westward	Yard Master Sharpsburg	Yard Master Sharpsburg	1-2
No. 101	CQ	Etna	Eastward	CQ	CQ	3
No. 102	Etna	CQ	Westward	UY	UY	3

NOTE 1. Tracks must not be used in assigned direction without authority of employe in charge.

NOTE 2. Signal indication at UY will be authority for Westward movements to use this track to 19th Street Yard Office, Sharpsburg.

NOTE 3. Eastward movements made on signal indication at CQ, Westward movements made on signal indication at Etna.

Permission must be obtained from CQ or UY to use these tracks at any point between CQ and Etna.

## 2204. Secondary Tracks of No Assigned Direction.

Track	Between	And	Controlled by	Note
No. 101 (W)	UY	Etna	UY	1
No. 11 (E)	West End Sharpsburg Yard	19th Street	Yard Master Sharpsburg	
No. 3 River (E)	19th Street	UY	Yard Master Sharpsburg	
No. 101 (W)	Natrona	Glassmere	UY	8
Apollo Ext. (E)	Jct. Apollo Branch	End of Ext.	AP	
Avonmore (E)	Junction Main Line	Avonmore	VN	
Yellow Creek (N)	Homer City	Terminus	BI	
O (S)	29th St.	BU	BU	
No. 103 (S)	South End Coleman Yd.	UY	UY	2
Plum Creek (N)	Verona	Terminus	DN	
Pucketa (N)	Parnassus	Terminus	FN	
Schenley (E)	Schenley	Terminus	AJ	
Red Bank	Mort	Junction Main Line—Valley Red Bank	Brady	7
No. 101 (S)	Phillipston	Brady	Brady	3
No. 101 (N)	Parker	Birch	Brady	4
No. 102 (N)	Woods	Sandy	Brady	5
No. 301 (N)	Drake	Mile Post 120	Brady	6

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

NOTE 1. Eastward movements made on signal indication at Etna, Westward movements made on signal indication at UY. Permission must be obtained from UY to use this track at any point between UY and Etna.

NOTE 2. Northward movements made on signal indication at UY.

NOTE 3. Northward movements made on signal indication at Brady.

NOTE 4. Northward movements made on signal indication at Parker, Southward movements made on signal indication at Birch. Permission must be obtained from Brady to use this track at any point between Parker and Birch.

NOTE 5. Northward movements made on signal indication at Woods, Southward movements made on signal indication at Sandy. Permission must be obtained from Brady to use this track at any point between Woods and Sandy.

NOTE 6. Northward movements made on signal indication at Drake. Permission must be obtained from Brady to use this track at any point between Drake and Mile Post 120.

NOTE 7. Westward movements made on signal indication at Mort. Permission must be obtained from Brady to use this track at any point between Mort and Junction Main Line—Valley Red Bank.

NOTE 8. Trains must not pass a passenger train receiving or discharging traffic on No. 1 main track.

Referring to Rule 105b, Rule 99 will apply on Secondary Tracks as follows:

Track	Between	And
No. 101	UY	CQ
No. 102	Etna	CQ
No. 101	Parker	Birch
No. 102	Woods	Sandy
No. 301	Drake	Mile Post 120

### MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by Rule 80 on portions of the division as follows:

Entire Division

★2302. Track cars will not operate spring switches.

2303. Track cars will display night signals while passing through tunnels.

★2304. Signalmen will not admit a one-man track car<sup>2</sup> to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

Movement of Detector Cars, Burro Cranes, etc.

★2305. Unless otherwise provided, Rules and Special Instructions applying to movement of track cars will apply to detector cars (device for detecting defective rails), burro cranes or cars of similar type or construction, except that detector cars will display markers in accordance with Rules 19 and 19a, and will not be required to conform to speed for track cars.

Detector cars will be designated as Detector car extra, burro cranes as Burro crane extra and other cars in a like manner.

When detector cars are testing rail in manual block system territory, Rule 316 will apply to following movements.

### MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—

#### Pittsburgh

Train Dispatchers in charge of Main Line Federal Street to JD Conpitt Junction and CM to RH and following Branches:

Indiana	Butler
Indiana Branch Conn.	Brilliant
Apollo	East Brady

★2402. 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 C.T. 1246 or by message, by the Signalman 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.

★2403. Rule D-83: Except on portions of the railroad where Rules 251 and 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

#### Engineman Pilot

★2404. Enginemen, when acting as pilots, will operate the engine of train to which assigned, unless otherwise instructed.

### 2405. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	With	Normal Position is for Movements
Torrance	Indiana Branch	West leg of Wye	To West Leg of Wye
Blairsville	Indiana Branch	Indiana Branch Connection	To Indiana Branch Connection
1620 Feet South of Homer City	Indiana Branch	Yellow Creek Secondary Track Connection	To Yellow Creek Secondary Track
South End of Coleman Yard	No. 101 Track	No. 103 Track	To No. 103 Track

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

2409. Signalmen in charge of main track hand operated switches when block station is open:

Location	Switches
VN	All main track switches

### Hand Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled by
Heinz	Switch to Stock Running track from No. 1 track	CQ
Sharpsburg	Switch to Sharpsburg Warehouse track from No. 2 track	UY
Sharpsburg	Switch to Roessing Engineering track from No. 2 track	UY
Sharpsburg	Switch to Edgar Brossius track from No. 2 track	UY
Sharpsburg	Switch to Diamond Hardware track from No. 2 track	UY
Ross	Switch to "Pull in" Track from No. 1 track	UY
Aspinwall	Switch to Casey's track from No. 1 track.	UY
Blaw Knox	Switch to Scale track from No. 2 track	Note 1
	Crossover between No. 2 track and Ross Storage track	Note 1 & 2
Acme	Switch to Cemline Corporation track from No. 1 track	UY Note 3
Freeport	Switch to Butler Branch	AJ
Freeport	Crossover between No. 2 track and station track	AJ
Freeport	Switches at east and west end storage track	AJ
Sarah Furnace	Crossover between Main track and Tunnel siding	Brady
West Monterey	Switch to Station Track from Main track	Brady
Foxburg	Crossovers between Main track and No. 101 track	Brady
Foxburg	Switch to Keystone Supply Co. Siding from Main track	Brady
Emlenton	Switch to James Siding from Main track	Brady
Emlenton	Crossover between Main track and No. 101 track	Brady
Rockland	Switch to Station Track from Main track	Brady
St. George	Crossover between Main track and No. 102 track	Brady

NOTE—The switch lock on these switches must not be removed from keeper until after permission has been obtained from signalman. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.

NOTE 1. After securing permission to move from Scale track or Ross Storage track to No. 2 track, remove switch padlock from keeper, press down on foot pedal; if pedal depresses, switch may be operated. If foot pedal cannot be depressed at first attempt, continue attempts at intervals for a period of 6 minutes, then report to signalman, UY Block Station, for instructions.

NOTE 2. Crossover switch No. 2 track to Ross Storage track, pipe connected for unlocking storage track end when main track end is operated.

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 signalman at UY to release electric lock.

To enter Main Track at locations where Switch levers are locked with electric locks, trains or engines must occupy track circuit which extends 150 feet from switch, before switch can be opened.

### YARDS AND YARD INSTRUCTIONS

2417. Yards indicated by yard limit boards located at:

**Indiana Branch:**  
Torrance  
Blairsville  
Indiana

**Butler Branch:**  
Lane  
Butler

**Apollo Branch:**  
Entire Branch

**East Brady Branch:**  
Entire Branch

### Non-interlocked Railroad Crossings At Grade.

2427. Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Indiana Wye B. & O. R. R.	Position Light Signal	More favorable than stop	Cross, without stopping	1
VO B. & O. R. R.	Semaphore	More favorable than stop	Cross, without stopping	2
	Hand Signal	More favorable than stop		
Pgh. Yard, 31st. Street Pgh. and Allegheny R. R.	None	When Preceded by Flagman	Cross, without stopping	

NOTE 1. 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 2. Trains approaching B. & O. R. R. grade crossing at VO will not foul the crossing without first receiving a proper hand signal from the signalman, given with a yellow flag by day and a yellow light by night, in addition to the proper proceed fixed signal.

### Automatic Highway Crossing Signals

★2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14(1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains moving against the current of traffic must approach these crossings at not to exceed one-half their maximum authorized speed, prepared to stop short of an obstruction, and must comply with Rules 14(1) and 30.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by **Rules 14(1) and 30**.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by **Rule 103a**.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

At the following locations a device is provided to cut out the operation of automatic highway crossing signals by trainmen:  
 Third and Fourth Streets, No. 1 track . . . Third Street, Parnassus  
 Fourth and Fifth Streets, No. 1 track . . . Fourth Street, Parnassus  
 Fifth and Fourth Streets, No. 2 track . . . Parnassus  
 St. Petersburg Road, for No. 101 Track . . . Foxburg  
 Main Street Crossing, for Main Track and No. 101  
 Track . . . Emlenton  
 School and Church Streets . . . Indiana

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by **Rule 103a**, or the automatic operation of these signals has been restored.

Employes should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

★2451. (For Automatic Highway Crossing Signals)

Electric light indicators are in service on or adjacent to instrument cases of flashing light signals and crossing bells protecting highway crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates normal source of power has failed and that signals or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

**Protection For Public Highway Crossings At Grade**

2455. 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
Indiana Branch	Market Street	Blairsville	7.00 A.M. Sunday and 7.00 A.M. Monday	(1)

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.

2456. 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
Baileys Run Branch Crucible Fuel Track	State Route No. 28	Creighton
Main Line Private Track	State Route No. 28	Cheswick
Main Line Red Raven Track	State Route No. 28	Harmarville
Main Line Sun Oil Co. Track	Boyd Avenue	Glenover
Indiana Branch Private Track	State Route No. 119	Coral
Indiana Branch Private Track	State Route No. 119	Graceton
Yellow Creek Secondary Track	Mecco Public Highway	Mecco
Yellow Creek Secondary Track	State Route No. 119	Homer City
Indiana Branch Private Track	Oakland Street	Indiana
Indiana Branch All Tracks	Philadelphia St.	Indiana
Apollo Branch All Tracks	Apollo Station	Apollo
Butler Branch Interchange Track	State Route No. 422	Butler
Butler Branch All Tracks	Monroe Street	Butler
Pittsburgh District All Tracks	In Pike and Smallman Sts. between 11th and 29th Sts. 16th and Pike Sts. 21st and Railroad Sts. 23rd and Railroad Sts. 24th and Railroad Sts. 25th and Railroad Sts. 26th and Railroad Sts. 27th and Railroad Sts. 28th and Railroad Sts. 29th and Railroad Sts. Smallman St., Penn Ave. and Liberty Ave. (Note)	Pittsburgh
Main Line Scaife's Industrial Track	Allegheny Avenue	Oakmont
Indian Run Track	All Crossings	New Kensington
Schenley Secondary Track Park Coal Co. Track	State Route No. 66	3 miles east of Leechburg
Main Line Pollock Feed Co. Heilman Lumber Co.	Third Avenue Third Avenue	Ford City Ford City
Duck Run Track	All Crossings	Kittanning
Cowanshanoc Track	State Highway	North of Kittanning
East Brady Branch	State Route No. 68	East Brady

NOTE. A fixed low signal for northward movements located just south of Liberty Avenue and a fixed low signal for southward movements located just north of Smallman Street will be used in connection with the protection of street traffic over Liberty Avenue, Penn Avenue, and Smallman Street. If trains are notified that signal is out of order, conductors and enginemen in addition to obtaining proper authority to proceed, are required to know that all gates are down or street crossings otherwise protected.

### Gas-Electric, Gasoline and Oil-Electric Rail Motor Cars

★2475. Gas-electric rail motor cars, gasoline rail motor cars and oil-electric rail motor cars must not use sand in automatic block system territory, except to avoid accidents. When these cars are used as trailers or are being towed, they must be placed only at end of train. If handled by passenger train, it should not consist of more than 15 cars. If handled by freight train it should not consist of more than 35 cars.

### Four-Wheel Cabin Cars

★2476. Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlockings and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission of signalman.

### Dragging Equipment Detector

★2478. After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

2479. To prevent breakage of dragging equipment detectors, flanger signs indicating location of these detectors, in service at following locations:

Location	Track No.	Distance from
Bolivar	1	520 Feet East of Bridge 0.10. Bolivar
Blairsville	1	2000 Feet West of Livermore
Blairsville	2	2800 Feet West of Mile Post 6
Salina	2	4400 Feet West of Salina
Vandergrift	1	1100 Feet East of Vandergrift
Leechburg	2	860 Feet West of Mile Post 43, West of Leechburg
Natrona	2	1800 Feet East of Natrona
Springdale	1	3170 Feet East of Springdale
Glenover	2	2980 Feet East of Glenover
Etna	2	Just West of Etna Interlocking
CQ	102	1000 Feet West of Mile Post 74
CQ	1	Just East of CQ Interlocking

2480. While a freight train is passing an open block or interlocking station, a member of the crew must be stationed on the rear of the train to receive or deliver messages.

The front brakeman of a freight train, in order to observe signals from the rear of his train, will be in a conspicuous position, outside the Brakeman's cabin located on the tender of locomotives so equipped, promptly after the rear end of his train has passed an open block or interlocking station, or a highway crossing where crossing watchmen are on duty, to receive from trainmen on the rear of the train any signal affecting the movement of the train and in addition, will where practicable, observe the train as it moves around curves in order to receive signals from the rear end of the train to avoid necessity of applying air from rear end.

Train service employes in or on cabin cars must take position on platform of cabin car while train is entering, passing through, or leaving yards and be prepared to acknowledge signal from any person in the vicinity, affecting the movement of their train.

2481. In the application of Rule 107:

(a) Signalmen BI and AP will notify Westward inferior trains if Eastward superior trains due have not arrived.

(b) Signalman AJ will notify Northward, Southward and Westward inferior trains if Eastward or Northward superior trains due have not arrived.

(c) Signalman UY will notify Eastward inferior trains if Westward superior trains due have not arrived.

(d) Signalman CM will notify Northward inferior trains if Southward superior trains due have not arrived.

(e) Signalman FN will notify Southward inferior trains if Northward superior trains due have not arrived.

(f) Signalman FD will notify Southward inferior trains if Northward superior trains due at Schenley or Aladdin have not arrived.

(g) Signalman Brady will notify Southward inferior trains if Northward superior trains due have not arrived.

2482. When Fig. (B), Rule 290 is displayed by Cab-signals, approaching Salina Tunnel, trains moving with current of traffic will stop before entering tunnel and communicate with signalman at VN. Non-equipped trains moving with current of traffic will stop and communicate with signalman at VN before entering tunnel, unless otherwise directed.

2483. 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 Nos. 1 and 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 showing two positions for bridges spanning Nos. 7 and 8 tracks, will govern movements to be made same as outlined above for Nos. 1 and 2 tracks.

2484. At VN, DN, FN, AJ (first crossover south of AJ) and Brady, after obtaining permission from Signalman and when no reverse movements are being made, trains may make crossover movement within the Home or Block Signal limit, without regard to the superiority of trains.

Trainmen and Enginemen are relieved from observing Rule D-152.

Signalman must not give permission if the Home and Distant Signals have been cleared or reverse movements are being made.

2485. All trains moving on No. 2 track at Aladdin and Schenley must come to a full stop before passing a passenger train on No. 1 track receiving or discharging passengers, then proceed with caution until the front of train is past the front and rear of passenger train on No. 1 track, for safety of passengers crossing No. 2 track to reach Schenley Distillery.

### MOVEMENT BY TRAIN ORDERS

2501. Train orders will be issued covering the meeting of First-Class trains on single track at scheduled meeting points, except where Rules 261, 262 and 263 are in effect.

★2505. While train order signal (Rule 294, Fig. A) is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in Rule 221a.

★2506. Referring to Rule 221a, message form C.T. 1250 will be used.

2507. Referring to Rule 204, the engineman of each engine taken on as a hauler at a point where no orders are delivered to the train, must be advised by the train engineman of all orders affecting the train in the territory covered by the additional hauling engine.

2508. Trains must not leave their initial station without train orders or notice from Operator or Signalman that there are no orders.

### MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

★ 2601. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 1 and No. 2	JD	Federal Street
	No. 1 and No. 2	UY	Brady

On two or more tracks signal indication or permission of the Signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the Signalman, except:

At Pittsburgh the Station Master is authorized to verbally notify Conductor to run as a passenger extra. Conductor will notify engineman.

### OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

★ 2602. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Main Line	Single	Brady	Mile Post 120

Signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman.

### FIXED SIGNALS

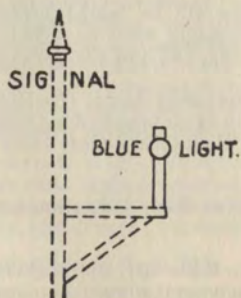
2701. Signal aspects not in conformity with the typical aspects, in service:

#### Main Line

On Northward Home Signal at DN.

#### East Brady Branch

On Northward Block Signal at Brady.



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

NAME —Signal mast bracket marker.

### Slide Protection Fence Indicator



Fig. 1

Indication—When slides are against the fence.

Name—Caution Indicator.



Fig. 2

Indication—When fence is clear.

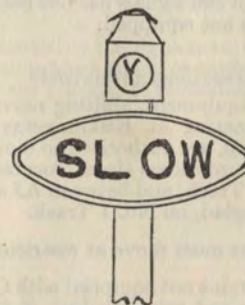
Name—Clear Indicator.

Location: No. 2 Track, 3 Miles West of Vandergrift.

No. 1 Track, 1 Mile East of Bagdad.

Trains moving with or against current of traffic will be governed by these indications.

### Approach Indicator



INDICATION—Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.

NAME —Slow Board.

LOCATION —Apollo Branch, AP Eastward.  
Butler Branch, VO Eastward.

2702. Trains enroute from Brilliant Branch to Sharpsburg Yard, will use Tracks between UY and 19th Street Yard Office, as indicated by Number on illuminated sign located in South Window UY.

### CAB SIGNALS

2751. Cab Signal Rules 295 to 298, inclusive, are in effect as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	AJ	JD

★2753. Required departure tests of engines and trains must be made before entering territory in which the use of cab signals is prescribed.

Testing sections, in addition to those at terminals, located:

Track	Between	And
	<b>Westward Trains</b>	
Indiana Branch Connection	Walnut St. Blairsville Yard	Westward Home Signal for BI
	<b>Eastward Trains</b>	
No. 1	½ Mile East of Mile Post 53	Eastward Home Signal for Beal Interlocking
AJ Horn	Six Hundred (600) feet South	Eastward Home Signal AJ
Apollo Branch	West End Kiski River Bridge	Eastward Home Signal for AP Interlocking

★2754. Department test of cab signals on engines equipped for forward and backward running will be made from both ends.

When two or more electric engines are coupled in multiple, departure test will be made from front end of leading unit and trailing end of rear unit, noting that all cab signals and warning whistles are operative.

When two or more engines are coupled and it becomes necessary enroute to operate one of the engines from an end from which departure test of cab signals has not been made, the engine must be considered as not equipped.

2756. Following exceptions authorized:

Empty Passenger equipment, shifting movements, and Local Freight trains terminating at Kiskiminetas Jct. Also trains setting off or picking up, are authorized to move as non-equipped trains between westward home signal, located 7050 feet east of AJ, and AJ on No. 2 Track, and between AJ and trailing switch, 1500 feet West of Bagdad, on No. 1 Track.

Non-equipped trains must move at restricted speed.

The movement of trains not equipped with Cab-Signal Apparatus, including whistle and acknowledger, in operative condition for the movement, is prohibited, except as provided on the timetable or in emergency when authorized by the Superintendent.

When cab-signal Apparatus fails, a train will proceed as a non-equipped train, at restricted speed, to the next point of communication, report to, and be governed by instructions from the Superintendent.

When cab-signal aspect changes to approach, Rule 285, the train will proceed prepared to stop at next fixed signal, or where no fixed signal is located at the entrance of the block preparing for cab-signal to change to restricting.

### MANUAL BLOCK SYSTEM

2801. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

	Track	Between	And
Main Line Valley	No. 1 and No. 2	DN	Brady
Indiana Branch	Single	TR	NM
Indiana Branch Connection	Single	D	BI
Apollo Branch	Single	AP	NS
Butler Branch	Single	JB	VO
East Brady Branch	Single	Brady	BY

2802. Rule 316 will apply:

**For Movements Against Current of Traffic**

Main Line-West Penn—Between VN and AP.

2803. Rule 317 will apply:

On single track and for movements with current of traffic between points listed under **Special Instructions 2801.**

**For Movements Against Current of Traffic**

Main Line-West Penn—Between JD and VN.  
Between AP and Federal Street.

Main Line-Valley—Between UY and Brady.

2804. When authorized by the signalman, and, at reduced speed, an engine may pass stop-block signal or enter a block occupied by a passenger train for the purpose of switching that train.

### AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, except Rule D508, between Brady and Mile Post 120, are in effect on portions of the Division as follows:

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	No. 1 and No. 2	AJ	Federal Street
	No. 1 and No. 2	UY	DN
	Single	Brady	Mile Post 120

2915. Rules 501 to 518, inclusive, except Rules 515 and 516, are in effect on portions of the Division as follows:

For movements with current of traffic

	Track	Between	And
Main Line	No. 1 and No. 2	JD	AJ

### INTERLOCKING

3002. Emergency Signals—Whistle or Horn, in service as follows:

AJ  
UY  
CQ

3003. At AJ Interlocking Station:

(a) Trains or engines before entering and after clearing No. 2 main track between AJ Interlocking signal and the home signal at Aladdin crossover will report to Signalman at AJ.

(b) Trains or engines not being governed by Automatic Block System Rules and receiving signal indication Rule 291 on No. 2 main track Aladdin will, Stop—then proceed at once, under restricted speed.

(c) Normal movement on Horn track is from No. 1 eastward main track, movements in reverse direction on this track must not be made without permission from Signalman AJ.

### SPEEDS

#### \*3101. SPEED TABLE

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

### 3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED PASSENGER TRAINS AND FREIGHT TRAINS

	Single Track		No. 2 Track		No. 1 Track	
	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.
<b>MAIN LINE—WEST PENN</b>						
<b>BETWEEN:</b>						
Miles per Hour						
AJ and Tarentum			50	50	50	50
Tarentum and UY			50	45	50	50
UY and Federal Street			45	45	45	45
<b>MAIN LINE—VALLEY</b>						
<b>Between:</b>						
UY and Kiskiminetas Jct.			60	50	60	50
Kiskiminetas Jct. and Brady			50	50	50	50
Brady and Mile Post 120	50	50				
<b>Indiana Branch</b>						
<b>Between:</b>						
Torrance and Black Lick	30	30				
Black Lick and Indiana	25	25				
<b>Apollo Branch</b>						
<b>Between:</b>						
AP and NS	15	15				
<b>Butler Branch</b>						
<b>Between:</b>						
JB and Butler	20	20				
<b>East Brady Branch</b>						
<b>Between:</b>						
Brady and East Brady	25	25				
<b>Other Branches</b>						
Branches not listed above	15	15				

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

### WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
<b>Main Line—West Penn</b>		
<b>Between:</b>		
JD and Federal Street.....	40	30
<b>Main Line—Valley</b>		
<b>Between:</b>		
UY and Mile Post 120.....	40	30
<b>Indiana Branch</b>		
<b>Between:</b>		
Torrance and Indiana.....	25	15
<b>Apollo Branch</b>		
<b>Between:</b>		
AP and NS.....	15	15
<b>Butler Branch</b>		
<b>Between:</b>		
JB and Butler.....	20	15
<b>East Brady Branch</b>		
<b>Between:</b>		
Brady and East Brady.....	25	15



## WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
<b>Main Line—West Penn</b> Between: JD and Federal Street.....	40	30	25
<b>Main Line—Valley</b> Between: UY and Mile Post 120.....	40	30	25
<b>Indiana Branch</b> Between: Torrance and Indiana.....	25	15	15
<b>Apollo Branch</b> Between: AP and NS.....	15	15	15
<b>Butler Branch</b> Between: JB and Butler.....	20	15	15
<b>East Brady Branch</b> Between: Brady and East Brady.....	25	15	15

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

## VARIOUS

MAIN LINE	Miles per Hour
Circus Trains.....	45
Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.: moving on own wheels—see Special Instructions ★3601.	
—on straight track.....	30
—on curves.....	20
Solid trains of tank cars loaded with petroleum products Note—When handling such trains Conductors must know that enginemen have been so advised.	40
Snow Plows in service.....	25
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks..	5
Note—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
Operating against current of traffic, except where Rule 261 is in effect— Main Line	
—Passenger Trains.....	50
—Freight Trains.....	40
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.....	60
NOTE—For purposes of identification, P.R.R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms. Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars, conductors must know that enginemen have been properly advised.	
Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	10
—hand cars operated under Rule 80.....	8
—through crossovers and turnouts, and —over highway and railroad crossings....	5

3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED  
TURNOUTS

ENTIRE DIVISION		
Non-Interlocked turnouts—diverging movements, except Class M, J, Q and T engines over No. 8 crossovers or turnouts.	Miles per Hour	
	10	
Class M, J, Q and T engines through No. 8 crossovers or turnouts must not exceed speed indicated:	Miles per Hour	
	Forward	Backward
10	5	

This will apply to all hand operated crossovers and turnouts and the following interlocked crossovers or turnouts:

## BI

AP—Turnout to Apollo Branch.

AJ—Turnouts to Horn and Wye Tracks.

**Ⓢ** CQ—Turnouts from No. 101 to Yard Tracks.

**3104. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED,  
CURVES, BRIDGES, ETC**

MAIN LINE—WEST PENN	Miles per Hour
<b>JD</b> and Bridge 1.40, 600 feet west of Lockport Water Sta. Curve East End Bridge 0.10 Bolivar .....	35 20
Bridge 0.10, Bolivar and M.P. 1, one mile west of Bridge 0.10 .....	35
M.P. 3 and 2500 feet west of M.P. 4 .....	35
M.P. 7 and Crossover 2640 feet west of M.P. 7 .....	40
Crossover 2640 feet west of M.P. 7 and <b>BI</b> .....	35
Bow Tunnel and M.P. 17 .....	45
Bowman Coal Co., Switch 5200 feet west of Tunnelton Station and M.P. 20 .....	40
M.P. 21, 2700 feet west of White Station and 1300 feet west of M.P. 21 .....	30
M.P. 22 east of Saltsburg Station and Saltsburg Station Saltsburg Station and Edri Station .....	30 45
Edri Station and East End Truxall Storage Siding 2300 feet east of M.P. 31 .....	30
600 feet west of M.P. 31 and M.P. 32 .....	45
Truxall Station and 500 feet West of Truxall Station .....	20
2500 feet west of M.P. 33 and 3500 feet east of <b>AP</b> .....	45
<b>AP</b> and 1500 feet east of West Apollo Station .....	45
West Apollo Station and 2000 feet west of West Apollo Station .....	35
1500 feet west of East Vandergrift and Dump Track Switch 1000 feet west of <b>GI</b> .....	30
500 feet east of M.P. 41, east of Hyde Park and Hyde Park Station .....	30
M.P. 42 west of Hyde Park and M.P. 44 .....	45
Curve at Bagdad Station .....	45
1000 feet east of M.P. 46, west of Bagdad and 1000 feet west of M.P. 46 .....	45
M.P. 47 Kiski Yard Office No. 2 Track .....	45
<b>AJ</b> and 1500 feet east of <b>AJ</b> .....	45
Curves, east and west legs Wye <b>AJ</b> .....	10
1400 feet west of <b>AJ</b> and east end Freeport Storage Siding 2400 feet west of <b>AJ</b> .....	45
1500 feet west of Freeport Station and 3000 feet east of Beal .....	45
M.P. 54 west of Natrona and 1000 feet west of M.P. 54 2000 feet west of Tarentum and 1800 feet east of West End of West Tarentum Yard .....	45 45
Curve at M.P. 58 east of Glassmere Station .....	35
M.P. 60 and 600 feet west of Springdale Station .....	45
200 feet east of M.P. 62 and 600 feet west of M.P. 62 .....	45
1000 feet west of M.P. 62 and 1000 feet east of Cheswick Station .....	40
Curve at Cheswick Station .....	45
3000 feet east of Harmarville, and 2000 feet west of Hulton Ferry .....	45
M.P. 71, 4000 feet west of Aspinwall and 1500 feet east of Etna Water Station .....	40
Main Street Crossing Sharpsburg, 200 feet west of M.P. 72 (Front end of train only) .....	15
First Curve east of Etna Water Plug .....	30
<b>MAIN LINE—VALLEY</b>	
600 feet south of M.P. 120 and 2000 feet south of M.P. 120 .....	35
M.P. 119 and 1300 feet north of M.P. 119 .....	45
1600 feet south of Drake and 1000 feet north of Drake .....	45
1500 feet north of M.P. 115 and 2800 feet north of M.P. 115 .....	45
500 feet south of M.P. 113 and 2500 feet north of M.P. 113 .....	45
900 feet south of M.P. 111 and 3000 feet north of M.P. 111 .....	30
1300 feet south of M.P. 110 and 1300 feet north of M.P. 110 .....	30
M.P. 104, 1 mile south of Kennerdell Tunnel and 1300 feet south of M.P. 110 north of Kennerdell Tunnel (Including Tunnel) .....	45

	Miles per Hour
500 feet north of M.P. 101 and 1600 feet north of M.P. 101 .....	30
500 feet north of Woods and 1500 feet south of M.P. 101 M.P. 94 and 600 feet north of Rockland, (Including Tunnel) .....	30 45
Birch and 600 feet north of M.P. 93 .....	35
Emlenton Station and 1300 feet north of M.P. 90 .....	45
3500 feet north of M.P. 74 and 2500 feet south of M.P. 76 .....	45
1600 feet north of Sarah Furnace and M.P. 73 .....	35
Brady and Sarah Furnace (Including Tunnel) .....	40
1400 feet north of M.P. 63 and Red Bank Station .....	40
1500 feet north of M.P. 55, north of Mahoning Station and 1400 feet south of M.P. 58 .....	45
2600 feet north of M.P. 52 and 800 feet south of M.P. 53, south of Templeton .....	45
M.P. 44, south of Kittanning and M.P. 45, north of Kittanning .....	30
1500 feet north of M.P. 43 and 1500 feet south of M.P. 44, North of Manorville .....	45
M.P. 39 south of Rosston Station and Rosston Station .....	45
3800 feet north of Logansport and 2000 feet south of M.P. 38 .....	45
Schenley Station and Donley Water Station 1000 feet south of M.P. 32 .....	40
Bridge 28.91 north of <b>AJ</b> —Spanning Kiski River .....	20
Curve at <b>AJ</b> .....	30
4200 feet south and 1500 feet north of Garvers Ferry Station .....	50
3100 feet south M.P. 25 and 2000 feet south of M.P. 25 .....	30
M.P. 22 south of Edgecliff and Edgecliff .....	50
Logans Ferry Station and M.P. 17 .....	50
M.P. 12 north of Hulton and 2000 feet north of M.P. 12 South end Coleman Yard and 4000 feet north of Sandy Creek .....	50
Curve at Division Post (Pgh. Div.) .....	20
<b>Indiana Branch:</b>	
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
Curves north and south leg Wye Blairsville .....	10
<b>D</b> and north end Wye .....	10
Water Station south of <b>D</b> and <b>BI</b> on Indiana Branch Connection .....	25
Conemaugh River Bridge M.P. 2 and 800 feet south of M.P. 2 .....	25
Curves, north and south legs of Wye at Torrance .....	10
<b>Butler Branch:</b>	
Curves, east and west leg of Wye, Butler .....	10
<b>JB</b> and Lane .....	15
<b>Brilliant Branch:</b>	
Curves, east and west leg of Wye, <b>UY</b> .....	10



LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons
	B	C	E	H	H	I	J	K	L	M	N	O	T	
Between NATROLA and FEDERAL ST.: All other Industrial Tracks						X	X	X		X	X	X	X	X
TARENTUM: Paper Mill Track Penn Iron & Steel Co.						X	X	X	X	X	X	X	X	X
SPRINGDALE: West Penn Power Co. American Glue Co. C. & H. Interchange						X	X	X	X	X	X	X	X	X
CHESWICK: River Sand & Supply Co.						X	X	X	X	X	X	X	X	X
DENNY: Mordoff Siding Cemline Tank Corp.						X	X	X	X	X	X	X	X	X
HARMARVILLE: Red Raven Co.						X	X	X	X	X	X	X	X	X
BLAW KNOX: River Side Plant Blaw Knox Const. Co.						X	X	X	X	X	X	X	X	X
ASPINWALL: Boro. Elec. Light trestle Ross Pump Sta. Track Pgh. Machinery & Equipment Co.						X	X	X	X	X	X	X	X	X
SHARPSBURG: Fort Pitt Brewery Co. Pgh. Elec.-Galvanizing Co. track Boro. Coal trestle Frank Fair Coal Co.		X	X	X	X	X	X	X	X	X	X	X	X	X
ETNA: Crossover to Spang Chalfant						X	X	X	X	X	X	X	X	X
CQ to HERRS ISLAND: National Lead & Paint Co. Standard Ice Co.	X					X	X	X	X	X	X	X	X	X
HERRS ISLAND: Union Stock Yd. Tracks Pgh. Prov. & Pkg. Co. Ice House Track Curved Portion of Loop Tracks	X	X				X	X	X	X	X	X	X	X	X
NORTH SIDE: Madison St. Yard May Stern Warehouse Jokel Coal Co. No. 4 & No. 5 trks, Federal St. Frt.						X	X	X	X	X	X	X	X	X
PITTSBURGH: Between: 10th St. and 11th St. 11th St. and 29th St. Girder Rail Turnouts: between 11th St. and 29th St. 12th St.-Chas. Koch & Co. trk 12th St.-Gimbel Bros. trk 12th St.-White Terminal track 23rd St.-Armstrong Cork Co. track 24th St.-Monroe & Sons track 29th St.-Yard tracks Between 29th & Liberty Ave. 29th St.-Colonial Supply Co. track Pgh. 29th St. to Coleman Yard 30th St.-Crucible Steel Co. track 31st St.-South end of local track		5				X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 15,000 Gallons
	B	C	E	H	H	I	J	K	L	M	N	O	T	
32nd St.-Lectrone Steel Co. track		X	X	X	X	X	X	X	X	X	X	X	X	X
33rd St.-Penn. Lub. Co. track		X	X	X	X	X	X	X	X	X	X	X	X	X
33rd St.-Standard Oil Co. of Pa. track		X	X	X	X	X	X	X	X	X	X	X	X	X
36th St.-track leading to Penn. I. & S. Co. track		X	X	X	X	X	X	X	X	X	X	X	X	X
36th St.-Harrison Shields track		X	X	X	X	X	X	X	X	X	X	X	X	X
40th St.-Arsenal track						X	X	X	X	X	X	X	X	X
41st St.-Pgh. Piping & Equip. Co. track						X	X	X	X	X	X	X	X	X
43rd St.-Cabin track, southbound								X				X	X	
48th St.-Ladder track leading off No. 22 trk							X	X	X	X	X	X	X	X
48th St.-McConway & Torley Co. track		X	X	X	X	X	X	X	X	X	X	X	X	X
48th St. - Heppenstall Forge & Knife Co. trks		X	X	X	X	X	X	X	X	X	X	X	X	X
West Penn Sand & Gravel		X	X	X	X	X	X	X	X	X	X	X	X	X
49th St.-H. K. Porter & Co. House track		X	X	X	X	X	X	X	X	X	X	X	X	X
McCandless Ave. - Am. Bridge Co. track		X	X	X	X	X	X	X	X	X	X	X	X	X
McCandless Ave.-Pgh. Spg. & Steel Co. track		X	X	X	X	X	X	X	X	X	X	X	X	X
54th St.-Waverly Oil Wks. tracks		X	X	X	X	X	X	X	X	X	X	X	X	X
55th St.-United Engrg. & Fdry. Co. Frank Kneeland Plant track		X	X	X	X	X	X	X	X	X	X	X	X	X
56th St.-Hanlon & Gregory track		X	X	X	X	X	X	X	X	X	X	X	X	X
57th St.-Atl. Rfg. Co. tracks		X	X	X	X	X	X	X	X	X	X	X	X	X
58th St.-United Engrg.-Fdy. Co. Lincoln Plant track		X	X	X	X	X	X	X	X	X	X	X	X	X
62nd St.-Hubard & Co. track		X	X	X	X	X	X	X	X	X	X	X	X	X
62nd St. - Union Steel Castg. Co. Spur track		X	X	X	X	X	X	X	X	X	X	X	X	X
Pgh. Gravel Works tracks							X	X	X					
BRILLIANT YARD: J. K. Davidson & Bro. tracks							X	X	X		X	X	X	X
BRIDGE 10.75: Nos. 1 and 2 track Verona		50			50	30	30		50	45	30	30	60	
VERONA: Bridge 10.75: 0 track River Yard North Ladder tracks River Yard South Ladder tracks Nos. 7, 8, 9, 10, 11 and 12							X	X			X	X	X	X
EDGEWATER: Edgewater Steel Co. trks		X	X	X	X	X	X	X	X	X	X	X	X	X
OAKMONT: Sealfe & Sons Co. track		X	X	X	X	X	X	X	X	X	X	X	X	X
HULTON: U. S. Gypsum Co.		X	X	X	X	X	X	X	X	X	X	X	X	X
NEW KENSINGTON: Gen. Elec. Co. tracks Standard Railway Equip. Mfg. Co.		X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 28.91: Kiski River								20					X	20
KISKI JCT: East and West leg of Wye								A					A	
SCHENLEY: Finch & Co. Back track No. 4		X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 39.05: Rosston		50			50	30	30		50	50	30	30	40	

LOCATION	CLASS OF ENGINES													Engines With Tender Capacity of Over 15,000 Gallons		
	B	C	E H6	G	H 8 9 10	I	J	K	L	M	N	O S	T			
<b>KITTANNING:</b>																
Atlantic Rfg. Co. No. 67 track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
McNeese-Reese Brick Co. track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Duck Run Track beyond tracks to Freight House	X		X		X	X	X	X	X	X	X	X	X	X	X	X
<b>BRIDGE 49.71:</b>																
South of Mosgrove			50		50	45	30		50	50	45	45	50			
<b>TEMPLETON:</b>																
Pgh. Limestone Co. trk	X				X	X	X	X	X	X	X	X	X	X	X	X
<b>BRIDGE 60.81:</b>																
North of Rimerton			50		50	30	30		50	50	30	40	50			
<b>FOXBURG:</b>																
Foxburg Supply Co. trk.	R				R	R			R	R	R	R				
<b>EMLENTON:</b>																
Freight House track					X	X	X	X	X	X	X	X	X	X	X	X
James Coal Corp. trestle track	X				X	X	X	X	X	X	X	X	X	X	X	X
<b>MP 120 to Kiski Jct.</b>																
<b>INDIANA BRANCH:</b>																
Torrance									A 5	X	X	X	A 5			
West Leg of Wye					X	X			X	X	X	X				
East Leg of Wye					X	X			X	X	X	X				
<b>BRIDGE 2.00:</b>																
Cokeville		20	25		25	20	X	25	25	25	20	X	25			
<b>BLAIRSVILLE:</b>																
Wye tracks							X				X	X				
<b>BLACKLICK TO HOMER CITY:</b>																
Potter Coal Co. Track						X	X		X	X	X	X				
<b>HOMER CITY TO INDIANA:</b>																
						X	X		X	X	X	X	X			
<b>INDIANA:</b>																
All trks North of Phila. St. Frt. Sta. Coal trestle	X	X			X	X			X	X	X	X	X	X	X	X
<b>YELLOW CREEK:</b>																
Secondary track							X	X		X	X	X	X			
<b>AVONMORE:</b>																
Secondary track	X				X	X	X	X	X	X	X	X	X	X	X	X
<b>APOLLO BRANCH:</b>																
AP to Water Station							X			X	X	X	X	X	X	X
All Industrial Tracks and Wye							X	X		X	X	X	X	X	X	X
<b>APOLLO EXTENSION:</b>																
							X			X	X	X	X	X	X	X
<b>BUTLER BRANCH:</b>																
JB to Lane Yard Limits							X				X	X	X			
Lane Yard Limits to Butler							X	X			X	X	X	X	X	X
All Industrial tracks between Lane Yard Limits and Butler							X	X	X		X	X	X	X	X	X
Butler Stand. Plate Glass Co. bridge	X		10	10	X	X	X	10	X	X	X	X	X	X	X	X
<b>WINFIELD R. R.:</b>																
WA Block Limit Station to 2000 feet East thereof	X				X	X	X		X	X	X	X	X	X	X	X
2000 feet East of WA Block Limit Station to Winfield	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>BAILEY'S RUN TRACK:</b>																
						X	X	X	X	X	X	X	X	X	X	X
<b>BRILLIANT BRANCH:</b>																
Bridge 0.68	18	18	18	30	18	18	10	30	18	18	18	15	25			
<b>PLUM CREEK:</b>																
Secondary track						X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines With Tender Capacity of Over 15,000 Gallons		
	B	C	E H6	G	H 8 9 10	I	J	K	L	M	N	O S	T			
<b>PUCKETA:</b>																
Secondary track										X				X	X	X
<b>INDIAN RUN BRANCH AND WYE:</b>																
Tru Grain Products—2nd Ave.						X	X		X	X	X	X	X	X	X	X
A. Ditch Scrap track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Alum Co. Track—Arnold Plant	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Alum Co. Track—9th St. Spg. Wks. Track—River Tracks	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J. K. Davison & Bro.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>SCHENLEY:</b>																
Secondary Track						X	X	X		X	X	X	X	X	X	X
<b>COWANSHANNOC SPUR:</b>																
						X	X	X	X	X	X	X	X	X	X	X
<b>LOWGRADE BRANCH:</b>																
On Red Bank secondary trk																
Mort to Junction Main Line—Valley Red Bank								X			X		X	X		
<b>EAST BRADY BRANCH:</b>																
Phillipston Yard—Cross-over from Run Around Track to Ladder, North end								X	X			X	X	X	X	X
Phillipston to East Brady								X	X			X	X	X	X	X

3109. CC2 engines are prohibited on this Division.

3110. N2 engines and streamlined K-4-S Engine 3768 will not be operated on this Division without authority from the Superintendent.

3111. Engine limit boards will indicate portions of track on which engines are prohibited.

3112. Wreck trains with 250 ton derrick prohibited on tracks and territory as follows:

Butler, Indiana and East Brady Branches.

3113. 11 engines with tenders not exceeding 13000 gallons, are permitted on Northward and Southward tracks to east end of Herra Island Bridge 0.10 at CQ.

### 3115. OTHER EQUIPMENT RESTRICTIONS

#### Main Line-Valley:

##### PITTSBURGH DISTRICT

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

##### LOGANS FERRY:

Box cars exceeding a width of 10 feet and height of 13 feet 6 inches cannot be placed on Allegheny-Pittsburgh Coal Co. track.

##### TEMPLETON:

No clearance for engine or box car to pass Crusher Building on Limestone track, due to screen on side of plant.

#### Steam Suburban Cars

\*3116. The following classes of passenger cars must not be hauled between heavier steel cars or between heavier steel cars and the engine:

Coaches	Combined Passenger and Baggage	Passenger—Baggage and Mail
P-54	PB-54	MPBM-54
MP-54	MPB-54	MBM-62
MP-54c	MPB-54b	
	MPB-54c	

NOTE—For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.

Long Island Rail Road suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.

### Cabin Cars in Passenger Trains

★3117. Cabin cars, other than all-steel construction equipped with four-wheel trucks, must not be moved in passenger, mail, express or Main trains.

### Cars Utilizing Compressed Inflammable Gas

★3118. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gases have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gases have been removed.

### Cars Seventy Feet Or More In Length

★3119. Cars having a stenciled length of load space of seventy feet or more, or passenger-carrying cars of P70 car length or greater, must not be coupled to cabin cars of the 2-axle type nor to cabin cars having 4-wheel trucks if the latter have couplers of the riveted yoke type.

### Passenger—Mail—Express—Main Trains

★3120. The following restrictions must be observed with reference to physical condition of foreign railroad cars received for movement over our lines:

(a) Passenger equipment cars of all-wood construction must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(b) Cars having steel underframe with wood superstructure or having steel underframe with composite superstructure and wood sheathing must not be used for transporting passengers.

(c) Baggage or kitchen cars with steel underframe and wood superstructure assigned in Main movement, may be moved in Main trains or exclusive express trains to any point on line except when required to operate through East and North River Tunnels, New York Division.

(d) Passenger refrigerator cars with steel underframe and wood or composite superstructure, without lights or heating stoves, will be accepted for movement through East and North River Tunnels, New York Division.

(e) Passenger equipment cars with trucks having wood side and end members, with or without plates bolted thereto, must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(f) Cars with cast iron wheels must not be operated in passenger trains, Mail, express or Main trains having such cars must be operated at freight train speed.

Cars offered for movement in violation of clearances or any of these physical restrictions must not be accepted for movement over our lines.

### Passenger Car Buffer Plates

★3121. Passenger train cars having continuous buffer plates must not be coupled to freight cars having coupler release levers with a center projecting arm.

### Folding Steps

★3122. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

### Dead or Disabled Engines

★3123. Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding twenty miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding twenty-five miles per hour.

Two or more such dead engines in the same train shall be separated by one or more cars.

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds.

Class of Engines	Miles per Hour
C-1	8
IIs	
IIsa	
J1	
NIs	
Q	15
T	
S	
All others.....	15

If engines with any main or side rods disconnected while on the main track, have interference between crossheads or guide and front crank pin, on account of front wheels getting out of register, engineman must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

When necessary to tow a diesel engine designed for road service, the reverser drum must be locked in neutral position. All isolation switches must be placed in "start" position. If necessary to keep power units idling, the fuel pumps and control switches must be in closed position.

### Roller Bearing Equipment

★3124. Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the Superintendent and then, only as specified below:

(a) Steam and electric engines and cars, other than MU cars and rail motor cars, may be run through water when its depth does not exceed 7 inches (measured from top of rail) at a speed not exceeding two miles per hour.

(b) MU cars, rail motor cars and diesel engines may be run through water when its depth does not exceed 2 inches (measured from top of rail), at a speed not exceeding two miles per hour.

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

3125. Trains having 40 per cent or more loaded cars in train will be considered loaded trains; less than 40 per cent loaded cars will be considered empty trains.

On all loaded freight trains the main reservoir pressure must be adjusted to 130 pounds; and the brake pipe pressure to 95 pounds, when destined to Pittsburgh Division; or moving between VO and Mile Post 3, Butler Branch; between Division Post (Pgh. Div.) and UY, Brilliant Branch; and on No. 103 track between Division Post (Pgh. Div.) and south end Coleman Yard.

Retaining valves will be used on loaded trains when descending grades between VO and Mile Post 3, Butler Branch; Division Post (Pgh. Div.) and UY, Brilliant Branch; and on No. 103 track between Division Post (Pgh. Div.) and south end Coleman Yard. Engineman and Conductors will confer and agree on the number of retaining valves to be set up on cars between these points, except, that no less than 15 retaining valves will be set up in high pressure position, on loaded trains of more than 50 cars, on No. 103 track between Division Post (Pgh. Div.) and south end Coleman Yard.

**3127. MINIMUM RUNNING TIME FOR PASSENGER TRAINS  
EITHER DIRECTION**

BETWEEN	Dis- tance	Min.
<b>Main Line-West Penn</b>		
JD and BI.....	13.2	22
BI and VN.....	15.1	22
VN and AP.....	7.8	13
AP and AJ.....	13.5	20
AJ and UY.....	22.6	29
UY and Federal Street.....	6.8	10
<b>Main Line-Valley</b>		
		Min.
CM and DN.....	6.2	10
DN and FN.....	8.5	9
FN and AJ.....	10.1	11
AJ and FD.....	11.3	15
FD and MH.....	13.6	18
MH and Brady.....	11.0	14
Brady and Madison.....	3.1	5
Madison and Parker.....	9.9	12
Parker and Birch.....	9.6	12
Birch and Woods.....	4.1	6
Woods and Sandy.....	4.8	7
Sandy and Drake.....	9.1	12
Drake and RH.....	12.1	18

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

**USE OF TELEPHONES**

★3501. Employees using telephones in connection with train movements must satisfy themselves that they are in communication with the proper persons and must not consider conversation finished until the persons taking part are assured that they have heard all of the conversation and that it is understood.

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

If telephones fail, trainmen will use any means of communication to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor, engineman or driver must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by **Rule 106**.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

3502. Telephones are located at block, interlocking and block-limit stations, clearance point of sidings, crossover switches, home signals and at other points necessary for train operation.

3503. Trains doing work on sidings or to be met or passed by another train or trains must place a man within hearing distance of the telephone bell in order that instructions may be given if desired.

Engine and train service men and others authorized to use telephones, will see that shelter boxes are properly closed after using them, and any that are found open should be reported to the Superintendent promptly by wire.

3504. Enginemen, Conductors and Track Car Drivers required to copy train orders at block-limit stations or other outlying points will preserve such copies, endorse on the face of them their name and occupation, and turn them in with their time cards at end of the trip or day. The Yard Master, Crew Dispatcher or other person, receiving these orders, will forward them daily to Division Operator, Conemaugh Division, Pennsylvania Station, Pittsburgh, Pa.

Conductors and Enginemen of other Divisions will endorse their copies of Train orders as above and send them to Division Operator, Conemaugh Division, Pennsylvania Station, Pittsburgh, Pa.

**Facsimile Transmission of Communications**

★3525. Apparatus for production of facsimile copies of typed or written train orders, Clearance Cards (Form K) and messages by means of a transmitter at a sending station connected by an electrical circuit with a recorder at a receiving station, is in service for the delivery of train orders, Clearance Cards (Form K) and messages at the following locations:

Location of Transmitter	Location of Recorder
<b>BI Block Station</b>	<b>NM Block-Limit Station MR Block-Limit Station ZD Block-Limit Station</b>

The operator at the location of the transmitter will use the facsimile machine in the manner prescribed by the Instructions to Operators in the use of Automatic Transmitter of Facsimile Machine, to effect delivery of a train order, Clearance Card (Form K) or message to persons addressed at the locations of the recorders.

Unless otherwise provided, when a train stops at a station or is required by Special Instructions or message to stop at a point at which a recorder is located, the train must not proceed until the conductor or engineman examines the recorder, removes from the receiving receptacle all communications addressed to him and other employes on his train, and communicate with the operator by telephone.

The conductor, engineman or other employe addressed, removing communications from the recorder, will compare the number of each train order received with numbers shown on message accompanying the train orders, and will check each train order, Clearance Card (Form K) or message and ascertain each copy is clear, legible and complete. The employe must then acknowledge receipt of the communications and repeat each train order to the operator by telephone before acting on same. The operator must see that the copies of train orders received by the person addressed are correct copies of train orders transmitted by the operator. The employe receiving communications addressed to other employes on his train, must effect delivery of a copy to each person addressed.

The operator will show on his office copy of each communication delivered by him at the recorders the name of the employe acknowledging receipt.

Recorders must be kept under lock and key and care must be exercised in their use to avoid damage to the equipment by rough usage and exposure to the weather.

### GENERAL INSTRUCTIONS

#### Machinery Of Rotary Or Swinging Type

★3601. Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "Re-inspected at . . . . . and loaded as per A.A.R. Loading Rules." Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. When trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin or trailing end. All locking pins and hold-downs must be in secured position.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

#### Heavy Machinery Over Tracks At Grade Crossing

★3602. To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movement over the tracks.

Agents and foremen should keep closely in touch with such

matters and give the Supervisor-Track advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

#### Overhead Clearance

★3610. Employes are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

LOCATION
<b>MAIN LINE-WEST PENN</b>
<b>BLAIRSVILLE EAST OF:</b> Coal Tracks
<b>BLAIRSVILLE:</b> Bridge 8.36—Subway Bridge 8.40—Subway Bridge 9.14 (Ind. Br. Connection) Bridge 11.16
<b>LIVERMORE:</b> Bridge 12.98
<b>TUNNELTON:</b> Bow Tunnel Bowman Coal Co.
<b>WHITE:</b> Keystone Coal Co. Mitchell Watson Coal Co.
<b>AVONMORE:</b> Sand Tipple & Coal Station Sallina Tunnel National Roll & Fdy. Co. Coal Tipples Avonmore Branch
<b>SALINA:</b> Bridge 28.89 General Refractories Co. Cochran Coal Co.
<b>TRUXALL:</b> Westmoreland & Mining Co.
<b>VANDERGRIFT:</b> Bridge 37.01 (Jones Cut) Team Track Freight Station Pine Run Coal & Coke Co.
<b>HYDE PARK:</b> Hyde Park Fdy. & Mach. Co. Bridge 41.96 (Foot Bridge)
<b>LEECHBURG:</b> Valley Coal Co.
<b>KISKIMINETAS JCT.</b> Engine Yard—Sand Tipple
<b>NATRONA:</b> Bridge 53.80 (Penn Salt Co.)
<b>WEST TARENTON:</b> Freight Station Bridge No. 56.04 (Ferry St.)
<b>CREIGHTON:</b> Bridge 57.16 Creighton Coal Co. McFetridge Coal Tipple
<b>WEST NEW KENSINGTON:</b> Bridge 59.13
<b>HULTON FERRY:</b> Bridge No. 65.30
<b>ASPINWALL:</b> Bridge No. 70.25 Bridge No. 70.41 West Leg Wy
<b>SHARPSBURG:</b> Main St. Trolley Wire Bridge No. 72.42



## LOCATION

## MILLVALE:

Bridge No. 74.13 E. & O. Jump-Over

## PITTSBURGH (WEST PENN):

Bridge No. 75.19 W. & H. Walker  
 Bridge No. 75.44 31st St.  
 Bridge No. 75.46 30th St.

## PITTSBURGH (HERRS ISLAND)

Bridge No. 0.46 30th St.

## MAIN LINE-VALLEY

## PITTSBURGH DISTRICT:

Bridge 0.14  
 Bridge 0.16  
 Bridge 0.18  
 National Carloading  
 White Terminal  
 Gimbel Bros. Warehouse  
 Bridge 0.39  
 Between 21st and 29th Sts., in Smallman St.  
 Reliance Steel Casting Co.  
 Wm. T. Leggett Co.  
 Colonial Supply Co.  
 Liberty Ave., Trolley Wires  
 Penna. Ave., Trolley Wires  
 Crucible Steel Co., Pipe Crossing  
 Bridge 1.59  
 American Brake Shoe  
 National Bearing Metals Co.  
 Pittsburgh Rolls Co.  
 McConway & Torley Co.  
 No. 9 Track—54th St. Yd.  
 H. K. Porter Co.  
 Westinghouse-Nuttall Works  
 Atlantic Refinery Co. Pipe Line  
 Union Steel Casting  
 62nd St. Overhead Bridge

## VERONA:

American Steel Foundries  
 Woodings No. 1.  
 Newfield Coal Co.  
 Plum Creek Branch Tunnel

## BARKING:

Hillman Coal Co.

## LOGANS FERRY:

Allegheny-Pittsburgh Coal Co.

## PARNASSUS:

Pucketa Br. Langentelter Mining Co.

## NEW KENSINGTON:

General Elec. Co.  
 J. K. Davidson Whs'e Siding  
 Union Spring & Mfg. Co.  
 Aluminum Co. of America

## ARNOLD:

Bridge 20.99 Aluminum Co. Tipple

## BRAEBURN:

Braeburn Steel Co.

## GARVER'S FERRY:

Bridge 27.20

## SCHENLEY SECONDARY TRACK:

Gilpin Coal Co.  
 Maher Coal Co.  
 Bridge No. 5.72  
 Armstrong Coal Co.  
 Park Coal Co.

## SCHENLEY:

Joseph Finch Co.

## FORD CITY:

Adelson Siding

## KITTANNING:

Freight Station

## RED BANK:

Coaling Station

## ROCKLAND:

Wood Hill Tunnel

## KENNERDELL:

Kennerdell Tunnel

## LOCATION

## Indiana Branch:

BLAIRSVILLE:  
 Bridge 4.48

BLACK LICK:  
 Bridge No. 8.32

YELLOW CREEK SECONDARY TRACK:  
 Lucerne, R. & P. Coal Co.  
 Waterman, R. & P. Coal Co.  
 Appalacha Coal Co.

Apollo Branch:  
 APOLLO:

Conemaugh Kiski Coal Co.  
 General Ref. Co. Tipple  
 Foster Coll. No. 4 & 5

Butler Branch:  
 BUTLER JCT:

Butler Jct. Coal Co.  
 Bridge 0.88

## BUTLER:

Bisco Coal Co.  
 Bridge 21.14  
 Bridge 21.15

## Spectacles With Colored Glass

★3615. The use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited.

## Observation Of Trains For Defects

3620. Referring to Rule 77, a train must be stopped when it is observed with any of the following defects or other indications of conditions endangering the train:

Hot Journal  
 Sliding Wheels  
 Broken Wheels  
 Defective Truck  
 Dragging Brake Connection  
 Lading Shifted Over Side Or End Of Car  
 Swinging Car Door

3621. Derail installed on Yellow Creek secondary track 2275 feet north of Mecco public highway crossing and trains must look out for cars on track north of derail unprotected.

3622. Yard Masters must not authorize, and conductors must not place on industrial, private or outlying station tracks, including non-agency points, cars consigned to "Order" except on instructions of Agent under whose jurisdiction station track is located.

3623. Freight trains with helping engine on rear of train, when stopped for coal or water, will detach the engine or engines on front end of train before taking coal or water.

3624. All rolling stock equipped with roller bearing trucks must have hand brakes applied when left standing alone.

3625. Crews placing cars on tracks protected by concrete bumper will leave a space between car and bumper in order to avoid damage to equipment.

3626. When engines are passing over trestles or open-floor bridges, poker or scraper must not be used or grates shaken.

3627. Freight trains leaving coaling 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.

3628. Test weight cars should be handled at rear of train just ahead of cabin car. Non-truck, 4-wheel type cars must not be placed between pusher engine and other cars in yard or road movements.

3629. Trains will approach Armstrong Mine and Rhoads stock unloading chute, Schenley Secondary Track and Langentelter Mine, Pucketa Secondary Track prepared to stop and looking out for cars standing on track unprotected.

3630. 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.

**3631.** 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 of and 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.

#### PERSONAL INJURIES

**\*3701.** Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

Employes injured on company property or while on company business, will be treated by the nearest physician named in the following, without cost. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named in the following.

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

**3701-A.** Injuries to persons or employes must be reported immediately to the Superintendent by wire and full report made to the head of the department within twenty-four hours.

#### 3702. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone number
Pittsburgh, Pa.	John H. Alexander (Surgeon) Office, 911 Professional Building, 429 Penn Ave. Res., 5632 Woodmount Ave.	Atlantic 4882 Hazel 8080
	William M. McNaugher (Surgeon) Office, 911 Professional Building, 429 Penn Ave. Res., 601 Hastings Street	Atlantic 4882 Montrose 0237
	Harry L. Richards (Surgeon) Office, 911 Professional Building, 429 Penn Ave. Res., Allegheny General Hospital	Atlantic 4882 Fairfax 2010
	George L. Wessels (Surgeon) Office, Allegheny General Hospital Res., Allegheny General Hospital	Fairfax 2010 or Fairfax 1315
	R. D. Saul (Med. Exam.) Office, Room 228, Penna. Station	PE 729
	F. B. Patterson (Oculist) Office, Room 225, Penna. Station	PE 729
	J. C. Burt, (Surgeon) Office, Pitt National Bank, 5th and Liberty Ave. Res., 6 Von Lent Place	Atlantic 3338 Mayflower 1882
	Murray F. McCaslin, (Oculist) Office, Union Trust Bldg.	Atlantic 4198
	W. O'N. Sherman, (Surgeon) Office, Carnegie Bldg. Fifth Ave. Res., Bellefield Dwellings	Atlantic 5100 Mayflower 9521
	F. V. Wucher, (Surgeon) Office, Arsenal Bank Bldg., 43rd & Butler Streets Res., 5928 Bryant Ct.	Schenley 0835 Montrose 1428

Location	Name and Address	Telephone number
Indiana, Pa.	H. B. Buterbaugh (Surgeon) Office and Res., 55 South Sixth Street	415
	F. J. Kellam (Surgeon) Office, Indiana Theater, Bldg., Res., Punxustawney Road, Indiana	374 537
Blairsville	R. D. Saul (Med. Exam.) Office, in freight station Office Hours: 10.00 A.M. to 11.30 A.M. 12.30 P.M. to 1.30 P.M., Second Tuesday	Blairsville 561
Vandergrift, Pa.	J. C. Stahlman (Surgeon) Office and Res., 158 Grant Ave.	74
Freeport, Pa.	C. A. Rogers (Surgeon) Office and Res., 423 Market Street	21 96
	R. D. Saul (Med. Exam.) Office, in passenger station Office Hours: 10.30 A.M., to 3.00 P.M., Third Wednesday	Freeport 331
Tarentum, Pa.	C. L. Leydic (Surgeon) Office and Res., 400 Second Ave.	480
Oakmont, Pa.	Charles E. Piper (Surgeon) Office, Henke Bldg., Delaware & Allegheny Aves. Res., 220 Eighth Street	515 600
Kittanning, Pa.	T. Craig McKee (Surgeon) Office, 302 Market Street Res., R. D. 3	87 230
	R. D. Saul (Med. Exam.) Office, in freight station Office Hours: 1.00 P.M. to 2.00 P.M., Third Thursday	Kittanning 345
Butler, Pa.	R. B. Greer (Surgeon) Office and Res., 371 North Main Street	39380

#### 3703. Locations of Hospitals

Location	Name and Address	Telephone Number
Pittsburgh, Pa.	Allegheny General 320 East North Avenue, N. S.	Fairfax 2010
Indiana, Pa.	Indiana Blairsville Road	12
Butler, Pa.	Butler County Memorial East Brady Street	2731
Tarentum, Pa.	Allegheny Valley Freeport Road	816
New Kensington, Pa.	Citizen's General 651 Fourth Avenue	2770
Kittanning, Pa.	Armstrong Co. Hospital South McKean Street	241
Oil City, Pa.	Oil City Hospital East Bissell Avenue	4327

## 3704. First-Aid Boxes and Stretchers:

## First-Aid Boxes, location of:

In baggage, combined, cabin cars, and in flagmen's equipment box on trains not hauling such 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 should be carried on each combined car and baggage car, to be placed in stretcher box.

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

Aug 21

Name *J. C. Nickerson* Occupation *Engn*

## QUALIFIED FOR SERVICE

## PART OF ZONE QUALIFIED FOR

*P. H.*

Home Division

ZONE

DIVISION

*Fred. St. & L.I.Y.*

*a*

*Cgh.*

*H.R.B. 4-9-47*

Occupation.....

Name.....

Home Division.....

## QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR

ZONE

DIVISION

**THE PENNSYLVANIA RAILROAD  
CONEMAUGH DIVISION**

Pittsburgh, Pa., September 17, 1946.

**GENERAL ORDER No. 601**

**Effective 2.01 A. M., Sunday, September 29, 1946**

**Applies in All Zones**

- (a) Time-Table No. 6 in effect. It contains the necessary instructions issued in general orders up to and including **No. 509**, all of which must be removed from bulletin boards. Each employe must examine Time-Table No. 6 to see that his copy is complete with all schedule pages properly lined up and note changes in schedules and Special Instructions. Employes must turn in Time-Table No. 5 to bulletin board attendant, after Time-Table No. 6 takes effect.

**Applies in Zone B**

- (b) **MAIN LINE—WEST PENN  
TUNNELTON**

Temporary road crossing used by Contractor's equipment, located 1900 feet west of Mile Post 19, west of Tunnelton, in service.

Trains and engines on No. 1 and No. 2 tracks must not exceed a speed of 25 miles per hour over this crossing (front end of train only) and must sound engine whistle signal, Rule 14 (L), approaching the crossing.

**Applies in Zone A**

- (c) **MAIN LINE—WEST PENN  
ASPINWALL—PARKVIEW**

Trains and engines on No. 1 track must not exceed a speed of 25 miles per hour from switch at Casey's track to Parkview, account track condition.

Special Instruction 2704, changed.

This General Order is printed in Time-Table No. 6 and will not be issued in sticker form.

G. M. SIXSMITH,

Superintendent

THE PENNSYLVANIA RAILROAD  
CONEMAUGH DIVISION

Pittsburgh, Pa., September 25, 1946

GENERAL ORDER No. 602

Effective 2.05 A.M. Sunday, September 29, 1946

Applies in Zone B

MAIN LINE—WEST PENN

JD-AJ

Maximum speed, unless otherwise specified, passenger trains and freight trains on No. 1 and No. 2 tracks between JD and AJ, 50 miles per hour.

Special Instruction 3102, changed.

G. M. SIXSMITH,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
CONEMAUGH DIVISION

Pittsburgh, Pa., October 10, 1946.

GENERAL ORDER No. 603

Effective 12.01 P.M., Monday, October 14, 1946

Applies in all Zones

(a) TIME-TABLE AUTHORITY

F stop for No. 6803 at East Vandergrift, at 11.45 A.M., page 9, added.

Employees must correct page 9, in ink.

Applies in Zone A

(b) MAIN LINE—WEST PENN  
GLENOVER-UY—FEDERAL STREET

Class J and Class Q engines may be operated between Division Post (Pittsburgh Division) UY, Glenover and Federal Street.

Special Instruction 3108, changed.

G. M. SIXSMITH,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
CONEMAUGH DIVISION

Pittsburgh, Pa., October 24, 1946

GENERAL ORDER No. 604

Effective 12.01 P.M., Thursday, October 31, 1946

Applies in All Zones

(a) TIME-TABLE AUTHORITY

F Stop for No. 6804 at Colfax, at 4.23 P.M., page 11, added.

F stop for No. 6864 at Colfax, at 6.41 P.M., page 11, added.

Employees must correct page 11, in ink.

Applies in Zone A

(b) MAIN LINE—WEST PENN  
CHESWICK

Trailing hand-operated switch in No. 1 track, 1143 feet east of Cheswick station, leading to Distillers Warehouse Company, Inc., capacity 4 cars, in service.

(c) MAIN LINE—WEST PENN  
ASPINWALL - PARKVIEW

Trains and engines may resume authorized speed on No. 1 track from switch at Casey's track to Parkview.

Paragraph (c), General Order No. 601, annulled.

(d) MAIN LINE—VALLEY  
UY - DN

Class J and Class Q engines may be operated between Division Post (Pittsburgh Division), UY and DN.

Special Instruction 3108, changed.

(e) BUTLER BRANCH  
BUTLER

Facing hand-operated switch for eastward movement in main track, with hand-operated derail, 1915 feet west of Butler station, leading to Jos. Hurwitz scrap track, capacity 4 cars, in service.

G. M. SIXSMITH,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
CONEMAUGH DIVISION

Pittsburgh, Pa., November 4, 1946

GENERAL ORDER No. 605

Effective 12.01 P.M., Thursday, November 7, 1946

Applies in Zone B

(a) INDIANA BRANCH  
HOMER CITY

Facing hand-operated switch for northward movement in Yellow Creek secondary track with hand-operated derail, 1940 feet south of Mecco Road crossing, 3 miles north of Homer City, leading to Raglani Coal Company track, capacity 21 cars, in service.

(b) MAIN LINE—WEST PENN  
TUNNELTON

Temporary road crossing used by Contractor's equipment, located 1900 feet west of Mile Post 19, west of Tunnelton, out of service.  
Paragraph (b), General Order No. 601, annulled.

G. M. SIXSMITH,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
CONEMAUGH DIVISION

Pittsburgh, Pa., November 6, 1946.

GENERAL ORDER No. 606

Effective 10.01 A.M., Tuesday, November 12, 1946

Applies in Zone B

(a) INDIANA BRANCH  
INDIANA

Facing hand-operated switch for northward movement in main track, with hand-operated derail, 209 feet south of Mile Post 18, leading to Brodsky & Company track, capacity 9 cars, in service.

Applies in Zone C

(b) MAIN LINE—VALLEY  
NEAL

Distant switch signal No. 472, located 1320 feet north of Mile Post 47, governing southward movements on No. 2 track, moved north 2650 feet.

G. M. SIXSMITH,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
CONEMAUGH DIVISION

Pittsburgh, Pa., November 14, 1946

GENERAL ORDER No. 607

Effective 6.01 A.M., Monday, November 18, 1946

Applies in Zone A and Zone B

(a) MAIN LINE—WEST PENN  
JD - GLENOVER

Class J and Class Q engines may be operated between JD Block and Interlocking Station and Glenover.

Special Instruction 3108, (First Restriction) changed.

Applies in Zone B

(b) MAIN LINE—WEST PENN  
SALINA

Class J and Class Q engines on No. 1 and No. 2 tracks must not exceed a speed of 15 miles per hour through Salina Tunnel.

Special Instruction 3104, changed.

(c) Storm windows must be folded against side of cab on Class J and Class Q engines, on No. 1 and No. 2 tracks, operating through Salina Tunnel.

Applies in Zone A

(d) MAIN LINE—WEST PENN  
FREEPORT

Class J and Class Q engines are prohibited on Freeport Storage track, account track condition.

Special Instruction 3108, changed.

(e) MAIN LINE—WEST PENN  
NATRONA - TARENTUM

Class J and Class Q engines are prohibited on No. 101 Secondary track between Natrona and Tarentum, account track condition.

Special Instruction 3108, changed.

G. M. SIXSMITH,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
CONEMAUGH DIVISION

Pittsburgh, Pa., November 23, 1946.

GENERAL ORDER No. 608

Effective 12.01 A.M., Wednesday, November 27, 1946

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedules of following trains temporarily withdrawn: No. 6803, No. 6804, No. 6786, No. 6925 Monday to Friday inclusive, No. 929, No. 934.

Applies in Zone A

(b) BUTLER BRANCH  
BUTLER

Facing hand-operated switch for westward movement in main track, 2816 feet west of Mile Post 18, leading to Helm Coal Company track, capacity 20 cars, in service.

(c) MAIN LINE—VALLEY  
DN - AJ

Class Q engines may be operated between DN Block Station and south end of Bridge No. 28.91, AJ Block and Interlocking Station.

Special Instruction 3108 (First Restriction), changed.

Applies in Zone A and Zone C

(d) MAIN LINE—VALLEY  
DN - FD

Class J engines may be operated between DN Block Station and FD Block and Interlocking Station.

Special Instruction 3108 (First Restriction), changed.

Applies in Zone C

(e) MAIN LINE—VALLEY  
LOGANSPORT

Trailing hand-operated switch in No. 1 track, 165 feet south of Mile Post 37, leading to Logansport Distillery Company, capacity 3 cars, in service.

G. M. SIXSMITH,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
CONEMAUGH DIVISION

Pittsburgh, Pa., December 4, 1946.

GENERAL ORDER No. 609

Effective 11.59 P.M., Sunday, December 8, 1946

Applies in all Zones

(a) TIME-TABLE AUTHORITY

Schedule of following trains temporarily withdrawn.

<u>Eastward</u>	<u>Westward</u>
6740	6783
6788	
<u>Northward</u>	<u>Southward</u>
904	911
6946	6921
6910	901
914	

(b) ENTIRE DIVISION

Trains handling test weight cars must not exceed a speed of 30 miles per hour.

The movement of EMPTY compartment test weight cars of the non-truck 4-wheel type must be restricted to a speed of 25 miles per hour.

Special Instruction 3102 (VARIOUS), changed.

G. M. SIXSMITH,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
CONEMAUGH DIVISION

Pittsburgh, Pa., December 8, 1946

GENERAL ORDER No. 610

Effective 12.01 A.M., Monday, December 9, 1946

Applies in All Zones

TIME-TABLE AUTHORITY

- (a) Paragraph (a), General Order No. 609, annulled. Trains shown below will operate on schedule in effect on Time-Table No. 6:

<u>Eastward</u>	<u>Westward</u>
6740	6783
6788	
<u>Northward</u>	<u>Southward</u>
904	911
6946	6921
6910	901
914	

Effective 12.01 A.M., Tuesday, December 10, 1946

- (b) Paragraph (a), General Order No. 608, annulled. Following trains temporarily withdrawn will resume operation on December 10, 1946 on schedule in effect prior to General Order No. 608:

<u>Eastward</u>	<u>Westward</u>
6804	6803
6786	
<u>Northward</u>	<u>Southward</u>
934	929
	6925

G. M. SIXSMITH,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
CONEMAUGH DIVISION

Pittsburgh, Pa., December 20, 1946.

GENERAL ORDER No. 611

Effective 12.01 P.M., Friday, December 27, 1946

Applies in Zone B

- (a) MAIN LINE—WEST PENN  
BI

Trailing interlocked crossover switch between No. 1 and No. 2 tracks moved west 560 feet.

Applies in Zone A

- (b) MAIN LINE—WEST PENN  
FREEPORT

Hand-operated crossover between No. 1 and No. 2 tracks, equipped with electric lock, controlled by AJ, in service.

Special Instruction 2411, changed.

G. M. SIXSMITH,  
Superintendent.



THE PENNSYLVANIA RAILROAD  
CONEMAUGH DIVISION

Pittsburgh, Pa., January 8, 1947

GENERAL ORDER No. 612

Effective 2.01 A.M., Sunday, January 19, 1947

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 932 and No. 925, changed.

Sticker Coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows:

No. 925 and No. 932 over corresponding schedules, pages 13 and 14.

F stop for No. 904 at Johnetta at 10.20 A.M., page 14, added.

F stop for No. 904 at Logansport, page 14, changed to S stop.

L stop for No. 904 at Rimerton, page 14, changed to F stop.

Employees must correct page 14, in ink.

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Applies in Zone C

(b) MAIN LINE—VALLEY

U. S. MAIL WORK

Catch and Delivery Service for No. 904 at Rosston and Manorville, daily except Sunday, page 19, added.

Stop on Signal for No. 904 at Kelly, Rosston, Manorville, Mahoning and Rimerton to receive or discharge bulky or fragile parcel post matter, daily except Sunday, page 19, added.

Catch and Delivery Service for No. 934 at McGrann and Manorville, daily except Sunday, page 19, added.

Stop on Signal for No. 934 at McGrann and Manorville to receive or discharge bulky or fragile parcel post matter, daily except Sunday, page 19, added.

Stop on Signal for No. 901 at Rimerton and Mahoning to receive or discharge bulky or fragile parcel post matter, daily except Sunday, page 19, added.

Employees must correct page 19, in ink.

G. M. SIXSMITH,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
CONEMAUGH DIVISION

Pittsburgh, Pa., January 21, 1947.

GENERAL ORDER No. 613

Effective 12.01 P.M., Saturday, January 25, 1947.

Applies in Zone A

(a) MAIN LINE—WEST PENN  
GLASSMERE - CREIGHTON

Trains and engines on No. 1 track must not exceed a speed of 30 miles per hour between switch at west end No. 101 secondary track, west of Glassmere, and Creighton Station, account track condition.

Special Instruction 3104, changed.

G. M. SIXSMITH,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
CONEMAUGH DIVISION

Pittsburgh, Pa., February 21, 1947

GENERAL ORDER No. 614

Effective 12.01 P.M., Friday, February 28, 1947

Applies in All Zones

(a) TIME-TABLE AUTHORITY

J stop for No. 914 at Rimerton at 12.32 A.M., page 17, added. Employees must correct page 17, in ink.

Applies in Zone B

(b) INDIANA BRANCH  
TORRANCE

Class J, N, Q and S engines may be operated in forward motion at 5 miles per hour on west leg of Wye, Torrance.

Class I, J, M, N, Q, S and T engines may be operated on east leg of Wye, Torrance.

Special Instruction 3108, changed.

(c) INDIANA BRANCH  
INDIANA

Facing hand-operated switch for northward movement in main track, 2900 feet south of Mile Post 18, leading to south leg of Wye and No. 1 and No. 2 connecting tracks with B&O Railroad, in service.

Hand-operated derails located 316 feet north of main track switch and 158 feet south of switch in B&O Railroad main track, in service.

Capacity No. 1 connecting track 23 cars and No. 2 connecting track 20 cars.

Applies in Zone A

(d) MAIN LINE—WEST PENN  
GLENOVER

Automatic highway crossing signals at River Road, 250 feet east of Mile Post 67, in service.

Special Instruction 2450 and 2451, changed.

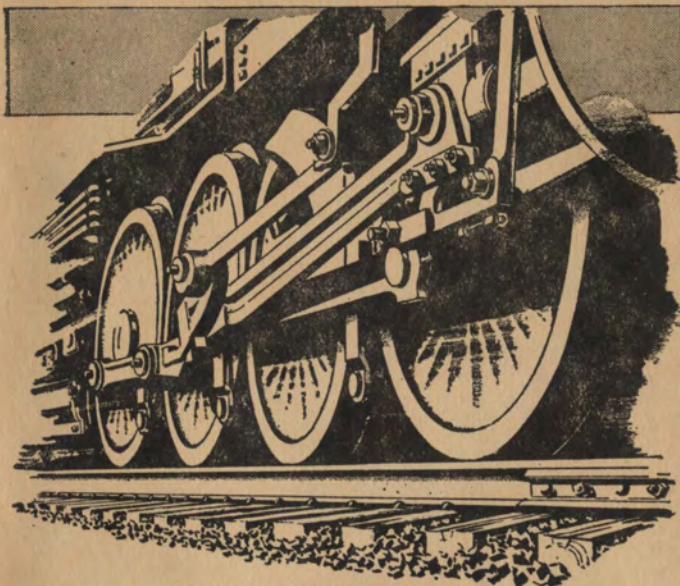
Applies in Zone C

(e) MAIN LINE—VALLEY  
U.S. MAIL WORK

Delivery Service for No. 911 at Kelly, daily except Sunday and Monday, page 19, added.

Stop for No. 911 at Kelly, Monday, page 19, added. Employees must correct page 19, in ink.

G. M. SIXSMITH,  
Superintendent.



## THE **DRIVE** THAT GIVES AMERICA ITS **GO**

The successful working of American industry depends upon the giant driving rods of American railroads.

That was true in war—it is true in peace—because railroads are the nation's great common carriers. They handle every sort of freight, everywhere in the country, every day in the year . . . and at the lowest average charge for comparable service. Rail transportation opens nation-wide markets to every industry. And they are driving rods of prosperity for still another reason—the effect of the purchases of railroads upon the industries of the nation.

For railroads buy all sorts of things—100,000 different items—which range from food and fuel for daily use to long-range investment in heavy machinery and construction.

Look back and you will see that when this country has been prosperous, the business of its heavy industries has been brisk . . . and that never in peacetime has there been brisk business in the heavy industries without active buying by the American railroads.

And it will be true in the future that the ability of railroads to buy, as well as their ability to haul, the products of American industry will continue to be a major factor in the nation's well-being and prosperity.

Association of  
**AMERICAN RAILROADS**