

*A. C. Nell*

# THE PENNSYLVANIA RAILROAD

CENTRAL REGION

---

---

## PITTSBURGH DIVISION

---

---

### Time-Table No. 5

In effect 12.01 A.M., Sunday, September 27, 1953

---

---

FOR THE GOVERNMENT OF EMPLOYEES ONLY

---

---

EASTERN STANDARD TIME

---

---

M. S. SMITH,  
General Manager.

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

E. L. HOFMANN,  
General Sup't Transportation.

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

T. M. GOODFELLOW,  
Superintendent.

# THE PENNSYLVANIA RAILROAD

CENTRAL REGION

---

---

## PITTSBURGH DIVISION

---

---

### Time-Table No. 5

In effect 12.01 A.M., Sunday, September 27, 1953

---

---

FOR THE GOVERNMENT OF EMPLOYEES ONLY

---

---

EASTERN STANDARD TIME

---

---

M. S. SMITH,  
General Manager.

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

E. L. HOFMANN,  
General Sup't Transportation.

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

T. M. GOODFELLOW,  
Superintendent.

## INDEX

	Pages
List of Stations, Interlockings, Distances, Sidings, etc.	3-19
Schedule Pages:	
Main Line.....	20-38
Monongahela Branch.....	39-40
Turtle Creek Branch.....	39-40
Opening and Closing Hours of Ticket Offices.....	41-42
Extra Stops by Passenger Trains.....	42
U. S. Mail Work.....	42
Arranged Freight Train Service.....	43-48

### SPECIAL INSTRUCTIONS

Automatic Block Signal System.....	130-131
Automatic Highway Crossing Protection on Sidings, Yard or Other Tracks.....	63-69
Interrupting Operation of:.....	64
Cab Signals.....	127
Close Overhead and Side Clearance.....	122
Employes in Charge of Sidings.....	78
Engine and Other Equipment Restrictions.....	110-121
Engine Whistle Signals.....	53-55
Facing Hand-Operated Switches Connected with Manual Block Signal.....	57
First-Aid Boxes and Stretchers.....	51
Freight Train Restrictions.....	109
Fusees and Torpedoes.....	56
General Orders, Bulletin Boards, Employes' Registers, Standard Clocks.....	58-59
Hand Operated Switches Equipped With Electric Locks	70
Handling of Freight Trains on Grades.....	80-85
<b>Hospitals</b> .....	51
Interlocking.....	132
Letters and Characters.....	52
Manual Block Signal System.....	128-129
<b>Medical Examiners and Company Surgeons</b> .....	49-50
Minimum Running Time.....	91-93
Movement by Train Orders.....	123
Movement of Trains.....	60-61
Passenger Train Operation.....	78-80
Freight Train Operation.....	80-86
Passenger and Freight Train Operation.....	86-90
Non-Interlocked Railroad Crossing at Grade.....	63
Normal Position of Switches.....	69
Personal Injuries.....	49
Protection of Public Highway Crossings at Grade....	66-69
Qualified for Service.....	133-134
Secondary Tracks of Assigned Direction.....	74-75
Secondary Tracks of No Assigned Direction.....	76-78
Signal Rules.....	124-126
Signalman in Charge Secondary Track Hand-Operated Switches.....	70
Slide Protection Fence.....	57
Speeds and Speed Restrictions.....	91-109
Spring Switches.....	70-71
Standard Time.....	52
Superiority of Trains.....	58
Track Assignments.....	72-73
Train Signals.....	55
Use of Signals.....	55-57
Use of Telephones.....	122
Yard Limits.....	61

MAIN LINE								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		ALTOONA.....	236.3			
				SLOPE (Mid. Div.).....	237.2			
				DIVISION POST (Mid. Div.).....	237.3			
X	X	X-O		MG.....	243.4			
X				BENNY.....	246.4			
X				SF.....	247.4			
				GALLITZIN.....	248.2			
X				UN.....	248.4			
X	X	X-O		AR.....	248.4			
X	X	X-O		MO.....	250.5			
				CRESSON.....	251.0			
				LILLY.....	254.0			
X				BC.....	256.7			
				PORTAGE.....	258.4			
X	X	X-O		NY.....	259.1			
X				W.....	264.1			
X	X	X-O		SO.....	266.1			
X				AO.....	271.2			
				CONEMAUGH.....	272.6			
X	X	X-O		C.....	273.2			
X				JW.....	274.5			
				JOHNSTOWN.....	275.1			
X	X	X-O		SG.....	277.3			
			★	BW.....	280.4			
			★	DP.....	283.2			
				SEWARD.....	284.4			
			★	CV.....	287.4			
				NEW FLORENCE.....	288.7			
X	X	X-O		JD.....	290.6			
				BOLIVAR.....	294.7			
				TORRANCE.....	299.9			
X				MILLWOOD.....	305.6			
				DERRY.....	307.3			
X	X	X-O		DR.....	307.8			
				LATROBE.....	312.3			
X	X	X-O		KR.....	312.7			
				DONOHUE.....	317.6			
X	X	X-O		SW.....	321.4			
				GREENSBURG.....	322.1			
				RADEBAUGH.....	323.9			
X	X	X-O		RG.....	325.0			
				GRAPEVILLE.....	325.8			
				JEANNETTE.....	326.3			
				PENN.....	327.8			
				MANOR.....	329.3			
				SHAFTON.....	330.7			
				IRWIN.....	331.6			
X	X	X-O		CP.....	332.7			
				LARIMER.....	332.9			
				ARDARA.....	334.2			
				TRAFFORD.....	336.3			
X	X	X-O		SZ.....	336.5			
X				UJ.....	337.5			
				PITCAIRN.....	337.9			
				SPRING HILL.....	338.1			
				WILMERDING.....	339.3			
X	X	X-O		WG.....	339.7			
				TURTLE CREEK.....	340.3			
X				PERRY.....	340.5			
				EAST PITTSBURGH.....	340.8			
X	X	X-O		R.....	341.6			
				BESSEMER.....	342.2			
				BRADDOCK.....	342.9			
				COPELAND.....	343.5			
				HAWKINS.....	344.1			
				SWISSVALE.....	345.0			
X				WK.....	345.5			
				EDGEWOOD.....	345.8			
				WILKINSBURG.....	346.5			
				HOMWOOD.....	347.4			
X	X	X-O		CM.....	347.8			
				EAST LIBERTY.....	348.6			
				ROUP.....	349.4			
				SHADYSIDE.....	349.9			
X	X	X-O		DV.....	350.3			
X	X	X		PITT.....	352.7			
X	X			UF.....	352.8			
				PITTSBURGH.....	353.1			
X	X	X		PH.....	353.2			
X	X	X		US.....	353.2			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

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

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

Distance—Altoona to Pittsburgh is 113.8 miles.

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
Benny	AR
SF	AR
UN	AR
BC	NY
W	SO
AO	C
JW	C
Millwood	DR
UJ	SZ
Perry	WG
WK	CM

## NEW PORTAGE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Wye	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		WYE (Mid. Div.)				
				DIVISION POST (Mid. Div.)	.4			
				DU	3.7			
				MS	7.2			
				AH	11.3			
				PS	13.5			
X		X		SF	15.3			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

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

Block Stations—Remote controlled, as follows:

Block Station	Controlled by
SF	AR

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
SF	AR

The direction from SF to Wye is eastward.

## IRVONA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cresson	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				CRESSON				
				YARD LIMIT	2.0			
				PENNA. NO. 16	8.0			45
				CONDRON	13.2			65
				SANDY RUN	18.0			60
				VAN ORMER	18.9			
				IRVONA JUNCTION	26.0			
				IRVONA	26.9			
				COALPORT (R. R. St.)	29.2			
				HEVERLY	31.5			
				BLANDBURG (Stroud Jct.)	39.4			

The direction from Cresson to Blandburg is northward.

### SOUTH FORK BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Station Signals	Distance from W	Sidings Assigned direction. Car Capacity 50 ft. cars		
							North	South	Both
							X		X
			X	JK		2.1			
				ST. MICHAEL.....		4.2			
				LOVETT.....		5.7			
			X	LV		6.8			
			X	HC		13.8			

NOTE—X indicates in service continuously.

Block Stations—Remote controlled, as follows:

Block Station	Controlled by
W	SO

The direction from W to HC is southward.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
JK LV HC	FK SO when FK is not in service.

NOTE—Train order offices other than Block Stations in service part-time as follows:

Station	Hours in Service
FK	7:00 A. M. Monday to 7:00 A. M. Saturday.

### PAINT CREEK AND SHADE CREEK BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from HC	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				PAINTE CREEK BR. JCT.....	1.1			
				SHADE CREEK BR. JCT.....	1.3			
				HUSKIN SIDING.....	13.3			45
				CAIRNBROOK.....	16.9			
				CENTRAL CITY.....	18.2			

The direction from Paint Creek Br. Jct. to Central City is southward.

### ALEXANDRIA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Donohoe	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				JAMISON NO. 2 JCT.....	3.7			

The direction from Donohoe to Jamison No. 2 Jct. is northward.

## TURTLE CREEK BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from SZ	Sidings Assigned direction; Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		SZ	0.1			
				TRAFFORD	0.6			
			X	NORTH TRAFFORD	0.9			
				BY	6.0			
				MURRYSVILLE	10.1			
			X	EXPORT	10.3			
				JG	17.5			
			X	SLICKVILLE	18.0			
				ER				

NOTE—X indicates in service continuously.  
O indicates Trainphone in service.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
BY JG ER	SZ

## PORT PERRY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Perry	Sidings Assigned direction; Car Capacity 50 ft. cars		
						West	East	Both
X				PERRY				
X				U. JCT.	1.1			
X	X	X		PG	2.1			

NOTE—X indicates in service continuously.

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
Perry	WG
U Jct.	R

The direction from PG to Perry is eastward.

## BRILLIANT BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from CM	Sidings Assigned direction; Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		CM				
				DIV. POST (Conemaugh Div.)	1.9			
				UY (Conemaugh Div.)	2.3			

NOTE—X indicates in service continuously.  
O indicates Trainphone in service.

## MONONGAHELA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Monon	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				PITTSBURGH .....				
X	X	X		MONON (P. H. Div.).....				
X	X	X		DIV. POST (P. H. Div.).....	0.2			
				OB.....	2.7			
				HAYS.....	4.8			
				HOMESTEAD.....	6.4			
X				KENNY.....	9.3			
*X	*X	*X		PG.....	10.1			
				DUQUESNE.....	10.8			
				SOUTH DUQUESNE.....	11.6			
X	X	X		CR.....	13.7			
				DRAVOSBURG.....	14.4			
				WILSON.....	17.4			
				PETERS CREEK JOT.....	17.7			
				CLAIRTON.....	19.0			
				WEST ELIZABETH.....	20.8			
				FLOREFFE.....	22.1			
				ELRAMA.....	22.8			
				SHIRE OAKS.....	23.7			
X	X	X		H.....	25.0			
				COURTNEY.....	27.0			
				MONONGAHELA.....	29.8			
B	B	B		MC.....	29.9			
				DONORA.....	34.2			
				WEST MONESSEN.....	38.4		72	
				CHARLEROI.....	39.5			
				BELLE VERNON.....	40.9			
				DUNLEVY SIDING.....	42.5	131		
				ALLENPORT.....	43.5			
				ROSCOE.....	45.6			
				CALIFORNIA.....	48.9			
				WEST BROWNSVILLE JCT.....	51.8			
				WEST BROWNSVILLE.....	53.0			
				DENBO.....	55.4			
				VESTA SIDING.....	56.0			75
				MILLSBORO SIDING.....	61.0			61
				TEN MILE RUN JCT.....	61.9			

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

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

The distance from Pittsburgh to Monon is 1.0 mile.

Interlockings and Interlocking, Block and Block-Limit  
Stations in service part-time as follows:

Station	Hours in service
MC	7.01 A. M. Monday to 7.01 A. M. following Saturday

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
Kenny	PG



## PETERS CREEK BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Peters Creek Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				PENNMONT	7 4			
				GOULD	8 0			

The direction from Pennmont to Gould is southward.

## ELLSWORTH BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from MC	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
<b>B</b>	<b>B</b>			MC				
				FRYE SIDING	0 8			72
				HAZEL KIRK STORAGE	2 9			
				PIGEON CREEK STORAGE	6 5			
				JONES SIDING	7 2			46
				BENTLEYVILLE	9 7			
				ELLSWORTH SIDING	11 0			67
				COKEBURG JCT	11 9			

NOTE—X indicates in service continuously.

B indicates in service part-time.

The direction from MC to Cokeburg Jct. is southward.

Interlockings and Interlocking, Block and Block-Limit  
Stations in service part-time as follows:

Station	Hours in service
MC	7.01 A. M. Monday to 7.01 A. M. following Saturday

## BROWNSVILLE JUNCTION WYE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from West Brownsville Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
<b>X</b>	<b>X</b>	<b>X</b>		BF	0 6			
				BROWNSVILLE JCT.	0 7			

NOTE—X indicates in service continuously.

The direction on both legs of wye from connection with Redstone Branch to connection with Monongahela Railway is southward.

## YUKON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Yukon Branch Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				YUKON BRANCH JCT.				
				WHYEL JCT.	4 0			
				HUNTER RUN JCT.	6 4			
				COWANSBURG	11 7			

The direction from Yukon Branch Jct. to Cowansburg is southward.

## REDSTONE BRANCH REDSTONE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Monon	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		WEST BROWNSVILLE JCT	51.8			
				BF	52.4			
				BROWNSVILLE ( Mon. Ry. )	53.5			
X	X	X		BF	52.4			
				LINN	53.7			
				GRINDSTONE JCT.	56.3			
			X	FH	59.5			82
				WALTERSBURG	61.8			
				KEISTER JCT.	62.2			
				VANCE MILL JCT.	65.0			55
		B	B	RS	68.4			

NOTE—X indicates in service continuously.  
B indicates in service part-time, as follows:

Interlockings and Interlocking, Block and Block-Limit Stations in service part-time, as follows:

Station	Hours in Service
RS (Block Station)	2:00 P. M. to 10:00 P. M. Daily, except Sunday.
RS (Block-Limit Station)	10:00 P. M. to 2:00 P. M. Daily 2:00 P. M. to 10:00 P. M. Sunday.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
FH	BF
RS	County

**SOUTHWEST SECONDARY TRACK**

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from SW	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		SW				
X	X	X		SOUTH GREENSBURG	1.9			
				COUNTY	22.4			
			X	YOUNGWOOD	5.3			
				YU	5.5			
				YUKON BRANCH JCT.	8.8			
			X	HN	8.9			
				TARR	12.1			
				SCOTTDALE JCT.	16.7			
				SCOTTDALE	17.3			68
				BROADFORD JCT.	17.5			
			X	SY	17.6			
				CONNELLSVILLE	24.5			
				OPOSSUM RUN JCT.	24.9			
			X	NJ	25.0			
				DUNBAR	28.2			
				GIST SIDING	30.9			66
		B	B	RS	36.3			
			X	VA	37.1			
				FAIRCHANCE JCT.	42.6			
				FAIRCHANCE	44.1			
				END OF TRACK	44.8			

NOTE—X indicates in service continuously.  
 B indicates in service part-time.

Interlockings and Interlocking, Block and Block-Limit Stations in service part-time, as follows:

Station	Hours in Service
RS (Block Station)	2:00 P. M. to 10:00 P. M. Daily, except Sunday.
RS (Block-Limit Station)	10:00 P. M. to 2:00 P. M. Daily. 2:00 P. M. to 10:00 P. M. Sunday.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
YU HN SY NJ RS	County
VA	RS County when RS is not in service.

**RADEBAUGH SECONDARY TRACK**

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from RG	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		RG				
				RADEBAUGH SIDING	1.1			124
X	X	X		HEMPFIELD BR. JCT.	2.2			
				COUNTY	3.9			

NOTE—X indicates in service continuously.

## COAL LICK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from VA	Sidings Assigned direction Car Capacity 50 ft. Cars		
						North	South	Both
			X	VA	0.1			
				UNIONTOWN	0.5			
				RAINEY JOT	1.4			
			X	SL ♦	2.0			

NOTE—X indicates in service.

♦ indicates Block-Limit Station for Northward Trains Only.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
VA	RS COUNTY when RS is not in service.
SL	RS COUNTY when RS is not in service.

## HEMPFIELD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Hempfield Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				HEMPFIELD JOT.				
				SINCLAIR	1.0			
				ADAMSBURG JCT.	4.8			
				HERMINIE	8.6			
				COWANBURG	11.6			
				LOWBER	12.3			
				GRATZTOWN	14.2			

## CRESSON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cresson	Slings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
		X-O		CRESSON.....				
				EP.....	1.3			
				MUNSTER.....	3.6			128
				EBENSBURG JCT.....	6.0			143
		X		KY.....	6.1			
				LORETTO ROAD.....	6.9			
		X		BRADLEY JUNCTION.....	11.3			75
				DF.....	11.3			
				ECKENRODE MILL.....	15.3			
				PATTON.....	18.2			37
		X		PU.....	18.4			
				HASTINGS JCT.....	25.7			80
		X		RE.....	26.2			
				WESTOVER.....	28.0			
				WELSHDALE.....	30.2			
				LA JOSE.....	34.7			
		X		LJ.....	34.8			
				MAHAFFEY JCT.....	38.6			
				McGEES JUNCTION.....	40.6			
		X		HM.....	40.8			
				McGEES.....	40.9			
				BEAR RUN JCT.....	43.7			
		X		K.....	46.4			
				HILLMAN.....	46.6			
				ELBEL.....	50.4			
				CLOE.....	53.0			
				ELK RUN JCT.....	54.8			
				PUNXSUTAWNEY.....	55.3			
		X		RU.....	55.3			
				LINDSEY.....	57.1			
				FORDHAM.....	63.3			

NOTE—X indicates in service continuously.  
O indicates trainphone in service.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
KY	EP
DF	
PU	
RE	
LJ	
HM	
K	
RU	

SUSQUEHANNA SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cresson	Sidings Assigned direction, Car Capacity 50 ft. cars		
						North	South	Both
		X-O		CRESSON..... EP.....				
			X	BRADLEY JUNCTION.....	11.3			
				DF.....	11.3			
			X	DISHART.....	14.7			43
				IR.....	15.6			
				CARROLLTOWN.....	17.0			
				LUTHER JCT.....	18.3			
				BAKERTON.....	18.7			
				STERLING JCT.....	20.4			
			X	BN.....	21.4			65
				SPANGLER.....	21.9			
			X	WC.....	23.3			
				BARNESBORO.....	23.4			
			X	JA.....	25.3			
				MOSS CREEK JCT.....	25.4			
				GARMAN.....	25.8			
				EMIGH RUN JCT. N.Y.C.....	27.1			
				CHERRY TREE JCT.....	28.5			
			X	CJ.....	28.5			
				CHERRY TREE.....	28.8			
			X	DC.....	28.8			

NOTE—X indicates in service continuously.  
O indicates trainphone in service.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
DF IR BN WC JA CJ DC	EP

MOSS CREEK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Moss Creek Junction	Sidings Assigned direction, Car Capacity 50 ft. cars		
						North	South	Both
				MOSS CREEK JCT.....				
				PENNA. NO. 21 DERAIL.....	2.0			
				END OF TRACK.....	3			

HASTINGS SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Hastings Junction	Sidings Assigned direction, Car Capacity 50 ft. cars		
						West	East	Both
				HASTINGS JCT.....				
				HASTINGS.....	4.0			

BLACK LICK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cresson	Sidings Assigned direction, Car Capacity 50 ft. cars		
						West	East	Both
			X-O	CRESSON..... EP.....				
			X	EBENSBURG JCT.....	6.0			
				KY.....	6.1			
				WINTERSET.....	7.9			
			X	EBENSBURG.....	10.9			55
				FL.....	10.9			72
			X	BEULAH.....	13.5			
				NW.....	18.2			
				NANTYGLO.....	18.2			74
				TWIN ROCKS.....	20.0			40
			X	SR.....	22.6			
				VINTONDALE.....	23.5			28
			X	VF.....	24.0			
				REXIS JCT.....	24.0			
				RITTER.....	24.2			46
			X	CH.....	35.1			50
			X	NI.....	41.8			
				JOSEPHINE (B. & O. Jct.).....	41.8			
			X	ZD.....	42.9			
				BLACK LICK (Cgh. Div.).....	42.9			

NOTE—X indicates in service continuously.  
O indicates trainphone in service.

Block-Limit Stations controlled, as follows:

Block-Limit Station	Controlled by
KY FL NW SR VF CH NI ZD	EP

## McGEES SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from McGees Jct.	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				McGEES JCT. (Cresson Secondary Track)				
				GLEN CAMPBELL	7.4			

## SOUTH FORK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from HC	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
			X	HC (South Fork Branch)				
				PAINT CREEK BR. JCT.	1.1			
				SCALP LEVEL	1.7			
				WINDBER	2.7			
				WINDBER JCT.	2.8			
				END OF TRACK	6.6			

NOTE—X indicates in service.

## BEAVER SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Lovett	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
				LOVETT (South Fork Branch)				
				RUTHFORD	1.3			
				END OF TRACK	2.2			



## LLANFAIR SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Lovett	Sidings Assigned direction. Car Capacity 50 ft. cars		
						West	East	Both
				LOVETT (South Fork Branch).....				
				DUNLO.....	3.1			
				END OF TRACK.....	5.1			

## BRADENVILLE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from West End of Derry Yard	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				WEST END OF DERRY YARD.....				
				ATLANTIC No. 2.....	3.4			
				END OF TRACK.....	3.9			

## UNITY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from KR	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		KR (Main Line).....				
				MANITO 21 CROSSING.....	3.1			
				PALMERS.....	3.8			
				HOSTETTER.....	4.6			

NOTE—X indicates in service.

## JAMISON No. 2 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Jamison No. 2 Jct.	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				JAMISON No. 2 JCT. (Alexandria Branch)				
				HANNASTOWN	1.5			
				FORBES ROAD	3.1			

## ALEXANDRIA SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Jamison No. 2 Jct.	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				JAMISON No. 2 JCT. (Alexandria Branch)				
				CRABTREE	1.4			
				GREENWALD	5.4			
				ALLSWORTH	5.5			

## No. 0 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from CP	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		CP (Main Line)				
				YOUGHIOGHENY JCT.	1.9			
				SHAFTON	1.8			

NOTE—X indicates in service.

## MANOR SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Manor	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				MANOR (Main Line)				
				HARRISON CITY	2.1			

## YOUGHIOGHENY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Irwin	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				IRWIN				
				HAHNTOWN	1.1			
				CEREAL	1.8			

## TURTLE CREEK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from ER	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
			X	ER (Turtle Creek Branch)				
				ELRICO	.1			
				TURTLE CREEK JCT.	3.5			
				SALTSBURG (Cgh. Div.)	4.3			

NOTE—X indicates in service.

## McKEESPORT SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from South Duquesne	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				SOUTH DUQUESNE				
				McKEESPORT	1.5			

## ELLSWORTH SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cokeburg Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				COKEBURG JCT.				
				SCENERY HILL	2.1			48
				MARIANNA	7.3			

## COKEBURG SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cokeburg Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				COKEBURG JCT.				
				ONTARIO JCT.	1.6			
				COKEBURG	1.8			

## VANCE MILL SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Vance Mill Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				VANCE MILL JCT.				
				BUTE	3.0			
				MONARCH	5.2			

## SEWICKLEY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Youngwood	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				YOUNGWOOD				
				WEAVER'S OLD STAND	2.0			
				BOYER RUN JCT.	2.8			
				BRINKER RUN JCT.	4.1			
				SHOUP	5.0			
				MAMMOTH JCT.	5.1			
				UNITED	5.6			
				BESSEMER JCT.	6.3			

## SCOTTDALE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Scottsdale Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
				SCOTTDALE JCT.				
				MT. PLEASANT	4.0			
				END OF TRACK	5.5			

## ALTOONA TO PITTSBURGH

STATIONS	FIRST CLASS			
	◇31	◇1	◇3	◇39
	DAILY	DAILY	DAILY	DAILY
	Leave A. M.	A. M.	A. M.	A. M.
ALTOONA (Mtd. Div.).....#	12.04	# 12.40	#U 1.40	#U 2.00
SLOPE.....	12.07	12.43	1.43	2.03
MG.....	12.19	12.55	1.55	2.15
GALLITZIN.....	12.30	1.06	2.07	2.27
MO.....	12.33	1.09	2.10	2.30
CRESSON.....				
PORTAGE.....				
NY.....	12.40	1.16	2.17	2.38
SO.....	12.47	1.23	2.24	2.46
C.....	12.57	1.33	2.34	2.56
JOHNSTOWN.....				
SC.....	1.03	1.39	2.40	3.02
SEWARD.....				
JD.....	1.16	1.52	2.53	3.15
TORRANCE.....	1.26	2.02	3.03	3.25
DERRY.....				
DR.....	1.33	2.09	3.10	3.32
LATROBE.....				
KR.....	1.38	2.14	3.15	3.37
DONOHOE.....				
SW.....	1.46	2.22	3.23	3.45
GREENSBURG.....				
RADEBAUGH.....				
RG.....	1.50	2.26	3.27	3.49
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER.....	1.58	2.34	3.34	3.57
ARDARA.....				
TRAFFORD.....	2.01	2.37	3.37	4.00
PITCAIRN.....				
WILMERDING.....				
WG.....	2.05	2.41	3.41	4.04
TURTLE CREEK.....				
EAST PITTSBURGH.....				
R.....	2.08	2.44	3.44	4.08
BESSEMER.....				
BRADDOCK.....				
COPELAND.....				
HAWKINS.....				
SWISSVALE.....	2.13	2.50	3.49	4.14
EDGEWOOD.....				
WILKINSBURG.....				
HOMWOOD.....				
CM.....	2.17	2.54	3.53	4.19
EAST LIBERTY.....				
ROUP.....				
SHADYSIDE.....				
DV.....	2.21	2.58	3.57	4.23
PITT.....	2.25	3.02	4.01	4.27
PITTSBURGH.....S	S 2.29	S 3.05	S 4.05	S 4.30
Arrive	A. M.	A. M.	A. M.	A. M.
	31	1	3	39

FIRST CLASS

	71 DAILY A. M.	#631 DAILY EX. SAT. & SUN. A. M.	67 DAILY A. M.	#633 DAILY EX. SAT. & SUN. A. M.	#35 DAILY EX. SUN. A. M.
	\$ 2.28		\$ 4.11		\$ 4.25
	2.31		4.14		4.28
	2.43		4.26		4.40
	2.54		4.38		4.52
	2.57		4.41		4.55
		Will Not Run		Will Not Run	
	3.04	Nov. 26,	4.49	Nov. 26,	5.02
	3.11	Dec. 25,	4.57	Dec. 25,	5.09
	3.21	Jan. 1.	5.07	Jan. 1.	5.19
K	3.24				\$ 5.26
	3.29		5.13		5.30
	3.42		5.26		5.43
	3.52		5.36		\$ 5.54
		\$ 5.15		\$ 5.50	
	3.59	5.20	5.43	5.54	6.04
	4.04	\$ 5.26	\$ 5.47	\$ 6.00	\$ 6.11
		5.28	5.48	6.02	6.13
		\$ 5.34			
	4.12	5.39	5.56	6.13	6.23
		\$ 5.43	\$ 5.59	\$ 6.17	\$ 6.27
		\$ 5.48		F 6.22	
	4.16	5.50	6.03	6.24	6.33
		\$ 5.52		F 6.26	
		\$ 5.54		\$ 6.28	Will Not Run
		\$ 5.58		\$ 6.32	Run
		\$ 6.02		\$ 6.36	Nov. 27,
		\$ 6.05		\$ 6.39	Nov. 28,
		\$ 6.08		\$ 6.42	Dec. 25,
	4.24	\$ 6.13	6.11	\$ 6.46	6.41
				\$ 6.48	Dec. 26,
	4.27	\$ 6.18	6.15	\$ 6.51	6.45
		\$ 6.21		\$ 6.54	Jan. 1,
		\$ 6.24		\$ 6.58	Jan. 2.
	4.31	6.26	6.20	6.59	6.49
		\$ 6.28		\$ 7.01	
		\$ 6.31		\$ 7.03	
	4.34	6.33	6.24	7.05	6.53
		\$ 6.34		\$ 7.06	
		\$ 6.36		\$ 7.08	
		\$ 6.38		\$ 7.10	
		\$ 6.41		\$ 7.12	
	4.38	\$ 6.44	6.30	\$ 7.15	6.59
		\$ 6.47		\$ 7.17	
		\$ 6.50		\$ 7.19	
		\$ 6.53		\$ 7.22	
	4.42	6.55	6.35	7.23	7.04
		\$ 6.56	\$ 6.36	\$ 7.25	\$ 7.10
		\$ 6.59		\$ 7.27	
		\$ 7.01		\$ 7.29	
	4.46	7.03	6.41	7.30	7.15
	4.50	7.07	6.45	7.34	7.20
S	4.53	\$ 7.10	\$ 6.50	\$ 7.37	\$ 7.25
	A. M.	A. M.	A. M.	A. M.	A. M.
	71	631	67	633	35

## ALTOONA TO PITTSBURGH

STATIONS	FIRST CLASS			
	#0635 DAILY EX. SAT. & SUN.	#0513 DAILY EX. SAT. & SUN.	#0941 DAILY EX. SAT. & SUN.	#0637 DAILY EX. SUN.
	Leave A. M.	A. M.	A. M.	A. M.
ALTOONA (Mid. Div.)				
SLOPE				
MG.				
GALLITZIN				
MO.				
CRESSON	Will Not	Will Not	Will Not	Will Not
PORTAGE	Run	Run	Run	Run
NY	Nov. 26,	Nov. 26,	Nov. 26,	Nov. 26,
SO.	Dec. 25,	Dec. 25,	Dec. 25,	Dec. 25,
C.	Jan. 1.	Jan. 1.	Jan. 1.	Jan. 1.
JOHNSTOWN				
SG.				
SEWARD				
JD.				
TORRANCE				
DERRY	\$ 6.15			\$ 6.20
DR.	6.19			6.24
LATROBE	\$ 6.25			\$ 6.30
KR.	6.27			6.32
DONOHOE				F 6.40
SW	6.39			6.45
GREENSBURG	\$ 6.42			\$ 6.49
RADEBAUGH				\$ 6.54
RG.	6.46			6.56
GRAPEVILLE				\$ 6.58
JEANNETTE	\$ 6.49			\$ 7.00
PENN.				\$ 7.04
MANOR	\$ 6.55			\$ 7.08
SHAFTON				\$ 7.11
IRWIN	\$ 6.59			\$ 7.15
LARIMER	7.01			\$ 7.20
ARDARA				\$ 7.22
TRAFFORD	7.05			\$ 7.26
PITCAIRN		\$ 7.24		\$ 7.29
WILMERDING		\$ 7.26		\$ 7.33
WG.	7.09	7.27		7.34
TURTLE CREEK		\$ 7.29		\$ 7.36
EAST PITTSBURGH	\$ 7.12	\$ 7.31		\$ 7.39
R.	7.14	7.33		7.41
BESSEMER		\$ 7.34		\$ 7.42
BRADDOCK		\$ 7.36		\$ 7.44
COPELAND		\$ 7.38		\$ 7.46
HAWKINS				\$ 7.49
SWISSVALE	7.21	\$ 7.43		\$ 7.52
EDGEWOOD		\$ 7.46		\$ 7.54
WILKINSBURG	\$ 7.25	\$ 7.49		\$ 7.57
HOMEWOOD		\$ 7.52		\$ 8.00
CM.	7.28	7.54	7.56	8.01
EAST LIBERTY	\$ 7.30		\$ 7.58	\$ 8.03
ROUP.			\$ 8.00	\$ 8.05
SHADYSIDE			\$ 8.02	\$ 8.07
DV.	7.35	7.58	8.03	8.08
PITT.	7.39	8.02	8.07	8.12
PITTSBURGH.	\$ 7.42	\$ 8.05	\$ 8.10	\$ 8.15
Arrive	A. M.	A. M.	A. M.	A. M.
	635	513	941	637

FIRST CLASS

	◇55 DAILY A. M.	#913 DAILY EX. SUN. A. M.	#0521 DAILY EX. SAT. & SUN. A. M.	#0641 DAILY EX. SAT. & SUN. A. M.
	# 5.24			
	5.27			
	5.39			
	5.50			
	5.53			
		Will Not Run	Will Not Run	Will Not Run
	6.00	Nov. 26,	Nov. 26,	Nov. 26,
	6.07	Dec. 25,	Dec. 25,	Dec. 25,
	6.17	Jan. 1.	Jan. 1.	Jan. 1.
	S 6.20			
	6.24			
	6.37			
	6.47			S 7.22
	6.54			7.27
				S 7.33
	6.59			7.34
	7.07			7.45
				S 7.48
	7.11			7.53
				S 7.56
				S 8.02
				S 8.06
	7.18			8.08
	7.23		7.41	8.12
			S 7.45	
			S 7.49	
	7.27		7.50	8.16
			S 7.52	
			S 7.54	
	7.31		7.56	8.19
			S 7.59	
			S 8.01	
			S 8.03	
	7.36		S 8.06	8.24
			S 8.09	
			S 8.12	
			S 8.15	
	7.42	8.06	8.16	8.27
		S 8.08	S 8.18	S 8.29
		S 8.10	S 8.20	
		S 8.12	S 8.22	
	7.48	8.13	8.23	8.33
	7.52	8.17	8.27	8.37
	S 7.55	S 8.20	S 8.30	S 8.40
	A. M.	A. M.	A. M.	A. M.
	55	913	521	641



STATIONS	FIRST CLASS			
	#61	87	#11	#93
	DAILY EX. SUN.		DAILY EX. MON.	DAILY EX. SUN. & MON.
Leave	A. M.	A. M.	A. M.	A. M.
ALTOONA (Mid. Div.).....	#D 5.53	# 5.53	E 6.11	#E 6.30
SLOPE.....	5.56	5.56	6.14	6.38
MG.....	6.08	6.08	6.28	6.45
GALLITZIN.....	6.20	6.20	6.40	6.57
MO.....	6.23	6.23	6.43	7.00
CRESSON.....				
PORTAGE.....				
NY.....	6.30	6.30	6.53	7.08
SO.....	6.37	6.37	7.01	7.16
C.....	6.48	6.48	7.12	7.26
JOHNSTOWN.....	6.53	S 6.53		
SG.....	6.57	6.57	7.19	7.33
SEWARD.....				
JD.....	7.10	7.10	7.33	7.46
TORRANCE.....	7.22	7.22	7.44	7.57
DERRY.....				
DR.....	7.33	7.33	7.53	8.06
LATROBE.....	D 7.38	S 7.38	7.59	
KR.....	7.39	7.39	8.01	8.11
DONOHUE.....				
SW.....	7.50	7.50	8.11	8.21
GREENSBURG.....	7.53	S 7.53		
RADEBAUGH.....				
RG.....	7.59	7.59	8.16	8.27
GRAPEVILLE.....	Will Not	Will Run	Will Not	Will Not
JEANNETTE.....	Run	Sunday	Run	Run
PENN.....	Nov. 27,	and	Nov. 27,	Nov. 27,
MANOR.....	Nov. 28,	Nov. 27,	Dec. 26,	Dec. 25,
SHAFTON.....	Dec. 25,	Nov. 28,	Jan. 2,	Dec. 26,
IRWIN.....	Dec. 26,	Dec. 25,		Jan. 2,
LARIMER.....	8.11	8.11	8.25	8.35
ARDARA.....	Jan. 1,	Dec. 26,		Feb. 23.
TRAFFORD.....	8.14	8.14	8.29	8.39
PITCAIRN.....	Jan. 2,	Jan. 1,		
WILMERDING.....		Jan. 2,		
WG.....	8.18	8.18	8.33	8.43
TURTLE CREEK.....				
EAST PITTSBURGH.....	B● 8.21	B● 8.21		
R.....	8.23	8.23	8.36	8.46
BESSEMER.....				
BRADDOCK.....				
COPELAND.....				
HAWKINS.....				
SWISSVALE.....	8.30	8.30	8.42	8.52
EDGEWOOD.....				
WILKINSBURG.....				
HOMEWOOD.....				
CM.....	8.34	8.34	8.46	8.56
EAST LIBERTY.....	D 8.35	S 8.35	E 8.49	
ROUP.....				
SHADYSIDE.....				
DV.....	8.42	8.42	8.53	9.01
PITT.....	8.46	8.46	8.57	9.06
PITTSBURGH.....	S 8.50	S 8.50	E 9.00	E 9.10
Arrive	A. M.	A. M.	A. M.	A. M.
	61	87	11	93

FIRST CLASS

85 SUN. ONLY	#0519 DAILY EX. SAT. & SUN.	13 DAILY EX. SUN.	#095 DAILY EX. SUN. & MON.	025 DAILY	#0527 DAILY EX. SAT. & SUN.
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
S 11.45	.....	S 12.30	# E 1.20	# 2.20	.....
11.48	.....	12.33	1.23	2.23	.....
12.00	.....	12.45	1.37	2.35	.....
S 12.12	.....	S 12.58	1.50	2.46	.....
12.15	.....	1.01	1.55	2.49	.....
S 12.19	Will Not	S 1.07	.....	.....	Will Not
12.27	Run	S 1.20	.....	.....	Run
.....	Nov. 26,	1.21	2.04	2.56	Nov. 26,
12.34	Dec. 25,	1.30	2.13	3.03	Dec. 25,
12.45	Jan. 1.	1.43	2.23	3.13	Jan. 1.
S 12.52	.....	S 2.05	# E 2.40	S 3.18	.....
12.56	.....	2.09	2.48	3.22	.....
.....	.....	F 2.19	.....	.....	.....
1.09	.....	2.29	3.02	3.35	.....
1.19	.....	S 2.50	3.13	3.45	.....
1.27	.....	3.00	3.22	3.52	.....
S 1.35	.....	S 3.18	.....	.....	.....
1.37	.....	3.20	3.28	3.57	.....
1.47	.....	3.30	3.40	4.05	.....
S 1.52	.....	S 4.00	.....	S 4.07	.....
1.59	.....	4.06	3.45	4.13	.....
.....	.....	E 4.16	Will Not	.....	.....
.....	.....	.....	Run	.....	.....
.....	.....	.....	Nov. 27,	.....	.....
.....	.....	.....	Dec. 25,	.....	.....
.....	.....	R 4.26	Dec. 26,	.....	.....
2.06	.....	4.28	Jan. 2,	.....	.....
.....	.....	.....	3.55	4.21	.....
.....	.....	.....	Feb. 23.	.....	.....
2.11	.....	R 4.34	3.59	4.24	4.26
S 3.50	.....	.....	.....	.....	S 4.29
S 3.54	.....	.....	.....	.....	S 4.31
2.17	3.55	4.40	4.03	4.28	4.32
S 3.57	.....	.....	.....	.....	S 4.33
S 4.00	.....	.....	.....	.....	S 4.35
2.21	4.02	4.48	4.07	4.32	4.37
S 4.03	.....	.....	.....	.....	S 4.39
S 4.05	.....	.....	.....	.....	S 4.41
S 4.07	.....	.....	.....	.....	S 4.43
S 4.09	.....	.....	.....	.....	S 4.45
2.28	4.12	4.54	4.14	4.37	S 4.47
S 4.14	.....	.....	.....	.....	S 4.49
S 4.17	.....	.....	.....	.....	S 4.52
S 4.20	.....	.....	.....	.....	S 4.55
2.33	4.21	4.58	4.18	4.41	4.56
S 2.35	S 4.23	S 5.02	.....	S 4.43	S 4.58
.....	S 4.25	.....	.....	.....	S 5.00
.....	S 4.27	.....	.....	.....	S 5.01
2.43	4.28	5.09	4.22	4.47	5.02
2.47	4.32	5.15	4.26	4.51	5.06
S 2.50	S 4.35	S 5.20	E 4.30	S 4.55	S 5.10
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
85	519	13	95	25	527

## ALTOONA TO PITTSBURGH

STATIONS	FIRST CLASS			
	Leave	#0529 DAILY EX. SAT. & SUN.	#923 DAILY EX. SAT. & SUN.	
		P. M.	P. M.	
ALTOONA (Mid. Div.)				
SLOPE				
MG				
GALLITZIN				
MO				
CRESSON				
PORTAGE	Will Not	Will Not		
NY	Run	Run		
SO	Nov. 26,	Nov. 26,		
C	Dec. 25,	Dec. 25,		
JOHNSTOWN	Jan. 1.	Jan. 1.		
SG				
SEWARD				
JD				
TORRANCE				
DERRY				
DR				
LATROBE				
KR				
DONOHUE				
SW				
GREENSBURG				
RADEBAUGH				
RG				
GRAPEVILLE				
JEANNETTE				
PENN.				
MANOR				
SHAFTON				
IRWIN				
LARIMER				
ARDARA				
TRAFFORD		4.53		
PITCAIRN	S	4.57		
WILMERDING	S	5.01		
WG		5.02		
TURTLE CREEK				
EAST PITTSBURGH	S	5.12		
R		5.13		
BESSEMER	S	5.15		
BRADDOCK	S	5.17		
COPELAND	S	5.19		
HAWKINS				
SWISSVALE	S	5.22		
EDGEWOOD	S	5.25		
WILKINSBURG	S	5.27		
HOMEWOOD	S	5.30		
CM		5.31	5.56	
EAST LIBERTY	S	5.33	S 5.58	
ROUP	S	5.35		
SHADYSIDE	S	5.37		
DV		5.38	6.01	
PITT		5.42	6.05	
PITTSBURGH	S	5.45	S 6.08	
	Arrive	P. M.	P. M.	
		529	923	

FIRST CLASS

	75	33	23	#077
	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.
	# 4.36	# 5.53	# 9.00	# 10.24
	4.39	5.56	9.03	10.27
	4.51	6.08	9.15	10.39
	5.03	6.19	9.27	10.50
	5.06	6.22	9.30	10.53
	5.13	6.29	9.37	11.00
	5.20	6.36	9.44	11.07
	5.30	6.46	9.54	11.17
	S 5.35		S 9.59	
	5.39	6.52	10.03	11.23
	5.52	7.05	10.16	11.36
	6.02	7.15	10.26	11.46
	6.09	7.22	10.33	11.53
	S 6.14		S 10.40	
	6.16	7.27	10.42	11.58
	6.25	7.35	10.52	12.06
	S 6.28		S 10.55	
	6.34	7.39	11.00	12.10
				First Trip Dec. 11, Last Trip
				Jan. 17. Will Not Run
	6.43	7.47	11.08	12.18 Dec. 25,
	6.46	7.50	11.12	12.21 Dec. 26, Dec. 31.
	6.51	7.54	11.16	12.25
	6.54	7.57	11.19	12.28
	7.00	8.03	11.25	12.34
	7.04	8.08	11.29	12.38
	S 7.06		S 11.32	
	7.10	8.12	11.36	12.42
	7.15	8.15	11.40	12.46
	S 7.20	S 8.18	S 11.43	S 12.49
	P. M.	P. M.	P. M.	A. M.
	75	33	23	77

## ALTOONA TO PITTSBURGH

STATIONS	FIRST CLASS			
	◇49	◇59	◇69	
	DAILY	DAILY	DAILY	
	Leave	P. M.	P. M.	
ALTOONA (Mid. Div.).....	# 10.34	# 10.52	# 11.00	
SLOPE.....	10.37	10.55	11.03	
MG.....	10.49	11.07	11.15	
GALLITZIN.....	11.00	11.18	11.26	
MO.....	11.03	11.21	11.29	
CRESSON.....				
PORTAGE.....				
NY.....	11.10	11.28	11.36	
SO.....	11.17	11.35	11.43	
C.....	11.27	11.45	11.53	
JOHNSTOWN.....			S 11.57	
SG.....	11.33	11.51	12.01	
SEWARD.....				
JD.....	11.46	12.04	12.14	
TORRANCE.....	11.56	12.14	12.24	
DERRY.....				
DR.....	12.03	12.21	12.31	
LATROBE.....				
KR.....	12.08	12.26	12.36	
DONOHOE.....				
SW.....	12.16	12.34	12.44	
GREENSBURG.....				
RADEBAUGH.....				
RG.....	12.20	12.38	12.48	
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER.....	12.28	12.46	12.56	
ARDARA.....				
TRAFFORD.....	12.31	12.49	12.59	
PITCAIRN.....				
WILMERDING.....				
WG.....	12.35	12.53	1.03	
TURTLE CREEK.....				
EAST PITTSBURGH.....				
R.....	12.38	12.56	1.06	
BESSEMER.....				
BRADDOCK.....				
COPELAND.....				
HAWKINS.....				
SWISSVALE.....	12.44	1.02	1.13	
EDGEWOOD.....				
WILKINSBURG.....				
HOMWOOD.....				
CM.....	12.48	1.06	1.17	
EAST LIBERTY.....				
ROUP.....				
SHADYSIDE.....				
DV.....	12.52	1.10	1.22	
PITT.....	12.56	1.14	1.26	
PITTSBURGH.....	S 12.59	S 1.17	S 1.30	
Arrive	A. M.	A. M.	A. M.	
	49	59	69	

FIRST CLASS

		◇41	#029	#◇21
		DAILY	DAILY	DAILY
		P. M.	P. M.	P. M.
		#U 11.15	#U 11.27	# 11.56
		11.18	11.30	11.59
		11.30	11.42	12.11
		11.41	11.53	12.22
		11.44	11.56	12.25
		11.51	12.03	12.32
		11.59	12.10	12.39
		12.09	12.20	12.49
		12.15	12.26	12.55
		12.28	12.39	1.08
		12.38	12.49	1.18
		12.46	12.56	1.25
		12.51	1.01	1.30
		12.59	1.09	1.38
		1.03	1.13	1.42
			Will Not Run Dec. 25,	Will Not Run Nov. 26,
			Dec. 31.	Nov. 27, Dec. 24, Dec. 25,
		1.11	1.21	1.50 Dec. 26,
		1.14	1.24	1.53 Dec. 31.
		1.18	1.28	1.57
		1.21	1.31	2.00
		1.27	1.37	2.06
		1.31	1.41	2.10
		1.35	1.45	2.14
		1.39	1.49	2.18
		S 1.42	S 1.52	S 2.21
		A. M.	A. M.	A. M.
		41	29	21

STATIONS	FIRST CLASS			
	Arrive	68	48	58
		A. M.	A. M.	A. M.
ALTOONA (Mld. Div.).....	S 2.38	D 2.48	S 3.10	
SLOPE.....	2.35	2.45	3.07	
MG.....	2.23	2.33	2.55	
GALLITZIN.....	2.12	2.22	2.44	
MO.....	2.08	2.18	2.41	
CRESSON.....				
PORTAGE.....				
NY.....	1.56	2.07	2.31	
SO.....	1.48	1.59	2.24	
C.....	1.37	1.49	2.14	
JOHNSTOWN.....				
SG.....	1.31	1.43	2.08	
SEWARD.....				
JD.....	1.18	1.30	1.55	
TORRANCE.....	1.08	1.20	1.45	
DERRY.....				
DR.....	1.00	1.13	1.38	
LATROBE.....				
KR.....	12.55	1.08	1.33	
DONOHUE.....				
SW.....	12.47	1.00	1.25	
GREENSBURG.....				
RADEBAUGH.....				
RG.....	12.43	12.56	1.21	
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER.....	12.35	12.48	1.14	
ARDARA.....				
TRAFFORD.....	12.31	12.44	1.11	
PITCAIRN.....				
WILMERDING.....				
WG.....	12.27	12.40	1.07	
TURTLE CREEK.....				
EAST PITTSBURGH.....				
R.....	12.24	12.37	1.04	
BESSEMER.....				
BRADDOCK.....				
COPELAND.....				
HAWKINS.....				
SWISSVALE.....	12.20	12.33	1.00	
EDGEWOOD.....				
WILKINSBURG.....				
HOMEWOOD.....				
CM.....	12.16	12.29	12.56	
EAST LIBERTY.....				
ROUP.....				
SHADYSIDE.....				
DV.....	12.13	12.26	12.53	
PITT.....	12.09	12.22	12.49	
PITTSBURGH.....	# 12.06	#● 12.19	# 12.46	
	Leave	A. M.	A. M.	A. M.
		DAILY	DAILY	DAILY
		◊68	◊48	◊58

FIRST CLASS

	20	28	30	70	2
	A. M.	A. M.	A. M.	A. M.	A. M.
S	3.44	D 3.52	S 4.14	S 5.58	S 6.05
	3.41	3.49	4.11	5.55	6.02
	3.29	3.37	3.59	5.43	5.50
	3.18	3.26	3.48	5.32	5.39
	3.15	3.23	3.44	5.28	5.35
	3.05	3.13	3.33	5.17	5.23
	2.58	3.06	3.25	5.09	5.15
	2.48	2.56	3.15	4.58	5.04
	2.42	2.50	3.09	K 4.55	
				4.52	4.58
	2.29	2.37	2.56	4.39	4.45
	2.19	2.27	2.46	4.29	4.35
	2.12	2.20	2.39	4.22	4.28
	2.07	2.15	2.34	4.17	4.23
	1.59	2.07	2.26	4.09	4.15
				K 4.08	
	1.55	2.03	2.22	4.05	4.11
	Will Not Run	Will Not Run			
	Nov. 27,	Dec. 26,			
	Nov. 28,	Jan. 1.			
	Dec. 25,				
	Dec. 26,				
	1.47	1.55	2.15	3.57	4.04
	Dec. 27,				
	1.44	1.52	2.12	3.53	4.00
	Jan. 1.				
	1.40	1.48	2.08	3.49	3.56
	1.37	1.45	2.05	3.46	3.53
	1.33	1.41	2.01	3.42	3.49
	1.29	1.37	1.57	3.38	3.45
	1.26	1.34	1.54	3.35	3.42
	1.22	1.30	1.50	3.31	3.38
	f 1.19	f 1.27	f 1.47	f 3.28	f 3.35
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	‡020	‡028	030	070	02



## PITTSBURGH TO ALTOONA

STATIONS	FIRST CLASS			
		14	512	922
Arrive	A. M.	A. M.	A. M.	
ALTOONA (Mtd. Div.).....	S 7.45			
SLOPE.....	7.42			
MG.....	7.30			
GALLITZIN.....	7.19			
MO.....	7.15			
CRESSON.....	S 7.00			
PORTAGE.....				
NY.....	6.50			
SO.....	6.41			
C.....	6.29			
JOHNSTOWN.....	S 6.17			
SG.....	5.54			
SEWARD.....		Will Not	Will Not	
JD.....	5.41	Run	Run	
TORRANCE.....	5.31	Nov. 26,	Nov. 26,	
DERRY.....		Dec. 25,	Dec. 25,	
DR.....	5.23	Jan. 1.	Jan. 1.	
LATROBE.....	S 5.15			
KR.....	4.57			
DONOHUE.....				
SW.....	4.47			
GREENSBURG.....	S 4.45			
RADEBAUGH.....				
RG.....	4.21			
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER.....	4.13			
ARDARA.....				
TRAFFORD.....	4.10			
PITCAIRN.....		S 6.35		
WILMERDING.....		S 6.31		
WG.....	4.06	6.30		
TURTLE CREEK.....		S 6.28		
EAST PITTSBURGH.....		S 6.25		
R.....	4.03	6.23		
BESSEMER.....		S 6.22		
BRADDOCK.....		S 6.20		
COPELAND.....		S 6.18		
HAWKINS.....		S 6.16		
SWISSVALE.....	3.59	S 6.14		
EDGEWOOD.....		S 6.11		
WILKINSBURG.....		S 6.09		
HOMEWOOD.....		S 6.06		
CM.....	3.55	6.04	6.19	
EAST LIBERTY.....		S 6.03	S 6.17	
ROUP.....		S 6.00		
SHADYSIDE.....		S 5.58		
DV.....	3.52	5.57	6.12	
PITT.....	3.48	5.53	6.08	
PITTSBURGH.....	S 3.45	S 5.50	S 6.05	
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	
	14	#512	#922	



## PITTSBURGH TO ALTOONA

STATIONS	FIRST CLASS			
	72	96	74	636
	72	96	74	636
Arrive	P. M.	P. M.	P. M.	P. M.
ALTOONA (Mid. Div.).....	S 1.40	E 2.15	S 4.45	.....
SLOPE.....	1.37	2.12	4.42	.....
MG.....	1.25	2.00	4.30	.....
GALLITZIN.....	1.14	1.49	4.19	.....
MO.....	1.10	1.44	4.15	.....
CRESSON.....	.....	.....	.....	.....
PORTAGE.....	.....	.....	.....	.....
NY.....	12.59	1.31	4.03	Will Not
SO.....	12.51	1.23	3.54	Run
C.....	12.41	1.12	3.44	Nov. 26,
JOHNSTOWN.....	S 12.37	.....	S 3.40	Dec. 25,
SG.....	12.32	1.05	3.35	Jan. 1.
SEWARD.....	.....	.....	.....	.....
JD.....	12.19	12.52	3.22	.....
TORRANCE.....	12.09	12.42	3.12	.....
DERRY.....	.....	.....	.....	S 5.23
DR.....	12.01	12.34	3.04	5.18
LATROBE.....	S 11.55	.....	S 2.58	S 5.09
KR.....	11.53	12.28	2.55	5.07
DONOHUE.....	.....	.....	.....	.....
SW.....	11.45	12.18	2.46	4.56
GREENSBURG.....	S 11.43	.....	S 2.44	S 4.54
RADEBAUGH.....	.....	.....	.....	.....
RG.....	11.39	12.14	2.39	4.42
GRAPEVILLE.....	.....	Will Not	.....	S 4.39
JEANNETTE.....	.....	Run	.....	S 4.36
PENN.....	.....	Nov. 27,	.....	S 4.30
MANOR.....	.....	Dec. 26,	.....	S 4.26
SHAFTON.....	.....	Jan. 2.	.....	F 4.21
IRWIN.....	.....	.....	.....	S 4.18
LARIMER.....	11.31	12.04	2.31	S 4.14
ARDARA.....	.....	.....	.....	S 4.10
TRAFFORD.....	11.27	12.00	2.27	S 4.06
PITCAIRN.....	.....	.....	.....	S 4.01
WILMERDING.....	.....	.....	.....	S 3.56
WG.....	11.23	11.56	2.23	3.51
TURTLE CREEK.....	.....	.....	.....	.....
EAST PITTSBURGH.....	.....	.....	.....	S 3.49
R.....	11.20	11.52	2.20	3.45
BESSEMER.....	.....	.....	.....	F 3.43
BRADDOCK.....	.....	.....	.....	S 3.41
COPELAND.....	.....	.....	.....	S 3.37
HAWKINS.....	.....	.....	.....	S 3.35
SWISSVALE.....	11.16	11.47	2.16	S 3.32
EDGEWOOD.....	.....	.....	.....	S 3.30
WILKINSBURG.....	.....	.....	.....	S 3.28
HOMWOOD.....	.....	.....	.....	S 3.26
CM.....	11.12	11.42	2.12	3.24
EAST LIBERTY.....	S 11.11	.....	S 2.11	S 3.23
ROUP.....	.....	.....	.....	.....
SHADYSIDE.....	.....	.....	.....	S 3.18
DV.....	11.07	11.37	2.07	3.17
PITT.....	11.03	11.33	2.03	3.13
PITTSBURGH.....	S 11.00	# E 11.30	S 2.00	S 3.10
Leave	A. M.	A. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY
	⊕72	EX. MON. #96	74	EX. SAT. & SUN. #636

FIRST CLASS

	638	46	642	18	502
	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 6.57		\$ 9.17	
		6.54		9.14	
		6.42		9.02	
		6.31		8.51	
		6.26		8.45	
				\$ 8.40	
				F 8.13	
	Will Not Run	6.12	Will Not Run	8.08	Will Not Run
	Nov. 26,	6.04	Nov. 26,	7.56	Nov. 26,
	Dec. 25,	\$ 5.53	Dec. 25,	7.44	Dec. 25,
	Jan. 1.	\$ 5.49	Jan. 1.	\$ 7.40	Jan. 1.
		5.43		7.05	
		5.30		6.50	
		\$ 5.18		\$ 6.36	
	\$ 5.38		\$ 6.28		
	5.35	5.09	6.24	6.18	
	\$ 5.28	\$ 5.03	\$ 6.16	\$ 6.09	
	5.26	5.00	6.15	5.57	
	5.16	4.50	6.06	5.47	
	\$ 5.14	\$ 4.48	\$ 6.04	\$ 5.45	
	F 5.10		\$ 6.00		
	5.08	4.42	5.58	5.29	
	F 5.06		F 5.56		
	S 5.04		S 5.54		
	S 5.00		S 5.50		
	S 4.57		S 5.46		
	S 4.54				
	S 4.52		S 5.42		
	S 4.48	4.33	S 5.39	5.21	
	S 4.45		S 5.36		
	S 4.41	4.29	S 5.32	5.17	
	S 4.37		S 5.29		
	S 4.33		S 5.25		
	4.32	4.25	S 5.23	5.13	
	S 4.30		S 5.21		
	S 4.28		S 5.19		
	4.24	4.21	5.17	5.10	
	S 4.22		S 5.15		
	S 4.20		S 5.13		
	S 4.18		S 5.11		
	S 4.16		S 5.09		
	S 4.14	4.16	S 5.07	5.06	\$ 5.36
	S 4.11		S 5.05		\$ 5.31
	S 4.09		S 5.03		\$ 5.28
	S 4.06		S 5.01		\$ 5.25
	4.04	4.12	4.59	5.02	5.23
	\$ 4.03	C 4.11	\$ 4.57	\$ 5.01	\$ 5.20
			S 4.55		\$ 5.18
			S 4.53		\$ 5.17
	3.59	4.07	4.52	4.57	5.13
	3.55	4.03	4.48	4.53	5.10
	\$ 3.52	\$ 4.00	\$ 4.45	\$ 4.50	\$ 5.10
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SAT. & SUN. #638	DAILY 46	DAILY EX. SUN. #642	DAILY 18	DAILY EX. SAT. & SUN. #502

## PITTSBURGH TO ALTOONA

STATIONS	FIRST CLASS			
	644	528	914	924
Arrive	P. M.	P. M.	P. M.	P. M.
ALTOONA (Mid. Div.).....				
SLOPE.....				
MG.....				
GALLITZIN.....				
MO.....				
CRESSON.....				
PORTAGE.....				
NY.....	Will Not	Will Not	Will Not	Will Not
SO.....	Run	Run	Run	Run
C.....	Nov. 26,	Nov. 26,	Nov. 26,	Nov. 26,
JOHNSTOWN.....	Dec. 25,	Dec. 25,	Dec. 25,	Dec. 25,
SG.....	Jan. 1.	Jan. 1.	Jan. 1.	Jan. 1.
SEWARD.....				
JD.....				
TORRANCE.....				
DERRY.....	S 6.40			
DR.....	6.37			
LATROBE.....	S 6.30			
KR.....	6.27			
DONOHOE.....				
SW.....	6.16			
GREENSBURG.....	S 6.14			
RADEBAUGH.....				
RG.....	6.08			
GRAPEVILLE.....	F 6.06			
JEANNETTE.....	S 6.05			
PENN.....				
MANOR.....	S 5.59			
SHAFTON.....				
IRWIN.....	S 5.55			
LARIMER.....	S 5.52			
ARDARA.....				
TRAFFORD.....	5.48	6.14		
PITCAIRN.....		S 6.10		
WILMERDING.....		S 6.06		
WG.....	5.43	6.04		
TURTLE CREEK.....		S 6.03		
EAST PITTSBURGH.....		S 6.01		
R.....	5.40	5.59		
BESSEMER.....		S 5.57		
BRADDOCK.....	S 5.38	S 5.55		
COPELAND.....		S 5.53		
HAWKINS.....		S 5.51		
SWISSVALE.....	5.35	S 5.48		
EDGEWOOD.....		S 5.46		
WILKINSBURG.....		S 5.44		
HOMWOOD.....		S 5.41		
CM.....	5.29	5.39	5.55	5.59
EAST LIBERTY.....	S 5.28	S 5.38	S 5.52	S 5.57
ROUP.....		S 5.35	S 5.50	S 5.55
SHADYSIDE.....		S 5.33	S 5.48	S 5.53
DV.....	5.25	5.32	5.47	5.52
PITT.....	5.21	5.28	5.43	5.48
PITTSBURGH.....	S 5.18	S 5.25	S 5.40	S 5.45
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY
	EX. SAT.	EX. SAT.	EX. SUN.	EX. SAT.
	& SUN.	& SUN.		& SUN.
	#0644	#0528	#914	#0924

FIRST CLASS

646	22	66		60	86
P. M.	A. M.	A. M.		A. M.	A. M.
	S 12.30	S 1.05		S 1.45	S 1.55
	12.27	1.02		1.42	1.52
	12.15	12.50		1.30	1.40
	12.04	12.39		1.19	1.29
	12.00	12.35		1.15	1.25
Will Not Run	11.47	12.23		1.02	1.14
Nov. 26,	11.39	12.14		12.54	1.05
Dec. 25,	11.28	12.03		12.43	12.55
Jan. 1.	S 11.59	S 11.53			S 12.50
	11.21			12.37	12.44
	11.08	11.40		12.24	12.31
	10.58	11.30		12.14	12.21
S 7.35					
7.30	10.50	11.22		12.06	12.13
S 7.20		S 11.16		C 11.59	S 12.07
7.17	10.45	11.13		11.58	12.04
	7.08	10.36		11.50	11.54
S 7.06		S 11.01			S 11.52
F 7.01					
6.59	10.32	10.55		11.46	11.46
F 6.57				Will Not Run	Will Run
S 6.54				Nov. 26,	Saturday
F 6.50					and
S 6.47				Nov. 27,	Nov. 26,
				Dec. 24,	Nov. 27,
S 6.42				Dec. 25,	Dec. 24,
S 6.39	10.24	10.47		11.38	11.38
				Dec. 31,	Dec. 25,
S 6.32	10.20	10.43		11.34	11.34
S 6.29				Jan. 1.	Dec. 31,
S 6.26					Jan. 1.
	6.24	10.16		11.29	11.29
S 6.23					
S 6.21					
6.19	10.13	10.36		11.25	11.25
S 6.17					
S 6.15					
S 6.13					
S 6.11	10.09	10.32		11.20	11.20
S 6.09					
S 6.05					
S 6.03					
	6.02	10.05		11.16	11.16
S 6.01		C 10.26		C 11.14	C 11.14
	5.57	10.02		11.07	11.07
	5.53	9.58		11.03	11.03
S 5.50	S 9.55#	10.15		S 11.00	S 11.00
P. M.	P. M.	P. M.		P. M.	P. M.
DAILY EX. SAT. & SUN.	DAILY	DAILY		DAILY EX. SAT.	86
#646	◇22	▲66		#◇60	

## PITTSBURGH TO ALTOONA

STATIONS	FIRST CLASS				
		4	36	38	40
	Arrive	A. M.	A. M.	A. M.	A. M.
ALTOONA (Mtd. Div.).....	D	1.35	S 1.55	S 2.07	S 2.28
SLOPE.....		1.32	1.52	2.04	2.25
MG.....		1.20	1.40	1.52	2.13
GALLITZIN.....		1.09	1.29	1.41	2.02
MO.....		1.05	1.25	1.37	1.58
CRESSON.....					
PORTAGE.....					
NY.....		12.53	1.14	1.25	1.47
SO.....		12.45	1.05	1.17	1.39
C.....		12.35	12.55	1.06	1.28
JOHNSTOWN.....			S 12.51		
SC.....		12.29	12.46	1.00	1.22
SEWARD.....					
JD.....		12.16	12.33	12.47	1.09
TORRANCE.....		12.06	12.23	12.37	12.59
DERRY.....					
DR.....		11.58	12.15	12.29	12.52
LATROBE.....			S 12.09		
KR.....		11.53	12.06	12.24	12.47
DONOHOE.....					
SW.....		11.45	11.57	12.17	12.39
GREENSBURG.....			S 11.55		
RADEBAUGH.....					
RG.....		11.41	11.50	12.13	12.35
GRAPEVILLE.....			Will Not		
JEANNETTE.....			Run		
PENN.....			Nov. 26,		
MANOR.....			Nov. 27,		
SHAFTON.....			Dec. 24,		
IRWIN.....			Dec. 25,		
LARIMER.....		11.33	11.41	12.05	12.28
ARDARA.....			Dec. 31,		
TRAFFORD.....		11.30	11.38	12.02	12.24
PITCAIRN.....			Jan. 1.		
WILMERDING.....					
WG.....		11.26	11.34	11.58	12.20
TURTLE CREEK.....					
EAST PITTSBURGH.....					
R.....		11.23	11.31	11.55	12.17
BESSEMER.....					
BRADDOCK.....					
COPELAND.....					
HAWKINS.....					
SWISSVALE.....		11.19	11.27	11.51	12.13
EDGEWOOD.....					
WILKINSBURG.....					
HOMEWOOD.....					
CM.....		11.15	11.23	11.47	12.09
EAST LIBERTY.....			C 11.21		
ROUP.....					
SHADYSIDE.....					
DV.....		11.12	11.17	11.44	12.06
PITT.....		11.08	11.13	11.40	12.02
PITTSBURGH.....	#D	11.05	S 11.10	# 11.37	# 11.59
	Leave	P. M.	P. M.	P. M.	P. M.
		DAILY	DAILY	DAILY	DAILY
		◇4	EX. SAT. #◇36	◇38	◇40

STATIONS	FIRST CLASS			
	810			
	DAILY EX. SUN. P. M.			
PITTSBURGH (Pgh. Div.)	S 5.33			
FOURTH AVE. (P.H. Div.)	S 5.36			
MONON	5.38			
OB.	5.43			
HOMESTEAD	S 5.51			
KENNY	5.55			
DUQUESNE	S 5.58			
SOUTH DUQUESNE	S 6.01			
CR.	6.05			
DRAVOSBURG	S 6.07			
WILSON	F 6.13			
CLAIRTON	S 6.18			
WEST ELIZABETH	S 6.22			
FLOREFFE				
ELRAMA	S 6.26			
H.	6.31			
MONONGAHELA	S 6.42			
MC.	6.43			
DONORA	S 6.52			
WEST COLUMBIA				
WEST MONESSEN	6.58			
CHARLEROI	S 7.04			
BELLE VERNON				
ALLENPORT				
ROSCOE	F 7.13			
CALIFORNIA	S 7.20			
W. BROWNSVILLE JCT.	S 7.26			
BF	7.28			
BROWNSVILLE (Mon. Ry.)	S 7.35			
Arrive	P. M.			
	810			

TURTLE CREEK BRANCH  
EASTWARD

STATIONS	FIRST CLASS			
	520	522	528	
	A. M.	A. M.	P. M.	
BY	7.18		6.18	
NORTH TRAFFORD	S 7.17	S 8.03	S 6.17	
TRAFFORD	S 7.15	S 8.01	S 6.14	
Leave	A. M.	A. M.	P. M.	
	DAILY EX. SAT. & SUN. ‡520	DAILY EX. SAT. & SUN. ‡522	DAILY EX. SAT. & SUN. ‡528	

NOTE ‡—Will not run Nov. 26, Dec. 25, Jan. 1.



## MONONGAHELA BRANCH—NORTHWARD

STATIONS	FIRST CLASS			
	807			
	Arrive	A. M.		
PITTSBURGH (Pgh. Div.)	S	8.05		
FOURTH AVE. (P.H. Div.)	D	8.03		
MONON		8.00		
OB.		7.53		
HOMESTEAD	S	7.47		
KENNY		7.41		
DUQUESNE	S	7.38		
SOUTH DUQUESNE	S	7.35		
CR.		7.31		
DRAVOSBURG	S	7.29		
WILSON	S	7.23		
CLAIRTON	S	7.20		
WEST ELIZABETH	S	7.16		
FLOREFFE				
ELRAMA	S	7.11		
H		7.05		
MONONGAHELA	S	6.57		
MC		6.55		
DONORA	S	6.49		
WEST COLUMBIA	S	6.45		
WEST MONESSEN	S	6.40		
CHARLEROI	S	6.37		
BELLE VERNON	S	6.33		
ALLENPORT				
ROSCOE	S	6.23		
CALIFORNIA	S	6.17		
W. BROWNSVILLE JCT.	S	6.12		
BF		6.10		
BROWNSVILLE (Mob. Ry.)	S	6.05		
	Leave	A. M.		
		DAILY EX. SUN.		
		807		

## TURTLE CREEK BRANCH

## WESTWARD

STATIONS	FIRST CLASS			
	‡0521	‡0527	‡0529	
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	
	Leave	A. M.	P. M.	P. M.
BY		7.37		
NORTH TRAFFORD	S	7.38	S 4.24	S 4.50
TRAFFORD	S	7.41	S 4.26	S 4.53
	Arrive	A. M.	P. M.	P. M.
		521	527	529

NOTE ‡—Will not run Nov. 26, Dec. 25, Jan. 1.

## TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Cresson	6.30 AM to 9.00 PM	6.30 AM to 9.00 PM	11.30 AM to 9.00 PM
Portage*	12.00 noon to 2.00 PM	Closed	Closed
Johnstown	5.15 AM to 1.15 AM	5.15 AM to 1.15 AM	5.15 AM to 1.15 AM
Torrance	8.30 AM to 5.30 PM	Closed	Closed
Derry*	7.00 AM to 5.00 PM	Closed	Closed
Latrobe	6.15 AM to 12.30 AM	6.00 AM to 12.30 AM	6.00 AM to 12.30 AM
Greensburg	5.30 AM to 12.30 AM	5.30 AM to 12.30 AM	5.30 AM to 12.30 AM
Jeannette*	5.30 AM to 7.20 PM	Closed	Closed
Manor*	6.00 AM to 5.00 PM	Closed	Closed
Irwin*	6.00 AM to 7.00 PM	Closed	Closed
Trafford*	5.30 AM to 5.00 PM	Closed	Closed
Pitcairn*	7.10 AM to 4.10 PM	Closed	Closed
Wilmerding*	5.45 AM to 5.00 PM	Closed	Closed
East Pittsburgh*	7.15 AM to 5.20 PM	Closed	Closed
Braddock*	6.15 AM to 6.15 PM	Closed	Closed
Swissvale*	6.00 AM to 6.00 PM	Closed	Closed
Edgewood*	6.15 AM to 11.00 AM 12.01 PM to 3.15 PM	Closed	Closed
Wilkesburg*	6.00 AM to 8.30 PM	6.00 AM to 8.30 PM	Closed
East Liberty	5.45 AM to 11.30 PM	5.45 AM to 11.30 PM	5.45 AM to 11.30 PM
Pittsburgh	Continuously	Continuously	Continuously
Homestead*	6.15 AM to 7.15 PM	Closed	Closed
Duquesne*	7.00 AM to 6.00 PM	Closed	Closed
Dravosburg*	7.00 AM to 6.10 PM	Closed	Closed
Clairton*	7.00 AM to 6.50 PM	Closed	Closed
Monongahela*	7.00 AM to 7.00 PM	Closed	Closed
Donora*	6.45 AM to 7.30 PM	Closed	Closed
Charleroi*	6.30 AM to 7.15 PM	Closed	Closed
Brownsville	5.30 AM to 9.30 AM 4.15 PM to 8.15 PM	Closed	Closed

\*Closed Nov. 26, Dec. 25, Jan. 1.

## EXTRA STOPS—PASSENGER TRAINS

Train No.	Stop at	For
14	Derry .....	Employes
810	Shire Oaks .....	Employes
807	Shire Oaks .....	Employes

## U. S. MAIL WORK

STATIONS	Westward						Eastward		
	11	13	39	25	67		14	72	18
Gallitsin	4 D			1 CD			1 D		
Cresson	4P D			1 CD	2P D			1 D	
Johnstown	M D								
Torrance	4 D				2 D				
Greensburg	M D		*D						
Grapeville		1 D							
Larimer Crane just east of CP		1 D							
Trafford	W								
East Pittsburgh									5 E

STATIONS	Southward	Northward
		807
Floreffe		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.
- M—Reduce speed to 25 miles per hour.
- P—Reduce speed to 10 miles per hour.
- W—Stop on request R. P. O. Clerk to discharge U. S. Mail.
- \*—Reduce speed to 20 miles per hour, daily except Sunday and Monday.
- 1—Daily except Sunday.
- 2—Monday only.
- 3—Daily except Monday.
- 4—Daily except Sunday and Monday.
- 5—Daily except Saturday, Sunday and Holidays.

## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	NL-5 (1)	HP-1 (1)	CE-1 (1)	PG-33 (1)	PG-7 (1)	JC-5 (1)	WP-15 (1)	VC-1 (1)	PG-31 (2)	PG-1 (1)	LCL-1 (3)	CIN-1 (1)	VL-7 (1)	NY-1 (1)	LCL-7 (3)	NL-1 (1)	PG-5 (1)	VL-9 (1)	NL-7 (1)	EC-17 (1)				
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.				
SLOPE	12.45	1.00	2.30	Croscon 8.00	7.00	7.30	10.00	4.30	So.Fork 2.00	2.15	7.30	6.30	3.30	3.15	6.45	5.15	10.45	2.15	3.00	5.30				
C	2.45	3.30	4.30		7.00	10.00	9.30	12.30	6.00	4.15	4.30	9.00	8.15	5.00	5.00	8.15	7.15	12.45	4.00	5.00	7.30			
JD	3.45	5.30	5.00			10.30	2.00	7.15		5.00	9.30	8.45	5.30	5.30	8.45	8.15	1.00	4.30	6.00	8.30				
DR		6.30	6.00						via Y'wd	5.35		9.15	6.00	6.15										
SW									7.15															
RG																								
SZ		8.30	8.30	1.00		12.30			10.00	7.00		10.30	7.30							6.15				
WG						2.00						3.00	8.30							7.15				
Esplen						3.00						3.45	9.15							8.00				
Arrive	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.				

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(4) Daily except Tuesday.

(5) Daily except Saturday.

(7) As required.

## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	ED-3 (1)	LCL-3 (3)	SW-1 (1)	WP-17 (1)	SK-1 (1)	PF-1 (1)														
Leave	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.														
SLOPE	10.00	9.05	12.30	6.00	9.00	11.30														
C	11.40	10.35	2.15	9.00		1.15														
JD	12.15	11.05	2.50	10.00		1.50														
DR		11.35	3.15																	
SW																				
RG																				
SZ		12.35	4.30			3.30														
WG		2.40	5.30		3.30	4.30														
Esplen		3.20	6.15		Stira Oaks 5.30	5.15														
Arrive	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.														

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(4) Daily except Tuesday.

(5) Daily except Saturday.

(7) As required.

## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	PH-27 (1)	PH-11 (1)	PW-23 (1)	WP-20 (1)	ZB-1 (1)	PH-7 (1)	PH-9 (1)	PH-25 (1)	PH-17 (1)	ED-51 (1)	PB-1 (1)	PW-17 (1)	PB-3 (1)	PH-7 (1)	PH-29 (1)	PT-61 (3)	PD-1 (1)	ED-43 (1)	NS-1 (1)	PWC-1 (1)	TV-2 (1)	YC-1 (3)	
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.
WG	5.20	3.00	9.30	10.20	6.00	8.30	5.30	6.00	6.30	7.30	9.30	10.00	8.00	8.30	Thomson 5.30	1.15	11.59	5.30	2.00	8.00	6.00	10.00	
CM							6.30	7.35	8.30		10.00		10.00	9.45		3.15		7.30	3.30			12.01	
Esplen	7.30	3.40	12.01	12.50	7.00	9.45				8.45		10.45			7.15		1.30			10.00	8.30		
Arrive	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	

## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	PH-10 (1)	PH-24 (1)	ED-52 (1)	PH-26 (1)	ED-14 (1)	PW-16 (1)	LM-4 (1)	ED-48 (1)	ZB-2 (2)	WP-21 (1)	PH-16 (1)	PW-22 (1)	PB-2 (1)	PH-28 (1)	VL-6 (1)	PT-60 (2)	LCL-4 (3)	PB-4 (1)	TV-1 (1)	NP-2 (3)	PT-2 (3)	YC-2 (2)	SW-10 (1)
Leave	P.M.	A.M.	P.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.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.
Esplen			12.45	2.20		6.15	7.45		2.45	10.00				2.15			2.55		12.01	12.15	6.45	8.30	3.15
CM	10.25	1.15			9.30			4.30			2.45	5.30	1.15		10.55	10.15		1.45					
WG	11.00	3.00	4.00	3.20	11.00	7.00	9.30	6.00	4.30	12.15	3.45	6.30	2.00	Thomson 4.00	11.30	11.15	3.30	2.45	2.15	1.00	10.00	10.15	4.00
Arrive	P.M.	A.M.	P.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.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.

(1) Daily.      (2) Daily except Sunday.      (3) Daily except Monday.      (4) Daily except Tuesday.      (5) Daily except Saturday.      (7) As required.

# ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	PG-34 (1)	WS-8 (1)	VL-2 (1)	NW-86 (1)	GRE-2 (1)	PG-2 (1)	ED-2 (1)	SW-30 (1)	CSB-8 (1)	NW-82 (1)	CA-10 (1)	FW-8 (1)	CIN-2 (1)	PG-14 (3)	PG-8 (1)	LCL-2 (3)	WPB-2 (1)											
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.											
Eaplen			3.10	6.45				7.00		2.30			10.55			2.00	11.30											
CM																												
WG			3.50	7.30				7.40		3.30			11.30			2.40	2.30											
SZ	12.30		4.50	8.30				8.40	11.30	4.30			1.00	11.30		6.00	4.50											
RG																												
SW									12.05				1.30				5.25											
DR			5.25	9.30				9.35	12.25	5.30			1.55			6.35	5.45											
JD		12.40	5.50	9.55	3.30	4.30	5.45	10.05	12.50	6.20	11.00	10.30	2.25			7.10	6.10											
C	3.30	1.10	6.15	10.20	4.00	5.00	6.15	10.35	1.25	6.50	11.45	11.05	2.50		12.30	7.35	6.45											
SO		1.55	7.05	10.55	4.45	6.00	7.10	11.25	2.00	7.30	12.30	11.45	3.20			8.25	7.20											
SLOPE	Cresson 5.15	3.25	8.30	12.15	6.30	7.30	8.45	1.00	3.30	9.30	2.00	1.15	4.45	7.30	3.00	9.45	8.50											
Arrive	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.											

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday. (7) As required.

## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	SW-8 (1)	ED-4 (1)	CE-2 (1)	PG-32 (3)	CS-8 (1)	CG-8 (1)	NS-2 (1)	NW-88 (1)	PR-6 (1)	PG-6 (1)	PG-10 (1)	CG-2 (1)												
Leave	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.												
Esplen	12.35					2.25		5.50				3.25												
CM																								
WG	1.15					3.00		6.30				4.05												
SZ	2.15			2.00		4.00		7.30	10.00	11.00	12.01	5.05												
RG																								
SW						4.25				12.01		5.30												
DR	3.15					4.40		8.20	11.00		1.00	5.45												
JD	4.05	1.15	6.45		4.15	5.05	3.05	8.45	11.40	12.25	1.35	6.10												
C	4.35	1.45	7.15		4.50	5.30	3.50	9.10	12.20	12.50	2.05	6.35												
SO	5.10	2.30	8.15	So. Fork 7.00	5.30	6.10	4.35	9.50	1.30	2.15	2.45	7.15												
SLOPE	6.30	4.00	9.45		7.15	7.30	6.05	11.30	3.30	3.30	4.30	8.35												
Arrive	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.												

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday. (6) As Required. (7) Daily except Monday and Tuesday. (8) Saturday and Sunday.



## ARRANGED FREIGHT TRAIN SERVICE

The time shown conveys no time-table authority.

## NORTHWARD

## SOUTHWARD

NORTHWARD								SOUTHWARD											
STATIONS	SO-1 (1)	SC-5 (1)	MA-51 (2)	PT-7 (1)	YR-1 (5)	HS-1 (1)	MA-53 (1)			STATIONS	HS-2 (1)	MA-52 (1)	YR-2 (2)	SO-2 (1)	SC-6 (1)	PT-6 (1)	MA-50 (2)		
Leave	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.			Leave	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.		
RS					5.30					SZ			1.00						
BF							8.30			RG			2.00						
SHIRE OAKS	8.00	8.00	3.00			7.00	1.00			ESPLEN	1.00			1.00	11.00				
YU					9.00					OB	2.15			1.30		5.00			
WG			6.00	1.00			3.30			PG		11.30		1.50		6.45	8.45		
PG										WG		10.30				7.30	8.15		
OB				4.00						YU			3.00						
ESPLEN	11.00	7.00				10.00				SHIRE OAKS	3.30	2.00		4.00	3.00		11.00		
RG					9.30					BF		5.30							
SZ					10.00					RS			6.00						
Arrive	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.			Arrive	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.		

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday. (7) As Required.

# SPECIAL INSTRUCTIONS

## GENERAL RULES

### Uniforms

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

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

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

### Personal Injuries

**100R-1.** 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.

### 100R-2A. Medical Examiners and Company Surgeons.

Location	Name and Address	Telephone number
Pittsburgh	R. D. Saul (Med. Exam.) Office, 228 Pennsylvania Station Daily except Saturday, Sunday and Holiday—8:30 A. M. to 5:00 P. M. NOTE—When Medical Examiner's office is closed, surgical attention, if necessary, may be arranged through the office of the Station Master at Pittsburgh.	729 (Co. phone)  835 (Co. phone)
	J. H. Alexander (Surgeon) Wm. M. McNaugher (Surgeon) James A. Cowan, Jr. (Surgeon) Office, Clark Bldg., 717 Liberty Ave.	Fairfax 1-2010 Atlantic 1-4882
	Harry L. Richards (Surgeon) J. L. Hamilton (Surgeon) Office, Allegheny General Hospital	Fairfax 1-2010
	Murray F. McCaslin (Oculist) Office, Carlton House, 550 Grant St.	Atlantic 1-4198
	J. P. Kerr (Surgeon) Office, Wabash Bldg.	Locust 1-0287 Court 1-1775
	N. H. Bennett (Surgeon) Office, 736 Brownsville Road Res., 19 Woodland Drive	Everglade 1-5868 Lehigh 1-8494 Montrose 1-3200
	East Liberty	
Wilkinsburg	Wm. M. McNaugher (Surgeon) Office, Clark Bldg., 717 Liberty Ave., Pgh. Res., 6850 Reynolds St.	Atlantic 1-4882 Montrose 1-0237
Pitcairn	F. B. Craig (Asst. Med. Exam.) Office, Pitcairn Shop Res., 504 Third St. Week-days exc. Sat.—6:30 A.M. to 11:00 A.M. 12:01 P.M. to 3:00 P.M.	477 (Co. phone) 348-R
Greensburg	D. Ray Murdock (Surgeon) Office, First National Bank Bldg. Res., 534 East Pittsburgh St.	808 45
	H. Albert McMurray (Surgeon) Office, First National Bank Bldg. Res., 138 Underwood Ave., Gbg.	4900 4999
Latrobe	Homer R. Mather (Surgeon) Office, Mellon National Bank Bldg. Res., Main & Sylvan St.	850 851
	J. H. Hamill (Surgeon) Office, Mellon National Bank Bldg. Res., Stader Apartments	1007 350

Location	Name and Address	Telephone number
Derry	R. D. Saul (Med. Exam.) Office, East End of Station 2nd Friday in month—9:00 A. M. to 11:00 A. M.—12:01 P. M. to 1:00 P. M. 4th Friday in month—9:00 A. M. to 11:00 A. M.—12:01 P. M. to 3:00 P. M.	Gbg. 575 (Co. phone)
	John F. Blair (Surgeon) Office and Res., 206 South Chestnut St.	2765
Johnstown	Jos. P. Replogle (Surgeon) Office, 813 U. S. Bank Bldg. Res., Bliss Street	6-8191 35-2676
	R. P. Zimmerman (Surgeon) Office, 808 U. S. Bank Bldg. Res., 105 Helen St., Southmont	2-8631 35-3100
	B. E. Longwell (Surgeon) Office, 340 Locust St. Res., 334 Gardner St., Southmont	2-9691 9-0175
	N. J. Fine (Med. Exam.) Wednesdays 8:00 A. M. to 11:59 A. M.	648 Co. phone
Conemaugh	F. P. Dostal Office and Res., 300 Greeve St.	Johnstown 6-0891
South Fork	E. Pope Dickinson Office and Res., St. Michael, Pa.	2895
	N. J. Fine (Med. Exam.) Second Tuesday 1:00 P. M. to 3:00 P. M.	684 Co. phone
Portage	A. G. Neill (Surgeon) Office, Main St. Res., Sonman, Pa.	2671, 2673 or 3131 Extension 6
Cresson	N. J. Fine (Med. Exam.) 2nd and 4th Tuesday in month— 10:00 A. M. to 11:00 A. M.	
Windber	W. S. Wheeling (Surgeon) Office, Windber Hospital Assn. Res., 500 Somerset Ave., Windber	867 77
Ebensburg	H. J. Bennett (Surgeon) Office and Res., 121 Julian St.	29
Barnesboro	B. F. Bowers (Surgeon) Office and Res., Ebensburg, Pa.	1024
Hastings	C. L. McCoy (Surgeon) Office, Res.,	Chapel 7-8871 Chapel 7-8872
Punxsutawney	C. J. Seitz (Surgeon) Punxsutawney R. D. 2	1126M
Patton	John A. Murray (Surgeon) Office and Res., Kusner Building	3121—Res. 3251—Office
McKeesport	Ralph N. Dougherty (Surgeon) Office, Peoples Union Bank Building Res., Mohawk Drive, Mt. Vernon	4-4222 4-4828
Shire Oaks	R. D. Saul (Med. Exam.) Office, Asst. Train Master's Office Hours: Second and fourth Tuesdays, 8:30 A. M. to 11:30 A. M.	PRR, EL 421
Monongahela	Philip F. Vaccaro (Surgeon) Office, 210 Third Street Res., 1215 Lincoln Street	35-J 35-M
North Charleroi (West Monessen)	A. S. Sickman (Surgeon) Res., 502 Lincoln Ave.	Charleroi 36519 or 38392
W. Brownsville Junction	R. D. Saul (Med. Exam.) Office, Yard Master's. First Thursday of each month 10:00 A. M. to 11:00 A. M. 2:00 P. M. to 3:00 P. M.	Brownsville 533 PRR, EL 323
Youngwood	A. D. Barnhart (Surgeon) Res., Fourth and Chestnut Streets	7271
	R. D. Saul (Med. Exam.) Office, Yard Master's, Fourth Thursdays: 9:30 A. M. to 12:30 P. M.	PRR—via Opr. Greensburg 3600

Location	Name and Address	Telephone number
Connellsville	D. S. Newill (Surgeon) Office, 210 National Bank and Trust Bldg. Res., Breakneck Road	410 3176
Uniontown	S. A. Baltz (Surgeon) Res., 70 South Gallitin Avenue	85691

### 100R-3A. Locations of Hospitals.

Location	Name and Address	Telephone number
Pittsburgh	Allegheny General 320 East North Avenue, N. S.	Fairfax 1-2010
	St. Joseph's 2117 East Carson Street	Hubbard 1-0500
Wilkinsburg	Columbia Penn Avenue	Penhurst 1-8600
Greensburg	Westmoreland Pittsburgh Street	5800
Latrobe	Latrobe Second Avenue	400
Johnstown	Conemaugh Valley Memorial 1086 Franklin Street	4-1231
Windber	Windber Hospital Association Somerset Avenue	867
Punxsutawney	The Adrian	89
Spangler	Miner's	760
McKeesport	McKeesport 1500 5th Avenue	44111
Monongahela	Memorial West Chess Street	620
Brownsville	General Church Street	1000
Connellsville	State East Murphy Avenue	2400
Mt. Pleasant	Frick Memorial Main Street	2337
Uniontown	Uniontown West Berklev Street	83531

Bell Telephone numbers are shown above unless otherwise indicated.

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

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

#### Stretchers:

One stretcher should be carried on each combined car and baggage car.

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

# OPERATING RULES

## STANDARD TIME

**1001-A1.** Eastern Standard Time applies on this Division.

### TIME-TABLES

#### Letters and Characters

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

- S**—Regular Stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- ✚—Passenger train—rail motor car.
- \*—Passenger train—with passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ‡—Will not run on specified dates shown on schedule pages.

#### 1004-B1.

- P**—Stop on signal to discharge passengers from points west of Pittsburgh.
- R**—Regular stop daily except Saturday, Sunday and Holidays for express, mail or newspapers.
- U**—Regular stop to receive passengers for west of Pittsburgh.
- X**—Regular stop to discharge passengers and to receive passengers for York, Baltimore and Washington.
- ‡—Train may leave in advance of scheduled leaving time when station work is completed.
- ▲—No train baggageman Saturday and Nov. 26, Nov. 27, Dec. 24, Dec. 25, Dec. 31 and Jan. 1.
- No train baggageman Sunday and Nov. 27, Nov. 28, Dec. 25, Dec. 26, Jan. 1, and Jan. 2.

### ENGINE WHISTLE SIGNALS

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

Track	Between	And
No. 1 (Secondary Track)	WG	Spring Hill

**1014(dc) and (ec)-A1. Rule 14(dc) and 14(ec) will apply:**

Track	Between	And
No. 0	MO	AR
No. 0 (secondary track)	E. E. Pit tracks Conemaugh yard	AO
No. 6	SG	JD
No. 0	Perry	WG
No. 0 (secondary track)	WG	Spring Hill

#### New Portage Branch

Track	Between	And
No. 1 and No. 2	WYE	SF

#### South Fork Branch

Track	Between	And
No. 1 and No. 2	W	JK

#### Brilliant Branch

Track	Between	And
West Penn No. 1 and No. 2	CM	DIV. POST (Conemaugh Div.)

#### MONONGAHELA BRANCH

Track	Between	And
Scully No. 1 and Scully No. 2	Div. Post (Panhandle Div.)	OB

**1014(r)-A1. Rule 14(r) will apply:**

When stops are to be made by trains for coal or water. Operator will notify train dispatcher promptly.

Direction	Sound engine whistle signal passing	Indication Stop will be made at
Eastward	CP	Jeannette
"	DR	Hillside
"	JD	New Florence
"	SG	Conemaugh
"	SO	NY
"	NY	Lilly
"	MO	AR
Westward	Slope	Water Station 350 feet east of Signal Bridge 2417
"	SO	Conemaugh
"	SG	New Florence
"	RG	Jeannette
"	SZ	Pitcairn

When stops are to be made by passenger trains for exchange of engines:

Sound engine whistle signal passing first Block Station after it is known that an exchange of engines will be necessary.	Indication Stop will be made at
Eastward	Derry
	Conemaugh
	Altoona
Westward	Conemaugh
	Derry

In addition to whistle signal prescribed above, a red light at night, or a red flag by day, will be held up in the gangway or doorway of engine by fireman in such a manner that it will not be misinterpreted by crews of other trains.

When it is necessary for an eastward passenger train to change engines at Derry, the exchange will be made from No. 1 track at switch at Derry Scales.

The hostler will take the engine to be attached, from the enginehouse to the switch and return the detached engine to the enginehouse.

When No. 1 track is occupied between DR and JD, the signalman at DR will stop the train at DR, and exchange made at that point.

Signalman will notify train dispatcher promptly.

**1014(1)-A1. Rule 14(1) will apply:**

For the crossing just east of Pitcairn station only between the hours of 7:00 A.M. and 6:00 P.M.

Engineman will sound engine whistle signal, **Rule 14 (1)** approaching tunnel on Port Perry Branch and prolong or repeat it until entrance to tunnel is reached.

At the following public grade crossings it will not be necessary to prolong or repeat engine whistle signal, **Rule 14 (1):**

Mesta  
West Elizabeth  
New Eagle (1.4 miles north of MC)  
Monongahela  
Roscoe  
Uniontown

**1014-A2. Referring to Rule 14:**

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

**1014-A3.** When it is necessary for passenger trains to stop at car inspection points, or enginehouses, to look after hot journals, steam heat connectors, etc., on cars, or make minor repairs to engines, the engineman will give four short blasts of engine whistle at the last block station, and in addition, communicate with signalman by trainphone stating that such stop is to be made. The signalman in turn will call the enginehouse and car inspection forces to meet the train.

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

Conemaugh—Stop opposite enginehouse.

Derry—Stop opposite scales.

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

If trouble on engine, stop opposite enginehouse at Conemaugh or Derry.

1014-A4. The engine whistle will not be used for calling flagmen of passenger trains at East Liberty and Greensburg, unless push button is out of order. Conductors will call the flagman with push button located on station platform, operating call bells. Standard Code will be used.

1014-A5. Whistling within the city limits of Pittsburgh must be reduced to a minimum.

### TRAIN SIGNALS

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

### USE OF SIGNALS

#### Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors.

1027-A1. Switch stands at the following locations are not equipped either with lighted lamps or reflectors:

Location	Main, secondary track or siding	Switch
NY to BC	No. 0 Secondary Track	All Switches
Cresson Secondary Track	Secondary Tracks, North of Bradley Jct.	All Switches
Irvons Branch	Main Track	All Switches
Black Lick Secondary Track	Secondary Track Between Shuman Run Wye and Black Lick	All Switches
Susquehanna Secondary Track	Secondary Track Between WC and DC	All Switches
Lilly	Industrial Track	All Switches
Ben's Creek	Industrial Track	All Switches
Martin	Industrial Track	All Switches
South Fork Branch	Main and Secondary Tracks	All Switches
Beaver	Secondary Track	All Switches
Llanfair	Secondary Track	All Switches
Windber	Industrial Track	All Switches
Paint Creek Branch	Main Track	All Switches
Shade Creek Branch	Main Track	All Switches
Bradenville	Secondary Track	All Switches
Unity	Secondary Track	All Switches
Alexandria Branch	Secondary Track, North of Jamison No. 2 Jct.	All Switches
Jamison No. 2	Secondary Track	All Switches
Manor	Secondary Track	All Switches
Youghiogeny	Secondary Track	All Switches
Turtle Creek Branch	Main and Secondary Tracks	All Switches
East Pittsburgh	Industrial Track	All Switches
Peters Creek	Industrial Track	All Switches
Peters Creek Branch	Main Track	All Switches
Ellsworth Branch	Main Track	All Switches
Ellsworth	Secondary Track	All Switches
Cokeburg	Secondary Track	All Switches



Location	Main, secondary track or siding	Switch
Bethlehem No. 60	Industrial Track	All Switches
Ontario	Industrial Track	All Switches
Redstone, Linn to RS	Secondary Track	All Switches
Grindstone	Industrial Track	All Switches
Keister	Industrial Track	All Switches
Vance Mill	Secondary Track	All Switches
Southwest	Secondary Track	All Switches
Radebaugh	Secondary Track	All Switches
Hempfield	Secondary Track	All Switches
Sewickley	Secondary Track	All Switches
Boyer Run	Industrial Track	All Switches
Brinker Run	Industrial Track	All Switches
Mammoth	Industrial Track	All Switches
Bessemer	Industrial Track	All Switches
Marguerite	Industrial Track	All Switches
Yukon Branch	Main Track	All Switches
Hunter Run	Industrial Track	All Switches
Scottdale	Secondary Track	All Switches
Opossum Run	Industrial Track	All Switches
Coal Lick	Secondary Track	All Switches
Fairchance	Industrial Track	All Switches
Oliphant	Industrial Track	All Switches

**1027-A2.** In the application of Rule 33, switchtenders in Pitcairn Yard will use a green flag by day and a green light by night to govern eastward movements; a yellow flag by day and a yellow light by night to govern westward movements.

#### **Fusees and Torpedoes**

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

**1035-B2.** Fusees will not be used, by crews of eastward trains on No. 1 and No. 2 tracks between signals on cantilever pole immediately west of Shady Avenue overhead bridge (second overhead bridge west of East Liberty Station) and the signals located at the east end of East Liberty Station platform and between east end of tunnels and UN on No. 3 and No. 4 tracks.

**1035-B3.** Placing fusees between rail head signal bonds and joint bars is prohibited account of damage which has resulted to rail head bonds from this practice.

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

	Fusees	Torpedoes
Passenger Service	10	20
Freight Service	18	24
Engines in Road Service	3	6
Engines in Shifting Service	3	6
Track Cars	3	4

**NOTE**—Additional fuses and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that these supplies may be replenished at convenient points.

**1037-A1.** An illuminated sign, bearing numerals "3" and "4", located on a post to the right of No. 2 track, New Portage Branch, at fixed signal 481 (westward distant signal for SF Interlocking), in service.

The sign will indicate to which track at SF, westward trains on No. 2 track, New Portage Branch, are routed. When numeral "3" is illuminated, train is routed to No. 3 track at SF and when numeral "4" is illuminated, train is routed to No. 4 track.

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

#### Facing Hand-operated Switches

**1037-C.** Train orders on main tracks and verbal permission of signalman when authorized by the Superintendent on secondary tracks must be used to advance a train or engine at a Manual Block Signal which cannot be cleared where facing point hand-operated switches are connected with the signal.

#### Facing Hand-operated Switches connected with Manual Block Signal

##### 1037-C1. Locations:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
SF	Eastward	1	SF—Block Station and switch 2600 feet east of signal inclusive.
BF	Northward	1	BF—Block Station and switch 2255 feet north of signal inclusive.
MC	Northward	1	MC—Block Station and switch 6635 feet north of signal inclusive.
COUNTY	Northward	1 Secondary	COUNTY—Block Station and switch 1460 feet north of signal inclusive.
COUNTY	Southward	2 Secondary	COUNTY—Block Station and switch 7040 feet south of signal inclusive.

NOTE—A train or engine receiving train order on main track or in the application of **Rule 362** verbal permission of signalman on secondary track to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

#### Slide Protection Fence

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

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

##### 1043-A1. Slide protection fences in service:

On south side of No. 1 track, between Signal Bridges Nos. 2982 and 2963.

On north side of No. 4 track, between Signal Bridges Nos. 2722 and 2713.

Both sides of main tracks between Signal Bridges 2547 and 2572.

From a point 1400 feet north to a point 2150 feet south of Mile Post 37, Monongahela Branch.

From a point 905 feet north to a point 3075 feet north of Mile Post 51, Monongahela Branch.

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

### SUPERIORITY OF TRAINS

**1072-A1.** Eastward and Southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

### GENERAL ORDERS

#### Bulletin Boards, Employees' Registers, Standard Clocks

**1075-A1.** 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	Creason—Crew dispatcher's office	Middle Conemaugh CT&D RR
X	X	X	South Fork—Yard Office	Middle
X	X	X	Conemaugh—Engine house	Conemaugh Eastern Middle
X	X	X	Yard master's office, Woodvale	Middle
X	X	X	Derry—Yard master's office	Conemaugh Middle Eastern Panhandle
X	X	....	Jeannette—Yard master's office	
X	X	X	Pitcairn—Crew dispatcher's office	Ft. Wayne
X	X	X	Yard master's office, westward class, yard	Conemaugh Eastern Lake Panhandle C. & N. (B.&O.R.R.) Middle
X	X	X	Yard master's office, eastward class, yard	Conemaugh Middle
X	X	....	Asst. yard master's office, eastward hump	
X	X	....	Asst. yard master's office, westward hump	
X	X	X	East Pittsburgh Yard master's office	
X	X	X	Wilkinsburg—Yard master's office	Conemaugh
X	X	X	Pittsburgh—Crew dispatcher's office, 115 Penna. Station	Ft. Wayne
X	X	X	Engine house, 28th St.	Conemaugh Eastern Lake Panhandle Columbus C. & N. (B.&O. R.R.) Akron (B.&O. R.R.) Middle Monongahela Ry.
X	X	X	Crew dispatcher's office, PITT	Conemaugh Eastern Panhandle
X	X	....	Asst. yard master's office, West End—Yard C	
X	X	....	Asst. yard master's office, Yard D	

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	....	X	Cherry Tree—WS (N.Y.C. R.R.)	C.T.&D. R.R.
X	X	....	Barnesboro—Yard Office	Middle C.T.&D. R.R.
X	X	X	Thirtieth Street—Yard master's office	Conemaugh Eastern Panhandle Monongahela Ry.
X	X		Riverton Yard—McKeesport—Car Inspector's Bldg.	
X	X	X	Thomson—Yard master's office	
X	X	X	Wilson—Yard master's office	
X	X	X	Shire Oaks—Crew dispatcher's office	Conemaugh Panhandle Eastern Lake Middle Monongahela Ry. Akron (B.&O. R.R.)
X	X	X	Donora—Agent's office	
X	X	X	West Brownsville Junction—Yard master's office	Middle Panhandle Monongahela Ry.
X	X	X	Youngwood—Yard master's office	
X	X	X	Uniontown—Yard master's office	
			South Brownsville (Monongahela Ry.)—Yard master's office	
			Glenwood Yard (B.&O. R.R.)—Chief Caller's office	

NOTE—X indicates in service.

1075-A2. Bulletin board locations where sixth paragraph, Rule 75, will apply:

Point	Location of Bulletin Boards
Pitcairn (For Pitcairn-Altoona Pool Crews only)	Crew Dispatcher's Office.
	Yardmaster's Office Eastward Classification Yard.

1075-A3. Standard clocks at other points:

Open Block Stations  
Train dispatchers' office  
Train order offices

### General Order Zones

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

- Zone A Pittsburgh and CP.
- Zone B CP and JD.
- Zone C East of JD, except Zone D.
- Zone D Irvona Branch and secondary tracks north of Main Line, Cresson.
- Zone E P. H. Div. Post to H inclusive, Port Perry and Peters Creek Branch including secondary tracks and yards.
- Zone F H, exclusive, to Ten Mile Run Jct., Ellsworth and Redstone Branch, Redstone secondary track, including other secondary tracks and yards.
- Zone G Yukon, Branch Hempfield, Southwest, Coal Lick, and Radebaugh secondary tracks, including other secondary tracks and yards.

### Qualification of Conductor or Engineman

**1075-A5.** 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 12 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 reexamined after the expiration of one year.

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

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

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

**1076-A1.** The following fixed signals equipped with E signs which when illuminated, indicate that dragging equipment detector connected therewith has been actuated.

Location	Signal	Governing movements on
Torrance	No. 3004	No. 1 and No. 2 tracks
Torrance	No. 3003	No. 3 and No. 4 tracks
3.8 miles east of MG	No. 2398	Nos. 1, 2 and 3 tracks
Mile Post 280	No. 2804	No. 2 track

Trains stopped at signal displaying E sign must communicate with Signalman and be governed by **Rule 76.**

### MOVEMENT OF TRAINS

**1083-A1. Rule S-83:** Except on portions of the railroad where **Rule 261** is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the 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.

Except: At **SZ** a Proceed Signal displayed for eastward trains will indicate that all trains due which are superior have arrived or left.

**1083-B. Rule D-83:** Except on portions of the railroad where Rules 251 or 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.

### Yard Limits

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

Track	Between	And
Cresson Secondary Track	Cresson	0.5 mile north of EP
	1.2 miles south of Ebensburg Jct.	0.9 mile north of Ebensburg Jct.
	1.1 miles south of Bradley Jct.	0.2 mile north of Bradley Jct.
	0.8 mile south of Patton	0.4 mile north of Patton
	0.5 mile south of Hastings Jct.	0.5 mile north of Hastings Jct.
	0.4 mile south of McGees Jct.	0.5 mile north of McGees Jct.
	1.0 mile south of Punxsutawney	1.7 miles north of Punxsutawney
Black Lick Secondary Track	Ebensburg Jct.	1.1 miles west of Ebensburg Jct.
	0.7 mile east of Ebensburg	0.8 mile west of Ebensburg
	1.0 mile east of Nantyglo	0.7 mile west of Nantyglo
	1.2 miles east of Vintondale	0.8 mile west of Vintondale
	Josephine	Black Lick
Susquehanna Secondary Track	Bradley Jct.	0.4 mile north of Bradley Jct.
	0.2 mile south of Barnesboro	0.4 mile north of Barnesboro
	0.3 mile south of Cherry Tree	Cherry Tree Jct., N.Y.C.R.R.
Hastings Secondary Track	Hastings Jct.	0.4 mile west of Hastings Jct.
McGees Secondary Track	McGees Jct.	0.4 mile north of McGees Jct.
Irvona Branch	Cresson	2.0 miles north of Cresson
	1.3 miles south of Irvona Jct.	0.6 mile north of Irvona Jct.
Paint Creek and Shade Creek Branches	Paint Creek Branch Jct.	0.1 mile south of Reitz No. 5 switch on Shade Creek Bch.
Turtle Creek Branch	Trafford	0.7 mile east of BY
	0.6 mile west of Export	2.7 miles east of Export
	2.3 miles west of ER	0.5 mile east of ER (Turtle Creek Secondary Track)

Track	Between	And
Southwest Secondary Track	0.2 mile north of County	0.7 mile south of Youngwood
	1.2 miles north of Scottdale (Mile Post 16)	1.8 miles south of Scottdale (Mile Post 19)
	1.4 miles north of Connellsville (Mile Post 23)	0.8 mile south of Dunbar (Mile Post 29)
	0.4 mile north of RS (Mile Post 36)	0.7 mile south of VA
Radebaugh Secondary Track	0.4 mile north of County	County
Sewickley Secondary Track	Youngwood	1.7 miles south of Youngwood
Yukon Branch	Yukon Branch Jct.	1.5 miles south of Yukon Branch Jct.
Scottdale Secondary Track	Scottdale Jct.	1.3 miles south of Scottdale Jct.
Coal Lick Secondary Track	VA	SL
Redstone Secondary Track	RS	0.2 mile north of RS
	0.2 mile south of Linn	BF
Monongahela Br.	West Brownsville Jct.	West Brownsville

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

Track	Between	And
No. 1 and No. 2	W	JK
No. 2	SZ	WG
No. 3 and No. 4	Westward Home Signals 2,050 feet west of CM	Penn Ave. overhead bridge (first over- head bridge west of East Liberty Station)
No. 1 and No. 2	Signal Bridge M-48-49, 265 feet north of Hays.	Switch connection in No. 1 track leading to south end of McKees- port Yard, 2600 feet south of South Du- quesne.
No. 1 and No. 2	Signal No. 171, 1853 feet north of Wilson	Signal No. 202, 3640 feet north of West Elizabeth
No. 1 and No. 2	Floreffe	H

**Authority to Proceed as an Extra**

**1097-A1.** Where Rules 261, 262, 263 and 264 are in effect, 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 Altoona and Pittsburgh, Station Masters are authorized to verbally instruct conductor to operate as a regular train or as a passenger extra. Conductor will instruct engineman.

### Non-interlocked Railroad Crossings At Grade

1098-A1. Movement of trains or engines on tracks of this 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		
6155 feet north of Junction at Blandburg, Harbison and Walker Brick Co. crossing.	None.	None.	It must be known that crossing is clear before using.	1
Johnstown, C. & B. L. R. R.	Interlocking.	More favorable than approach.	Stop, unless signal is received from switch-tender in addition to interlocking signal.	
McKeesport Secondary Track: Crossing with P.&L.E.R.R.	None	None	Stop before crossing. It must be known that crossing is clear before using.	
McKeesport Secondary Track: Crossing with B.&O.R.R.	None	None	Stop before crossing. It must be known that crossing is clear before using.	
Southwest Secondary Track: 0.1 mile south of SY Crossing with B.&O.R.R.	None	None	Stop before crossing. It must be known that crossing is clear before using.	2

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

NOTE 2. A member of crew must be sent ahead of train.

### Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

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

Track	Crossing	Location	Protection actuated by trains operating on tracks	Note
Pittsburgh Yard	Liberty Avenue	Pittsburgh	Penn-Duquesne Warehouse	1
Pittsburgh Yard	14th Street	Pittsburgh	Penn-Duquesne Warehouse	1
Pittsburgh Yard	16th Street	Pittsburgh	Penn-Duquesne Warehouse	1
Black Lick Secondary	Chestnut Street	Nanty-Glo	Webster Mine and Interchange Track	
Cresson Secondary	Magee Avenue	Patton	Siding and Two Storage Tracks	2
Southwest Secondary	Route 31 just south of MP 12	Tarr	Delivery Track	
Southwest Secondary	Oliver Road	750 feet north of Redstone Jct.	Oliver Road	3
Scottdale Secondary	Ruth's Crossing	Scottdale	Siding Track	
Scottdale Secondary	Ruth's Crossing	Scottdale	Storage Track	
Scottdale Secondary	Ruth's Crossing	Scottdale	U. S. Casket Company Side Track	
Scottdale Secondary	Ruth's Crossing	Scottdale	U. S. Cast Iron Pipe Company Track	



NOTE 1. Limits of eastward and westward operating circuits indicated by a painted yellow disk. These operating circuits must be occupied to actuate the highway crossing signals.

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

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

NOTE 2. Limits of operating circuits on siding and two storage tracks extend 70 feet each side of crossing.

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

NOTE 3. Trains or engines moving on wye track must stop before passing over this highway crossing at grade and a member of the crew must protect the crossing in advance of each movement over the crossing.

#### Interrupting Operation of Automatic Highway Crossing Protection Manually

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

Track	Crossing	Location	Location of push button to cut out crossing protection manually	Note
Yard Track	Burds—1000 feet west of DR	Derry	On flashing sign pole, north side of crossing and on instrument case, south side of crossing	1
Black Lick Secondary	Chestnut Street	Nanty-Glo	On flashing signal post, west side of crossing and on Mine Track, north side of crossing	2
Southwest Secondary	Huff Avenue	South Greensburg	On flashing light signal pole west of No. 2 track and on instrument case east of No. 1 track	3
Scottdale Secondary	Ruth's Crossing	Scottdale	In metal box on instrument case, east side of tracks north of crossing and on pipe post west of track	4

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

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

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

When Eastward movements are being made over the crossing from the yard tracks to the main tracks, the Signalman at DR will start the signals flashing by pushing his "Start" button and when train is entirely clear of the crossing he will stop them by pushing his "Stop" button.

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

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

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

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

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

NOTE 3. To prevent unnecessary flashing of these signals separate track circuits are provided on No. 1 and No. 2 tracks extending 70 feet each side of the crossing. Cars or engines standing on tracks inside of these circuits can be prevented from flashing the signals by pushing button marked "Stop" located on flashing light signal pole west of No. 2 track and on instrument case east of No. 1 track and, when movement is to be made over crossing, pushing button marked "Start" will restore the flashing of signals.

NOTE 4. Operating circuits extend from crossing as follows:

Secondary Track—660 feet north and 660 feet south.

Siding—290 feet north and 305 feet south.

Storage Track—90 feet north and 90 feet south.

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

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

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

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

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

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

### Protection for Public Highway Crossings at Grade

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

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of	Note
Ellsworth Branch	Main Street S.H. Route 88	MC	2.45 A. M. and 3.45 A. M., Daily Except Sunday. 2.45 A. M. and 4.45 A. M., Sunday	

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

Track	Crossing	Location
Mine track 336-B	St. Thomas and Forest Sts.	Gallitzin
Hastings Secondary Track	Route 36, Bridge St. and Rich Hill Mine Track	Hastings
Shuman Run		Vintondale
McCoy Run	Route 80	Banks Township
Glen Campbell Wye	Route 80	Glen Campbell
Industrial Track west side of Secondary Tracks	Orvis St.	Spangler
Spangler Wye	All Crossings	Spangler
Porter Run	U. S. Route 219	Barnesboro
Walnut Run	U. S. Route 219	Barnesboro
Pine Run	Route 53	Irvona
Colonial No. 6, Irvona Branch	Route 53	Reade Township
Beacon Coal Co. Mine track	Route 53	Van Ormer
All tracks	All crossings	Lilly
Martin	Mountain and Caldwell Aves.	Portage
No. 0	Main St.	Portage
Beaver Branch Mine Track F78	S. H. Route 748	Onnalinda
Windber Wye	Route 56	Windber

Track	Crossing	Location
Mine track F-124, Shade Creek Br.	Route 55-110	Loyalhanna No. 7
Main track	Sunshine Ave.	Central City
Mine track F-125, Shade Creek Br.	Route 55-110	Reitz No. 4
Conemaugh Yard	Maple Ave.	Woodvale
Industrial track Slope (North Side), under- grade		Bolivar
Sand Rock Industrial track	Fourth Ave.	Derry
Derry-to-Donohoe New Line	Burd's Crossing	West of DR
Station track 410		Greensburg Frt. Sta
Jeannette	All crossings	
Bull Run	All crossings	
Manor	All crossings	
Youghiogheny	All crossings	Irwin to Cereal
Grable Ind. track		Export
East Pittsburgh	All crossings	Pitcairn
Denny Ind. Track	32nd Street	Pittsburgh
Whitehall	26th, 23rd, 22nd, 21st, Sarah, Carson and Sidney Streets	North of OB
Peters Creek Industrial	State St., State Route No. 837	Peters Creek Jct.
West Penn Power Co.	Hemlock St.	Monongahela
American No. 1 Mine	Public Road	Linn
Keister Industrial	State Route No. 51	750 ft. south of Keister Jct.
Southwest Secondary	U.S. Route No. 40	East Fayette St., (3000 feet South of VA)
Southwest Secondary	Church Street	Fairchance
Hempfield Secondary Track	State Route No. 71	1.8 Miles South of Sinclair 1.9 Miles South of Adamsburg Jct.
Scottdale Secondary	State Route No. 31 (Main Street)	Mt. Pleasant
Opossum Run Industrial	7th Street	835 feet South of Opossum Run Jct.
	9th St. & West Crawford Ave.	1625 feet South of Opossum Run Jct.

**1103-C2.** All trains using No. 0 track between CP and Shafton must stop and send a flagman ahead before proceeding over Main Street crossing Irwin and crews will so arrange their work that the crossing will be open for passengers enroute to and from trains.

**1103-C3.** Between 6:00 A.M. and 6:30 P.M., trains will approach road crossing at North Trafford Station prepared to stop until crossing is known to be clear and then not to exceed speed of six miles per hour.

**1103-C4.** Trains or engines operating on Streets Run Track over Mifflin Road and tracks of Pittsburgh Railway Company on side track leading to Mesta Machine Company must not proceed over the crossings until trainmen remove derails located both sides of the crossings and train movements must not be made into the plant of the Mesta Machine Company until signals indicate proceed. After movement has been completed, the derails must be immediately restored to derailing position. Should either the street traffic lights or railroad signals protecting these crossings be inoperative, train movement may be made by providing protection as prescribed in **Rule 103.**

**1103-C5.** Movements over East Main Street and Church Street Crossings, 1580 feet and 2015 feet south of VA, are protected by Street Traffic Signals. Switches for operation by trainmen are located on poles 100 feet north of Main Street and 161 feet south of Church Street marked "P.R.R." The operation of either control switches will set the Traffic Signals to show red when viewed from East Main Street and Church Street and green from the track. A second operation of either control switch will restore the Traffic Signals to their normal operation. Before trains are moved over the crossings, trainmen will operate nearest control switch to give proper indication, and when train has cleared the crossings, restore the signals to normal, by operating the nearest control switch.

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

**1103-C6.** When cars are left standing on any part of Hemlock Street crossing, West Penn Power Co. track, Monongahela, conductor must notify representative of West Penn Power Co., who will protect crossing with red flag or light.

**1103-C7.** When pushing cars in advance of the engine over crossings between VA and Dunbar Street, 3500 feet south of VA, Southwest Secondary Track, with the exception of East Fayette Street where Special Instruction 1103-C1 applies, and between VA and Miller Avenue, 1.0 mile south of VA, Coal Lick Secondary Track, a member of the crew must be sent ahead to protect street traffic.

**1103-C8.** When a train, in two or more parts, is operated over a crossing where there is no watchman, after the head portion passes the crossing a member of the crew must be stationed on the crossing to give warning of the approach of other parts.

**1103-C10.** Crossing gates located 100 feet south of tipple, Carpentertown Coal and Coke Co. No. 2, Boyer Run Industrial Track. Normal position for gates is to be set across tracks. Engines and cars must not be moved over highway crossing until gates have been operated, by person in charge, to a position across the highway.

**1103-C11. Peters Creek Industrial Track Crossing, State Route No. 51**

Trains and engines must approach Crossing, State Route No. 51, under control and observe if highway crossing signals are operating properly before passing over crossing. If signals are not flashing trainman will open metal box located on instrument case east of crossing, push button, hold same and observe lights flashing until movement over crossing is completed.

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

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

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

Switch Located at	Connecting	With	Normal Position is for Movements
East leg of Cresson Wye	No. 5 track	Eastleg of Wye	To east leg of Wye
South of EP	No. 2 yard track	No. 5 yard track	To No. 5 yard track
South of EP	Secondary track	No. 1 yard track	Secondary track
Ebensburg Jct.	Siding	Black Lick Secondary track	To Black Lick Secondary track
WC	Secondary track	Two secondary tracks	Northward
Cherry Tree Jct.	Susquehanna Secondary track	C.T.&D.R.R. lead track	To C.T.&D.R.R. lead
Cherry Tree Jct.	Susquehanna Secondary track	N.Y.C.R.R.	To N.Y.C.R.R.
South of Llanfair	Llanfair Secondary track	Mine track F-58	To Mine track F-58
HC	South Fork Secondary	Two main tracks	Northward
Paint Creek Br. Jct.	South Fork Secondary Track	Paint Creek and Shade Creek Branches	To Paint Creek and Shade Creek Branches
Windber	South Fork Secondary Track	Windber Industrial Track	South Fork Secondary Track
Jamison No. 2	Alexandria Branch	Jamison No. 2	To Jamison No. 2
Youngwood	Southwest Secondary	Sewickley Secondary	Southwest Secondary Track
Hunker	Southwest Secondary	Yukon Br. Main	Southwest Secondary Track
Scottdale	Southwest Secondary	Scottdale Secondary	Southwest Secondary
VA	Southwest Secondary	Coal Lick Secondary	Coal Lick Secondary
Hempfield Junction	Radebaugh Secondary	Hempfield Secondary	Radebaugh Secondary Track
Cowansburg	Yukon Br. Main	Hempfield Secondary	Yukon Br. Main
Vance Mill	Redstone Secondary	Vance Mill Secondary Track	Redstone Secondary Track

Switch Located at	Connecting	With	Normal Position is for Movements
West Browns-ville Jct.	No. 2 Track	Redstone Branch	To Redstone Branch
West Browns-ville Jct.	South leg of wye	Monongahela Branch	To south leg of wye
RS	Redstone Secondary	Southwest Secondary	To Redstone Secondary
Cokeburg Jct.	Cokeburg Secondary	Ellsworth Branch	To Cokeburg Secondary

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

Location	Switches
EP	Secondary Track Switch
RS	Switch leading to Southwest secondary track and switch at North end Redstone storage track.

**Hand-Operated Switches Equipped with Electric Locks**

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

Location	Switch	Controlled by
East of SF	Switch to Bennington Storage Track from No. 4 Track.	AR
West of AR	Switch to Shop Car Track from No. 0 Track.	AR
West of Cresson	Switch to Lilly North Storage Track from No. 4 Track.	MO
West of Lilly	Switch to Lilly South Storage Track from No. 1 Track	NY
Conemaugh	Switch to Westbound Receiving Yard from No. 4 Track	C
West of Greensburg	West Switch, Greensburg Freight Station Track from No. 1 Track	RG
60 feet west of SZ	Crossover between No. 2 Track and Yard Tracks	SZ
East of WK	Switch to Industrial Track from No. 1 Track.	CM

**1104-E1. Spring Switches Located:**

Location	Normal Position	Route for Which Sprung	Note
Paint Creek Branch. Eureka No. 37 switch	For northward and southward movements on Paint Creek Branch	Northward movements from Eureka No. 37 Track to Paint Creek Branch	1
Cresson Secondary Track Bradley Junction	For northward and southward movements on Susquehanna Secondary Track	Southward movements on Cresson Secondary Track	1
Cresson Secondary Track Ebsenburg Junction	For northward and southward movements on Cresson Secondary Track	Southward movements from siding to Cresson Secondary Track	1

Location	Normal Position	Route for Which Sprung	Note
Cresson Secondary Track Cresson	For northward and southward movements over Cresson Secondary Track	Northward movements from yard running track to Cresson Secondary Track	1
Blacklick Secondary Track Nantyglo	For eastward and westward movements on Black Lick Secondary Track	Eastward movements from siding to Black Lick Secondary Track	1
<b>IR</b>	For northward movement to No. 1 Secondary Track	Southward movements from No. 2 Secondary Track to Secondary Track	2
700 feet north of Floreffe	Northward movements on No. 1 Track	Northward movements from pull-out Track to No. 1 Track	3
1.0 mile north of West Brownsville Jet.	Northward movements on No. 1 Track	Northward movements from pull-out Track to No. 1 Track	3

NOTE 1. Facing movements must approach Spring Switch not exceeding 15 miles per hour prepared to stop, unless a green light is displayed on switch lamp.

NOTE 2. Fixed signal, governing northward movements on Susquehanna Secondary Track, located 2112 feet south of this switch displays aspects Fig. A, Rule 281 and Fig. A, Rule 285A.

NOTE 3. Southward movements on No. 1 track at these points are governed by position light fixed signal located 100 feet north of switch and switch indicator located on west side of No. 1 track. Trains making southward movements on No. 1 track must approach switch not exceeding 15 miles per hour prepared to stop.

#### Secondary Tracks and Sidings.

1105-A1. Fifth paragraph, Rule 105 will not apply and trains and engines will protect against following movements on Secondary Tracks and sidings as indicated:

#### Secondary Tracks

Track	Between	And
No. 0	6000 feet east of C	AO
No. 1	WG	Spring Hill
No. 0	WG	Spring Hill

1107-A1. In the application of Rule 107: Signalman at OB will notify southward trains on No. 4 track when northward superior trains on No. 3 track have not arrived, and will notify southward trains on No. 2 track when northward passenger trains have been diverted to No. 1 track at Kenny.

Signalman at PG will notify southward trains on No. 2 track when northward passenger trains have been diverted to No. 1 track at CR, and will notify northward trains on No. 1 track or trains diverted from No. 1 to No. 3 track at Kenny when southward passenger trains have been diverted to No. 2 track at OB.

Signalman at CR will notify southward trains on No. 2 track when northward superior trains on No. 1 track have not arrived.



**Track Assignments**  
1151-A1. Single Track

Track	Between	And
Irvona Branch	Cresson	Blandburg
Paint Creek Branch	Paint Creek Br. Jct.	Shade Creek Br. Jct.
Shade Creek Branch	Shade Creek Br. Jct.	Central City
Alexandria Branch	Donohoe	Jamison No. 2 Jct.
Turtle Creek Branch	SZ	ER
Monongahela Branch	West Brownsville Jct.	Ten Mile Run Jct.
Peters Creek Branch	Pennmont	Gould
Ellsworth Branch	MC	Cokeburg Jct.
Hempfield Branch	Hempfield Br. Jct.	Cowansburg
Yukon Branch	Yukon Branch Jct.	Cowansburg
Youghiogheny Br.	Cowansburg	Gratztown

**1151-B1. Two or More Tracks**  
Current of traffic is as follows:

Main Line Between:	No. 8 Track	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. 0 Track
Slope and MO			West'd Pgr.	West'd Frt.	East'd Pgr.	East'd Frt.	
AR and MO							East'd Frt.
MO and SG			West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.	
SG and JD	West'd Frt.	West'd Frt.		West'd Pgr.	East'd Pgr.	East'd Frt.	
JD and RG			West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.	
RG and CP			West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.	
CP and SZ			West'd Pgr.	East'd Pgr.	West'd Frt.	East'd Frt.	
SZ and WG			West'd Pgr.	East'd	West'd Frt.		
WG and Perry			West'd Pgr.	East'd Pgr.	West'd Frt.	East'd Frt.	East'd Frt.
Perry and R			West'd Pgr.	East'd Pgr.	West'd Frt.	East'd Frt.	
R and DV			West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.	
DV and PITT					West'd	East'd	

**NOTE**—Tracks are numbered from south to north.

Brilliant Branch Between:	West Penn No. 2 Track	West Penn No. 1 Track	Valley No. 2 Track	Valley No. 1 Track
Div. Post (Conemaugh Div.) and CM	Westward	Eastward	Southward	Northward

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

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

**NOTE**—Tracks are numbered from east to west.

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

Between:	New Portage Branch		
SF and WYE		Westward	Eastward

**NOTE**—Tracks are numbered from south to north on Port Perry and New Portage Branches.

Monongahela Branch Between:	Monon. No. 1 Track	Monon. No. 2 Track	Scully No. 2 Track	Scully No. 1 Track	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track
Division Post (P. H. Div.) and OB	North'd Pgr.	South'd Pgr.	West'd Frt.	East'd Frt.				
OB and CR					North'd Frt.	South'd Frt.	North'd Pgr.	South'd Pgr.
CR and West Brownsville Jct.					North'd	South'd		
Redstone Branch Between: West Brownsville Jct. and BF					North'd	South'd		

**NOTE**—Monon No. 1 and Monon No. 2 Tracks, tracks between OB and West Brownsville Junction and tracks on Redstone Branch are numbered from east to west and Scully No. 1 and Scully No. 2 Tracks are numbered from south to north.

**1151-B2.** Movements against current of traffic on No. 2 track between north end of Thomson Yard and Kenny may be made on verbal authority of the Signalman at PG.

**1151-B3.** Movements against current of traffic on No. 2 track for engines returning to their train or for yard engines removing cars from trains on No. 2 track, may be made at restricted speed between Spring Hill and SZ, on verbal permission of signalman at SZ when authorized by the train dispatcher.

## 1151-C1. Secondary Tracks of Assigned Direction.

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 1	IR	WC	Northward	EP	EP	1
No. 2	WC	IR	Southward	EP	EP	1
No. 0	NY	BC	Eastward	NY	NY	
No. 5	W	SO	Westward	SO	SO	
Westward engine	AO	Crossover No. 4 Pit Track	Westward	C	C	
No. 0	East End No. 1 Pit Track	AO	Eastward	C	C	2
No. 1, No. 2, No. 3 and No. 4 Pit	C	Junction with O Track	Eastward	C	C	2
1S	JW	C	Eastward	C	C	9
No. 0	4517 ft. W. of DR	DR	Eastward	DR	DR	3
No. 0	CP	Shafton	Eastward	CP	CP	
No. 5	UJ	3264 ft. W. of UJ	Westward	SZ	SZ	4
No. 0	WG	Spring Hill	Eastward	WG	WG	5
No. 1	WG	Spring Hill	Eastward	WG	WG	5
Relay 2	Spring Hill	950 ft. W. of SZ	Eastward	No. 10 Office	No. 10 Office	
Relay 3	Pitcairn No. 10 Yard Office	950 ft. W. of SZ	Eastward	No. 10 Office	No. 10 Office	
Relay 1	Perry	U Jct.	Westward	WG	WG	
Relay 2	Perry	U Jct.	Westward	WG	WG	
Relay 3	Perry	U Jct.	Westward	WG	WG	
Between No. 2 and No. 3	Wilkinsburg	WK	Eastward	Yard Master	CM	6
Between No. 2 and No. 3	East Liberty	2600 ft. East of Home-wood	Eastward	CM	CM	7
No. 4	DV	PITT	Westward	DV	Asst. Yard master Yard D	8
No. 3	PITT	DV	Eastward	PITT	Asst. Yard-master Yard D	8
No. 1	County	SW	Northward	County	County	10
No. 2	SW	County	Southward	County	County	10

**NOTE 1. Last Paragraph, Rule 105 and Rules 201 to 223** inclusive, will not apply. All other Rules as they apply to main tracks and sidings are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing. Movements in the reverse direction may be made on verbal permission from Signalman at EP.

Tracks are numbered from east to west.

**NOTE 2.** Conductors of eastward freight trains on No. 1 track and on pit tracks at Conemaugh will report by telephone to signalman at C when ready unless permission has already been received from man in charge at main line pits. Trains from Conemaugh Yard starting from C that have already reported to signalman are not required to get this permission.

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

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

**NOTE 3.** Eastward or Westward Movements on No. 0 Track will be made on signal indication. Permission must be obtained from DR to use this track at any other point.

**NOTE 4.** Trains must not foul No. 5 track north of Pitcairn station (secondary track) without permission from signalman at SZ.

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

**NOTE 6.** Eastward trains must not use this track from east end of Wilkinsburg Yard to WK without permission from yard master at Wilkinsburg. Reverse movements may be made on receiving proper interlocking signal at WK. Signalman at CM must arrange with yard master at Wilkinsburg for proper protection.

**NOTE 7.** Eastward trains using eastward secondary track from CM will stop clear of switches at west end of Wilkinsburg yard tracks and be governed by instructions from yard master.

**NOTE 8.** Trains using eastward and westward secondary tracks, between PITT and DV must stop before fouling switches at Modoc Building, unless signal to proceed is received from switch tender and must stop before fouling any other switches between PITT and DV, unless the track is seen to be clear and the switches properly set.

Assistant yard master at Yard D will be responsible for authorizing reverse movements on these tracks between PITT and DV and arranging for proper protection.

Reverse movements may be made on these tracks on receiving the proper interlocking signal at DV, PITT or hand signal from switchtender in charge of switches at Modoc Building, 32nd Street.

Movements will not be made from the enginehouse tracks to the westward secondary track at 33rd Street without permission from Assistant Yard Master at Yard D.

**NOTE 9.** Eastward trains using secondary track from JW will stop clear of switches at west end of Woodvale yard tracks and be governed by instructions from yard master.

**NOTE 10. Last Paragraph, Rule 105 and Rules 201 to 223** inclusive, will not apply. All other Rules as they apply to main tracks and sidings are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing.

Signal indication or permission of the signalman at County will be authority for movement in the assigned direction and for reverse movement on these tracks.

Tracks are numbered from east to west.

## 1151-D1. Secondary Tracks of No Assigned Direction.

Track		Between	And	Controlled by	Note
Cresson	(N)	MO	EP	EP	2
		EP	RU	EP	1
		RU	Fordham	EP	
Hastings	(W)	Hastings Jct.	Hastings	EP	
McGees	(N)	McGees Jct.	Glen Campbell	EP	
Susquehanna	(N)	DF	IR	EP	1
		WC	DC	EP	1
Moss Creek	(N)	Moss Creek Jct.	End of Track	EP	
Black Lick	(W)	KY	ZD	EP	1
South Fork	(S)	HC	End of Track	FK	3
Beaver	(S)	Lovett	End of Track	FK	3
Llanfair	(S)	Lovett	End of Track	FK	3
Bradenville	(N)	4500 ft. W. of DR	End of Track	DR	
Unity	(S)	KR	Hostetter	KR	
No. 0	(E)	Donohoe	Conn. with No. 1 track 2.8 miles west of KR	KR	
Alexandria	(N)	Jamison No. 2 Jct.	Allsworth	KR	
Jamison No. 2	(N)	Jamison No. 2 Jct.	Forbes Road	KR	
Manor	(N)	Manor	Harrison City	CP	
Yough.	(S)	Irwin	Cereal	CP	
Turtle Creek	(E)	ER	Saltsburg	SZ	
No. 0	(N)	29th St. Cgh. Div.	PITT	PITT	4
No. 0	(S)	OB	Crossover, 3000 feet north of Hays	OB	5
No. 0	(S)	Kenny	PG	PG	6
McKeesport	(S)	South Duquesne	McKeesport	PG	
Ellsworth	(S)	Cokeburg Jct.	Marianna	MC	
Cokeburg	(S)	Cokeburg Jct.	Cokeburg	MC	
Vance Mill	(S)	Vance Mill Jct.	Monarch	BF	
Sewickley	(S)	Youngwood	Bessemer Jct.	County	
Hempfield	(S)	Hempfield Jct.	Gratztown	County	1

## 1151-D1. (Continued).

Track		Between	And	Controlled by	Note
Scottdale	(S)	Scottdale Jct.	End of Track	County	
Southwest	(S)	County	VA	County	1
		VA	End of Track	RS	7
Coal Lick	(S)	VA	SL	RS	1,7
Radebaugh	(S)	RG	County	County	1
Redstone	(S)	BF	RS	RS	1,7

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

NOTE 1. Last Paragraph, Rule 105 and Rules 201 to 223 inclusive, will not apply. All other Rules as they apply to main tracks and sidings are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing.

NOTE 2. Northward movements made on signal indication at MO. Southward movements made on signal indication at EP. Permission must be secured from EP to use this track at any point between EP and MO. Signalman at MO must secure permission from Signalman EP before displaying signal or giving permission to any movement on this track.

NOTE 3. Controlled by SO when FK is closed.

NOTE 4. No. 0 track between PITT and 29th St. Cgh. Div.

Manually-controlled flasher and traffic signals operated on track circuit indication by Watchman, located in tower at Liberty Avenue.

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

#### For Northward Movement

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

#### For Southward Movement

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

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

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

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

NOTE 5. Southward trains may use No. 0 track between OB and crossover, 3000 feet north of Hays, on receiving proper interlocking signal at OB, and northward trains by permission from the signalman at OB, and must report when clear.

NOTE 6. Northward trains may use No. 0 track between PG and Kenny on receiving proper interlocking signal at PG and southward trains on receiving proper interlocking signal at Kenny. Trains clearing this track at storage yard will report to and get permission to enter from signalman at PG.

NOTE 7. Controlled by County when RS closed.

**1151-E1. Employes in Charge of Sidings of Assigned Directions as follows:**

Siding	Employe in Charge	Note
West Monessen—Southward	Signalman BF	
Dunlevy—Northward	Signalman BF	

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

Train No.	Use Track No.	From	To	To Pass Train No.	To be Passed by Train No.
67	3	RG	CP	631	
35	3	RG	CP	633	
55	3	RG	CP	637	
13	4	KR	RG		95
95	3	R $\frac{1}{4}$	DV	519	
25	3	RG	CP	13	
46	2	DV	R	638	
636	1	CP	SW		46
18	2	DV	R	642	
644	2	DV	WK	502	
60	2	DV	R		4
86	2	DV	R		4

**MOVEMENT OF TRAINS**

**PASSENGER TRAIN OPERATION**

**1154-A1.** Pittsburgh Station Time-table No. 5 in effect. Employes whose duties are in any way affected by the schedules and or Special Instructions of the Time-table must provide themselves with a copy; have it with them while on duty, be conversant with and obey the Special Instructions.

**1154-A2.** At East Liberty eastward passenger trains on No. 1 and No. 2 tracks which have Pullman equipment will stop with the first working car at the east end of the platform, and all trains consisting of not more than five cars will stop with the engine opposite platform marker No. 9.

At East Pittsburgh trains on No. 1 and No. 2 tracks will stop opposite shelter shed.

At Greensburg, train stop markers in service for No. 3 and No. 4 tracks. Enginemen will stop with engine cab opposite the marker showing the number of cars in train, unless otherwise instructed by the conductor who will advise engineman the position of first working car in train.

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

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

Westward trains will stop at the west end of the fence at all stations.

Eastward trains will stop at east end of fence at all stations except Wilmerding where trains will stop opposite the station.

**1154-A3.** Trains starting from Pitcairn will leave Pitcairn passenger yard three minutes before due to leave Pitcairn Station, unless otherwise instructed.

Empty train to be used for No. 527 will leave Pitcairn Passenger Yard 3.55 P. M., backing to North Trafford.

Empty train to be used for No. 529 will leave Pitcairn Passenger Yard 4.30 P.M., backing to North Trafford.

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

No. 502 at WK will back train to Pittsburgh.

Nos. 631, 633, 635, 637 and 641, will receive passengers at Derry on yard track next to No. 1 track and use that track Derry to DR.

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

Nos. 85, 13 and 14 will cut mail-express car off west of Interlocking at C.

No. 18 will pick up cars at Johnstown unless otherwise instructed.

**1154-A4.** Scheduled passenger trains detoured via New Portage Branch will run passenger extra, AR to Wye; or Wye to SF. Eastward trains will not pass crossover switches just west of Wye without permission from signalman at Wye.

**1154-A5.** Passenger trains from Altoona with helpers ordered to assist to Gallitzin will stop and cut off helper at home signal at UN, except when a passenger train with a helper to cut off stops at Gallitzin Station to receive or discharge passengers, the helping engine will cut off at that point and the train will follow but must run expecting to find the helping engine in the block.

Westward passenger trains with 14 or more cars using No. 4 track with helper to cut off from head end at UN will pull down to home signal on middle siding located 600 feet east of UN or to home signal on No. 4 track opposite UN where helper will cut off.

Westward passenger trains on Brilliant Branch with helper ordered to assist to CM will stop and cut off helper at home signal on west leg of wye.

**1154-A6.** On through passenger trains passing Horse Shoe Curve in daylight train crews will keep a lookout when approaching the curve and if they find that the view will be unobstructed the following announcement will be made:

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

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

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

**1154-A7.** The following instructions will apply to the engineers of trains Nos. 32, 72, 54, 74, 46, 85, 13, 25, 75 and 33.

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

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

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

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

**1154-A8.** Local passenger trains will be governed by instructions applicable to through trains, except between Shadyside and Greensburg the side and trap doors will remain open on the station platform side of the train, and where the next station stop is on the opposite side, all side and trap doors must be closed and opened on the side from which passengers will be received and discharged at the next station stop. All side and trap doors must be kept closed on the opposite side of the station platform except trains on No. 5 track at Pitcairn will open one door on the north side nearest the crossing.



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

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

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

**1154-A10.** At Pittsburgh train brake tests on through passenger trains are to be made in accordance with Paragraph 5 of Instruction 14 of Brake and Train Air Signal Instructions No. 99-D-1 in effect April 1, 1953.

Enginemen will verbally notify relieving Enginemen of the condition of the train brakes.

**1154-A11.** Unauthorized persons are prohibited from riding on the rear of passenger trains.

Trainmen are required to ride in the rear of trains over all critical structures, bridges, viaducts, etc., as indicated below:

While passing through all tunnels.

While passing over bridges shown below:

#### BRIDGES

#### LOCATION

267.18	Viaduct—1.0 mile west of SO
270.61	Viaduct—1.5 miles east of Conemaugh
275.34	Johnstown stone arch
289.78	Viaduct 0.5 mile east of JD
292.94	Viaduct 2.0 miles west of JD
2.98	Becks Run
4.88	Public Road, Hays
10.19	Monongahela River, Port Perry Branch
16.71	0.7 miles north of Wilson
30.09	Pigeon Creek, Monongahela
52.17	Monongahela River, West Brownsville Jct.
24.56	Youghiogheny River, Connellsville

### FREIGHT TRAIN OPERATION

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

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

Trains of less than 50 cars when stopped with the use of the automatic brake valve will stand 2 minutes to insure full release of all brakes; trains of 50 to 100 cars, 3 minutes; trains of more than 100 cars, 5 minutes.

When it is necessary to reduce the speed of freight trains of more than 70 cars on descending grades, except when retaining valves are in use, the air brakes must not be released if the speed is less than 20 miles per hour; brakes on empty trains should not be released at any speed if the total brake pipe reduction exceeds 15 pounds.

On all loaded freight trains the main reservoir pressure must be adjusted to 140 pounds and the brake pipe pressure to 95 pounds between all points except where power brake instructions apply.

On loaded trains, all retaining valves will be used on the following grades:

Keebler's Summit to Turtle Creek Branch Junction

Twin Rocks to Shuman Run Junction

Coal Pit Run

IR to Barnesboro Yard

Hillman Summit to McGees

Hillman Summit to Rossiter Junction

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

McCoy Run

Brilliant Branch—CM to Div. Post (Conemaugh Div.)

loaded trains must have 25 pressure retaining valves,  
empty trains 15 pressure retaining valves in use on head  
end of train.

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

The engineman and conductor will confer and agree on the number of retaining valves to be set up on any other grades where their use may be desired.

When using retaining valves of the three-position type—place handle in high pressure position on cars loaded with mineral freight, and in low pressure position on other cars.

If in the judgment of conductors, weather conditions or character of lading of cars in their trains are such as to prohibit the turning up of retaining valves with safety while trains are in motion, and there is no convenient operating stop where this work can be done, retaining valves will be turned up as specified below:

Eastward Freight Trains—While stopped at Main Line Pit, Conemaugh.

Eastward Freight Trains from South Fork Branch—Before departing from South Fork yard.

Eastward Freight Trains from Track No. 0 at BC—Before departing from BC.

Eastward Freight Trains from Cresson Secondary Track or from Cresson Yard—Before departing from Cresson.

Retainers must not be turned down until engineman gives the whistle signal to release brakes upon reaching the foot of the grade. If in the judgment of the engineman the train can be moved to the eastward receiving yard at Altoona or Holidaysburg with retaining valves up, stop will not be made at Slope or Wye to turn down retainers.

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

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

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

#### **Gallitzin to SLOPE or Wye**

After the brake pipe pressure is charged to the standard pressure, the engineman will then make a 15-pound brake pipe reduction and note the brake pipe leakage which must not exceed 5-pounds per minute. The train crew will place the handle of the pressure retaining valve on the cars in a horizontal position (crosswise of the pipe) which is the minimum pressure retained by the retaining valve, after which the engineman will make a 25 pound brake pipe reduction and release the brakes. The trainmen must wait 3 minutes after the train brakes have been released before making their inspection, and all brakes that have leaked off during this period of time, or there is no discharge of air from the retaining valve when the handle is moved to release position, must be considered as ineffective air brakes when computing the number of tons per car with effective brakes. In making retaining valve tests, trainmen will record each retaining valve which blows as the handle is turned down as an effective brake. It is permissible to compute one two-position type retaining valve passing the prescribed test as one effective grade brake for 75 tons, and one three-position type retaining valve passing the prescribed test as one effective grade brake for 105 tons. Example, multiply the total number of two-position retaining valves that will hold 3 minutes by 75 tons and the total number of three-position retaining valves that will hold 3 minutes by 105 tons, and the sum of the two will equal the retaining valve value of the train, which must be equal to, or greater than the gross tonnage of the train, except that it will not be necessary for trainmen to make the retaining valve test on trains for which an Air Brake Clearance Card has been furnished by foreman of car inspectors.

An air brake test in accordance with the second paragraph of Instruction 14, Brake and Train Air Signal Instructions No. 99-D-1, must be made on all eastward freight trains originating west of Conemaugh as follows:

Trains stopping at Conemaugh Main Line Pit for helping engine must make test before leaving that point. Trains that do not stop at Conemaugh Main Line Pit must make this test before entering tunnel at Gallitzin.

On trains of loaded cars the brake pipe pressure must not be less than 100 pounds before descending grade between Gallitzin and SLOPE or Wye. The brake pipe pressure on engines not equipped with the double pressure feed valves (M3A) to be obtained by placing the automatic brake valve in full release position after passing JD in order to obtain 100 pounds brake pipe pressure before reaching Conemaugh. On engines equipped with the M3A brake pipe feed valve the engineman will turn the adjusting nut on the brake pipe feed valve to the right until the guide strikes the stop. By making this adjustment the brake pipe pressure will be 100 pounds. This adjustment must be made when passing JD in order to obtain the required brake pipe pressure before reaching Conemaugh. When the pushing engine next to the train has passed MO the engineman will observe the brake pipe pressure and if it is not less than 85 pounds he will give the whistle signal to release brakes. If the brake pipe pressure on the pushing engine next to the train registers less than 85 pounds the engineman will give the whistle signal to apply brakes and the train will stop before fouling switches just west of AR, and not proceed until the required pressure has been obtained and a road test of the brakes has been made. In the case of empty trains the brake pipe pressure on pusher engine next to train must register not less than 70 pounds.

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

The flagman must observe the brake pipe pressure shown on the cabin gauge so that he too may know that the required brake pipe pressure was obtained.

On single engine trains, the flagman will observe the brake pipe pressure on cabin gauge, and if it is not less than 85 pounds he will give signal to proceed. If the brake pipe pressure is less than 85 pounds, he will give signal to apply brakes, and train will be stopped before fouling switches just west of AR, and will not proceed until required pressure has been obtained and a road test of the brakes made. In the case of empty trains, the brake pressure on the cabin gauge must register not less than 70 pounds.

Eastward freight trains must not exceed a speed of four (4) miles per hour from the time front end of train passes Car Inspector's Building located west of AR until it reaches west portal of Gallitzin tunnel.

Enginemen and firemen must know that the required brake pipe pressure is being maintained and must call to each other the brake pipe pressure immediately prior to the flagman separating air brake hose.

Flagmen must observe the brake pipe pressure on the cabin gauge and know that the required brake pipe pressure is being maintained immediately prior to separating air brake hose.

The engineman must operate the air brakes in such a manner as to maintain a brake pipe pressure of not less than 70 pounds for loaded trains and 60 pounds for empty trains at all times.

#### **Arranged Service Freight Trains When the Tons Per Effective Brake Do Not Exceed 75**

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

### **Arranged Service Freight Trains When the Tons Per Effective Brake Exceed 75, and All Slow Freight Trains**

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

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

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

The conductor and engineman will confer and agree on the number of retaining valves to be left in release position according to these instructions, and will make notation on back of their forms MP 261 showing the number of retaining valves left in release position.

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

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

#### **Slow Freight Trains of Less than 65 Cars and All Arranged Service Freight Trains**

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

#### **Slow Freight Trains of 65 Cars or More**

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

If stopped between AR-UN and Slope or Wye, when ready to proceed, the engineman must make a full service application and release of the brakes; then signal the trainmen with two sounds of the whistle to release and reset retaining valves. Between AR-UN and westward distant signal for Benny Interlocking they will release and reset retaining valves on all cars except the first 15 and the first 20 back of the middle of the train. If stopped at or between the westward distant signal for Benny Interlocking and Slope or Wye, they will release and reset retaining valves on all cars except the first 5 or more if necessary, and the first 20 back of the middle of the train.

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

Eastward freight trains composed of more than 10 cars will not exceed a speed of 12 miles per hour on Nos. 1 and 2 tracks until the entire train has passed out of Gallitzin tunnel. Enginemen of pushing engines will approach the summit, east of AR, with the slack pushed up, but without exerting sufficient force to increase the speed of the hauling engine.

The running time on the Eastern Slope for eastward Arranged Service freight trains with 60 or less tons per operative brake, will be computed as follows:

Divide the number of cars with operative brakes into the gross tonnage of train and the result will equal tons per operative brake. The retaining valve value will remain the same as now prescribed in the standard rule.

#### **South Fork Branch—M. P. 9 to Lovett**

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

#### **Beaver and Llanfair Secondary Tracks**

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

Enginemen of northward freight trains on the South Fork Branch, Llanfair and Beaver Secondary tracks having trains under control approaching Lovett so that they can operate safely with the air brake without the use of the retaining valves, and not intending to stop at Lovett, will give whistle signal to release brakes, which will be the signal to the trainmen to release the retaining valves commencing at the rear end. Retaining valves on the front portion of trains must not be released until the train is under control or stopped at Lovett.

---

**1155-A2.** On all mineral freight trains, the retaining valves should be turned up in slow-direct release position (45 degrees above center) on one-fourth of the cars in the train; retainers to be turned up on head portion of train. This should be done at the time the terminal air brake test is made.

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

When engineman is notified as to the condition of the brakes, he should also be notified as to the number of retaining valves set up in slow-direct release.

This Instruction does not change the 99-D-1 Brake and Train Air Signal Instructions, nor Special Instruction 1155-A1.

**1155-A3.** Industrial track from No. 1 track, 3,878 feet west of Greensburg, will be used by freight trains having work at Greensburg freight station.

**1155-A4.** Helping engines coupled to rear of westward freight trains on the Port Perry Branch will cut off at westward limits of U. Jct. Interlocking, and be governed by interlocking signal indication for eastward movements.

**1155-A5.** When ready to cut off pusher engine, Trainman will give Engineman cut-off signal, after Engineman acknowledges this signal, as prescribed by **Rule 14(g)**, Trainman will close angle cock on the cabin car, then open knuckle on cabin car leaving angle cock on front end of engine or rear, as the case may be, open. Trainmen will then cut the air hose between cabin car and engine, which will result in an emergency application of brakes being made on pusher engine and stopping same.

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

**1155-A6.** Enginemen of pusher engines assisting freight trains will ease off when approaching or while passing over crossovers or turnouts while making straight or diverting movements:

Eastward—at east end of Conemaugh Yard and Pit tracks

Cresson Yard—**AR, MO, NY and AO**

Westward—at **MG, Benny and SF**

**1155-A7.** Helping engines on freight trains will assist to point ordered, but, if necessary to remain with the train beyond that point the engineman will be governed by orders from the conductor.

**1155-A8.** Freight trains with helping engines 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.

**1155-A9.** Freight trains leaving coal or water stations will move at a speed so as to permit the train crew to make inspection of train and board rear of train with safety.

**1155-A10.** Engine crews on westward freight trains passing through No. 3 and No. 4 track tunnels at Gallitzin will be governed as follows:

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

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

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

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

**1155-A11.** Conductors of freight trains arriving at yards where work is to be done must be at the front end of their train and must deliver their manifests or waybills in consecutive order as to standing of cars in their train. A manifest or waybill or its equivalent must accompany each and every car.

**1155-A12.** In all cases of freight trains parting due to couplers passing over each other, and repairs cannot be made by trainmen, cars involved should be set out of train at nearest available point and train dispatcher notified.

**1155-A13.** On all grades when necessary to set off a shop car with air brakes, hand brakes, or both inoperative, car involved must be accompanied by at least one car attached on descending portion of grade, with hand brakes in operative condition.

**1155-A14.** Between 7:00 A.M. and 7:00 P.M. daily except Saturday and Sunday, trains must not use the Westinghouse Interworks Railway tracks without orders from Train Director of Westinghouse Interworks Railway, Trafford, except trains have the right to cross to and from warehouse track Turtle Creek, and Metal Yard Trafford keeping careful lookout for approaching trains.

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

**1155-A15.** Westward trains on No. 3 track having work, will stop clear of switches at west end of Wilkinsburg yard tracks and be governed by instructions from yard master.

**1155-A16.** Freight trains may take water without detaching the engine, at the following stations:

Homewood, westward.  
New Florence.  
Wildcat.

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

**1155-A17.** When necessary to stop at Hillside for water, westward freight trains will stop 200 feet east of crossing.

**1155-A18.** The number of track to be used by train for Shire Oaks Yard will be displayed in South window at H for northward trains and in North window at CR for southward trains by indicator. When no indication is given, trainmen must obtain instructions by telephone before entering the yard tracks.

## PASSENGER AND FREIGHT TRAIN OPERATION

**1156-A1.** Movements on west leg of wye track, Cresson, may be made on permission from Signalman EP.

**1156-A2.** All work trains, wreck trains, snow removal equipment and light engines entering Cresson yard from Main Line will stop clear of Interlocking, in yard, and call Yard Office and Block Operator at EP Block Station for further instructions.

**1156-A3.** Eastward and southward trains may use north and west leg Wye at South Fork on receiving proper interlocking signal at SO or on permission from signalman at SO through the operator at FK. Westward and northward trains may use these tracks on permission from signalman at SO through operator FK.

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

**1156-A4.** When backing trains out of Pennsylvania Station, Pittsburgh, to the yard, with road power, engineman will not start until three distinct sounds of the communicating signal are heard and, in addition, a hand signal has been received from the trainman who is to ride the rear of the train. If hand signals cannot be seen, the trainman who is to ride the rear of the train will notify the engineman personally that it is intended to back the train out of the station to the yard. After having been so notified, the engineman will proceed on receiving the proper communicating signal after having given the trainman sufficient time to reach the rear end of train.

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

**1156-A5.** In Pittsburgh Yard, when a train extends beyond the signal in such position that the indication cannot be seen by the engine crew, the train must not be moved until either the engineman or fireman has observed the signal or until one of the trainmen has notified them that the signal is in the proceed position. If, after the signal has been displayed and it is found necessary to take the signal away, the switches must not be changed nor signal cleared for any conflicting route until proper arrangements have been made with the crew of the train for which signals were displayed.

**1156-A6.** In Pittsburgh Terminal, yard engines, road engines and shifting movements must come to a full stop just prior to coupling to other cars or engines.

**1156-A7.** Engine crews from the west will use crossover at west end of engine track at Conemaugh and place their engines on inbound engine track. Crossover switches will be left in normal position for crossover movements.

**1156-A8.** On Conemaugh Pit tracks, targets displaying yellow by day and yellow light by night, 75 feet west of ash pits and adjacent to pit tracks 1, 2, 3 and 4, marking the end of track circuits on those tracks, in service.

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

**1156-A9.** Ebensburg Jet. Siding will be used by Southward trains from Black Lick Secondary track.

**1156-A10.** In cutting off helping engines from trains at block stations the following instructions will govern:

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

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

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

#### **Eastward trains from Brilliant Branch:**

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

#### **Eastward trains destined to Youngwood via Radebaugh Secondary Track:**

Youngwood helpers will remain coupled to Youngwood.

Pitcairn helpers will cut off at crossing switch at Radebaugh, Radebaugh Secondary track, and will report to the signalman at RG.

#### **Eastward trains destined to Derry or beyond:**

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



**Eastward trains destined beyond Gallitzin:**

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

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

**Westward trains destined beyond Gallitzin:**

East Slope helpers on rear will cut off immediately after emerging from the tunnel.

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

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

**Westward trains from Derry:**

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

Pitcairn helpers assisting Youngwood trains will cut off at SW.

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

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

**Westward trains from Pitcairn:**

Helpers pulling ahead will cut off at CM.

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

**1156-A11.** Helpers returning from Gallitzin destined to points other than Conemaugh will report destination to signalman at AR.

**1156-A12.** Referring to Instructions 26-a Book of Brake and Train Air Signal Instructions No. 99-D-1:

Brakes may remain applied over all bridges on this Division.

**1156-A13.** Wrenches, hammer, chisel and chain have been placed at the following Block Stations for emergency use of Engine and Train Service crews:

DV, CM, R, WG, SZ, CP, RG, SW, KR, DR, JD, SG, C, AO, SO, NY, MO, AR, MG.

In order to avoid delay, these tools can be secured for use enroute by signing for same. They must be returned or left at some point on the Division which will permit their return to the Block Station from which received.

**1156-A14.** Enginemen in charge of engines running light will make a running test of the brake before descending any grade.

**1156-A15.** When engines on all Diesel engine units are shut down on grades, sufficient hand brakes must be applied on the train to secure it until it is ready to proceed.

**1156-A16.** When engines are passing through tunnels, over trestles or open-floor bridges, poker or scraper must not be used, grates shaken or coal put on fire.

**1156-A17.** Poker or scraper must not be used, grates shaken or coal put on fire when engines are standing or moving on the Altoona and Conemaugh Power tracks at Gallitzin.

**1156-A18.** Conductors moving trains between SG and JD will show route of trains on their car reports and time return and delay reports either via Sang Hollow Extension or main line.

Enginemen of all westward trains and light engines, freight or passenger, will show on the face of time return and delay reports and mileage stubs the route used west of **SG**, either via Sang Hollow Extension or main line.

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

**1156-A19.** In case of an accident involving tank cars containing explosives or inflammable shipments, great care must be taken to avoid an explosion.

Wrecking crews and trackmen must not use open flame lamps.

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

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

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

**1156-A20.** Switches leading into all shop tracks will be locked with a special lock, and the keys will be in charge of the foreman of car repairs.

**1156-A21.** The track trough markers are located to the right of track governed, 30 feet beyond the entering end of pan and 75 feet before reaching the leaving end, in normal direction of traffic.

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

At all track troughs the engineman will tell the fireman when to drop the scoop and when to raise it.

The fireman will be responsible for raising the scoop when the tank is filled. Engine crews must exercise care to prevent unnecessary overflow of the tank.

When two engines are hauling a train, the one next to the train will drop the scoop as soon as it reaches the trough and the leading engine when half way over.

When two engines are pushing a train, the rear pusher engine will drop the scoop as soon as it reaches the trough and the other pusher engine when half way over.

When there is one engine on the front of a train and one on the rear as pusher, the front engine will drop the scoop one-third of the way over and the pusher as soon as it reaches the trough.

**1156-A22.** Overspeed warning system for eastward movements on No. 1 track and No. 2 track between signal 2474, eastward distant signal for Benny, and eastward home signal for Benny, in service.

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

1. Cab signal will flash and cab signal whistle will sound.
2. Eastward home signal at Benny will flash.
3. Wayside horn at a point 1868 feet east of signal 2474, will sound. Trains for which warning devices are operated must at once reduce speed to not exceeding maximum authorized speed.

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

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

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

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

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

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

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

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

Trains exploding torpedo or receiving flashing cab signal and cab signal whistle through Benny Interlocking must be stopped immediately and report made to the operator at AR for instructions.

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

**1156-A22.** Northward trains required to stop at SY Block-Limit Station, for orders or to secure block permission, will stop south of B. & O. R. R. crossing, 0.1 mile south of SY and must not foul crossing until ready to proceed.

**1156-A23.** Permission must be obtained from RS to use Rainey Jct. Wye. When RS is closed, permission must be obtained from County.

**1156-A24.** Yard engines and extra trains must obtain permission from the Monongahela Railway Train Dispatcher at Brownsville before moving between West Brownsville Jct. and West Brownsville.

**1156-A25.** No. 1 Eastward Yard running track between Spring Hill Overhead Bridge and SZ, controlled by Yard Master No. 10 Yard Office, Pitcairn; reverse movements on permission from Yard Master No. 10 Yard Office. Movements must be made at reduced speed unless the track is seen or known to be clear and switches properly lined. Maximum speed 15 miles per hour. Eastward movements made on signal from switchtender at Spring Hill Overhead Bridge. Westward movements made on signal indication at SZ. Permission must be secured from Yard Master No. 10 Yard Office to use this track at any point between Spring Hill Overhead Bridge and SZ.

Switchtender at Spring Hill Overhead Bridge and Signalman at SZ must secure permission from Yard Master No. 10 Yard Office before permitting any movement to enter this track. Movements on this track must stop before fouling switches at Spring Hill Overhead Bridge unless signal to proceed is received from Switchtender.

## SPEED RESTRICTIONS

## 1157-A. 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

## 1157-A1. Minimum Running Time for Passenger Trains Either Direction

BETWEEN	Distance	Min.
<b>Main Line:</b>		
Slope and MG.....	6.2	11
MG and SF.....	3.8	8
SF and UN-AR.....	1.1	2
UN-AR and AO.....	21.6	24
AO and C.....	2.	3
C and JD.....	17.	18
JD and DR.....	16.8	17
DR and SZ.....	27.6	27
SZ and WG.....	3.6	3½
WG and CM.....	8.1	10½
CM and DV.....	2.4	3
DV and Pittsburgh.....	2.7	6
SG and JD; No. 5 and 6 Tracks.....	13	23
Slope and Pittsburgh.....	112.9	Hrs. Min. 2 13
<b>New Portage Branch:</b>		
Wye and MS.....	7.2	22
MS and SF.....	8.1	24
Wye and SF.....	15.3	46
Eastward light engines and engines with cabins only will conform to minimum running times shown for eastward passenger trains between UN-AR and SLOPE and between SF and Wye.		
<b>Monongahela Branch:</b>		
Monon and CR.....	13.7	18
CR and MC.....	16.2	24
MC and West Brownsville Jct.....	21.9	28
Monon and West Brownsville Jct.....	51.8	Hrs. Min. 1 10

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

**1157-A2. Checking speedometers:**

Engineman on each trip shall check the speed indicated on speedometer against lapse of time while equipment is being operated at constant speed, and report inaccuracies on M.P. 62-DE form.

White marker posts installed along north and south side of track at the following locations for this purpose.

**MAIN LINE**

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

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

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

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

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

**Minimum Running Times and Speeds  
On Descending Grades—Freight Trains**

**1157-B1.** The following minimum running times for freight trains between points on descending grades are established and the speeds prescribed for various grades must not be exceeded:

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

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

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

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

**NEW PORTAGE BRANCH**

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

### South Fork Branch

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

#### Beaver (Secondary Track)

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

#### Llanfair (Secondary Track)

M.P. 5 to Lovett	4.14 to 2.85	5	6	50
------------------	--------------	---	---	----

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

### PASSENGER TRAINS AND FREIGHT TRAINS 1157-C1. Maximum Speeds, unless otherwise Specified

MAIN LINE	No. 6 Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		No. 0 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
<b>BETWEEN:</b>	Miles per Hour													
SLOPE and Signal Bridge 2397-2398					70	40	70	45	45	35	35	35		
Signal Bridge 2397-2398 and MG					70	40	70	45	40	30	30	30		
MG and UN—AR					70	40	70	45	35	35	35	35		
UN—AR and MO					70	30	70	30	60	45	45	45	30	30
MO and W					50	45	70	45	70	45	45	45		
W and C					60	45	70	45	70	45	45	45		
C and SG					50	45	70	45	70	45	45	45		
SG and M. P. 280							70	45	70	45	50	45		
M. P. 280 and JD							70	50	70	50	50	50		
SG and JD	45	45	35	35										
JD and DR					50	45	70	45	70	50	50	45		
DR and KR					50	45	70	45	70	45	50	45		
KR and SW					50	45	70	45	70	50	50	50		
SW and RG					50	45	70	45	70	45	50	45		
RG and CP					70	50	70	50	70	50	70	50		
CP and SZ					70	50	70	50	50	50	50	50		
SZ and WG					70	45	70	45	45	45				
WG and Perry					70	45	70	45	30	30	30	30	30	30
Perry and R					70	45	70	45	45	45	45	45		
R and Swissvale					70	45	70	45	70	45	70	45		
Swissvale and CM					60	45	60	45	60	45	60	45		
CM and DV					50	20	50	20	50	20	50	20		
DV and PITT									50	20	50	20		

BRANCHES	Single Track		No. 2 Track		No. 1 Track			
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.		
	Miles per Hour							
<b>New Portage Branch</b>								
<b>Between:</b> Wye and SF.....			20	20	20	20		
<b>Irvona Branch</b>								
<b>Between:</b> Cresson and Blandburg.....	25	25						
<b>South Fork Branch</b>								
<b>Between:</b> W and HC.....			20	20	20	20		
<b>Paint Creek and Shade Creek Branch</b>								
<b>Between:</b> Paint Creek Branch Jct. and Central City....	20	20						
<b>Alexandria Branch</b>								
<b>Between:</b> Donohoe and Jamison No. 2 Jct.....	15	15						
<b>Turtle Creek Branch</b>								
<b>Between:</b> SZ and ER.....	20	20						
<b>Port Perry Branch</b>								
<b>Between:</b> Perry and PG.....			20	20	20	20		
<b>Brilliant Branch</b>	West Penn No. 2 Track		West Penn No. 1 Track		Valley No. 2 Track		Valley No. 1 Track	
<b>Between:</b>	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour							
Div. Post (Conemaugh Div.) and CM..	40	18	40	18	40	18	40	18

MONONGAHELA BRANCH	Single Track		Monon. No. 1 Track		Monon. No. 2 Track		Scully No. 2 Track		Scully No. 1 Track		No. 1 Track		No. 2 Track		No. 3 Track		No. 4 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
<b>BETWEEN:</b>																		
	Miles per Hour																	
Div. Post (P. H. Div.) and OB			50	45	50	45	30	30	30	30								
OB and Kenny											30	30	30	30	50	45	50	45
Kenny and Duquesne											30	30	20	20	50	45	50	45
Duquesne and CR											30	30	30	20	50	45	50	45
CR and West Brownsville Jct.											50	45	50	45				
West Brownsville Junction and Ten Mile Run Jct.	25	25																
<b>Peters Creek Branch Between: Pennmont and Gould</b>	15	15																
<b>Ellsworth Branch Between: MC and Cokeburg Jct.</b>	15	15																
<b>Redstone Branch Between: West Brownsville Jct. and BF</b>											20	20	20	20				
<b>Yukon Branch Between: Yukon Branch Jct. and Cowansburg</b>	20	20																

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



## 1157-C2. Wreck trains

	Boom Trailing	Boom Forward
	Miles per Hour	
<b>Main Line</b> Between: Slope and Pittsburgh.....	45	30
<b>New Portage Branch</b> Between: Wye and SF.....	20	15
<b>Irvona Branch</b> Between: Cresson and Blandburg.....	25	20
<b>South Fork Branch</b> Between: W and HC.....	20	15
<b>Paint Creek and Shade Creek Branch</b> Between: Paint Creek Br. Jct. and Central City.....	20	15
<b>Alexandria Branch</b> Between: Donohoe and Jamison No. 2 Jct.....	15	15
<b>Turtle Creek Branch</b> Between: SZ and ER.....	20	15
<b>Port Perry Branch</b> Between: Perry and PG.....	20	15
<b>Monongahela Branch</b> Between: Division Post (P. H. Div.) and West Brownsville Junction.....	40	30
West Brownsville Junction and Ten Mile Run Junction.....	25	25
<b>Peters Creek Branch</b> Between: Pennmont and Gould.....	10	10
<b>Ellsworth Branch</b> Between: MC and Cokeburg Jct.....	15	15
<b>Redstone Branch</b> Between: West Brownsville Jct. and BF.....	20	20
<b>Redstone Secondary Track</b> Between: BF and RS.....	20	20

## 1157-C2. (Continued).

	Boom Trailing	Boom Forward
	Miles per Hour	
<b>Brownsville Jct. Wye</b>		
Between:		
BF and Div. Post (Mon. Ry.)—North Leg.....	15	15
Div. Post (Mon. Ry.) and Redstone Secondary Track—South Leg.....	5	5
<b>Southwest Secondary Track</b>		
Between:		
SW and VA.....	30	30
<b>Radebaugh Secondary Track</b>		
Between:		
RG and County.....	25	25
<b>Hempfield Secondary</b>		
Between:		
Hempfield Jct. and Gratztown.....	15	15
<b>Yukon Branch</b>		
Between:		
Yukon Branch Jct. and Cowansburg.....	20	20
<b>Coal Lick Secondary Track</b>		
Between:		
VA and SL.....	15	15
<b>Cresson Secondary Track</b>		
Between:		
EP and RU.....	30	20
<b>Black Lick Secondary Track</b>		
Between:		
KY and ZD.....	30	20
<b>Susquehanna Secondary Track</b>		
Between:		
DF and DC.....	30	20
<b>Moss Creek Secondary Track</b>		
Between:		
Moss Creek Jct. and Terminus.....	15	15
<b>Hastings Secondary Track</b>		
Between:		
Hastings Jct. and Hastings.....	15	15

## 1157-C3. Work Trains

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
<b>Main Line</b> Between: Slope and Pittsburgh.....	30	20	20
<b>New Portage Branch</b> Between: Wye and SF.....	20	15	15
<b>Irvona Branch</b> Between: Cresson and Blandburg.....	25	20	20
<b>South Fork Branch</b> Between: W and HC.....	20	15	15
<b>Paint Creek and Shade Creek Br.</b> Between: Paint Creek Br. Jct. and Central City	20	15	15
<b>Alexandria Branch</b> Between: Donohoe and Jamison No. 2 Jct....	15	15	15
<b>Turtle Creek Branch</b> Between: SZ and ER.....	20	15	15
<b>Port Perry Branch</b> Between: Perry and PG.....	20	15	15
<b>Monongahela Branch</b> Between: Division Post (P. H. Div.) and West Brownsville Jct.....	30	20	20
West Brownsville Jct. and Ten Mile Run Jct.....	25	20	15
<b>Peters Creek Branch</b> Between: Pennmont and Gould.....	10	10	10
<b>Ellsworth Branch</b> Between: MC and Cokeburg Jct.....	15	15	15
<b>Redstone Branch</b> Between: West Brownsville Jct. and BF.....	20	20	15
<b>Redstone Secondary Track</b> Between: BF and RS.....	20	20	15
<b>Brownsville Jct. Wye</b> Between: BF and Div. Post (Mon. Ry.)—North Leg	15	15	10
Div. Post (Mon. Ry.) and Redstone Secondary Track—South Leg.....	5	5	5
<b>Southwest Secondary Track</b> Between: SW and VA.....	30	20	20
<b>Radebaugh Secondary Track</b> Between: RG and County.....	25	25	25

## 1157-C3. (Continued).

	Boom Trailing	Boom Forward	On Curves
	Miles Per Hour		
<b>Hempfield Secondary Track</b> Between: Hempfield Jct. and Gratztown.....	15	15	10
<b>Yukon Branch</b> Between: Yukon Branch Jct. and Cowansburg...	20	20	15
<b>Coal Lick Secondary Track</b> Between: VA and SL.....	15	15	15
<b>Cresson Secondary Track</b> Between: EP and RU.....	30	20	20
<b>Black Lick Secondary Track</b> Between: KY and ZD.....	30	20	20
<b>Susquehanna Secondary Track</b> Between: DF and DC.....	30	20	20
<b>Moss Creek Secondary Track</b> Between: Moss Creek Jct. and Terminus.....	15	15	15
<b>Hastings Secondary Track</b> Between: Hastings Jct. and Hastings.....	15	15	15

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

Main Line	Miles per Hour
<b>1157-C4.</b> Circus Trains.....	*45
<b>1157-C5.</b> Revenue Trains handling machinery of rotary swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A.	*
—on straight track.....	30
—on curves.....	20
<b>1157-C7.</b> Snow Plows in service.....	*20
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks.....	5
* 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.	
<b>1157-C8.</b> Operating against current of traffic, except where Rule 261 is in effect and except as specified below—	
Main Line—Passenger Trains.....	50
—Freight Trains.....	40
Maximum speed for eastward trains on No. 3 track and No. 4 track between UN-AR and Slope.	
	No. 3                      No. 4
	Psgr. Frt. Psgr. Frt.
	Miles per Hour
<b>UN-AR and MG.....</b>	35    35    35    35
<b>MG and Signal Bridge 2398..</b>	40    30    30    30
<b>Signal Bridge 2398 and Slope</b>	45    35    35    35
<b>1157-C10.</b> Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type.....	65
NOTE—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 so advised.	
<b>1157-C11.</b> Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
<b>1157-C12.</b> Pushing Cars—Passenger trains.....	30
—Freight trains.....	20
<b>1157-C13.</b> Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80.....	8
—through crossovers and turnouts, and over highway and railroad crossings.....	5

Main Line	Miles per Hour
1157-C14. Engines taking water from track troughs....	60
1157-C15. Engines moving over track scales.....	4
1157-C16. Engines moving over turntables.....	4
1157-C17. Eastward freight trains between Car Inspectors Building west of AR and west portal of Gallitzin Tunnel.....	4
1157-C18. Trains having in consist Foamite fire fighting cars..... NOTE—Conductor must notify Engineman when car is in train.	50
1157-C19. Southward freight trains having tank cars loaded with inflammable liquids between Hays and Munhall..... NOTE—When handling such trains conductors must know that enginemen have been so advised.	30
1157-C20. Trains made up entirely with cars containing ore or any train having 15 or more such cars in their consist.	35

1157-C25. Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:

	Breech End Forward	Breech End Trailing
	Miles per Hour	
<b>Main Line</b> Between: Slope and Pittsburgh.....	40	20
<b>New Portage Branch</b> Between: Wye and SF.....	20	15
<b>Port Perry Branch</b> Between: Perry and PG	20	15
<b>Monongahela Branch</b> Between: Division Post (P. H. Div.) and West Brownsville Jct.....	30	20

When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions.

When handling such cars, conductors must know that enginemen have been so advised.

## TURNOUTS

1157-D1. Maximum Speeds, unless otherwise Specified

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Paint Creek Branch. Eureka No. 37 Switch	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	20
Cresson Secondary Track Bradley Junction	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	30
Cresson Secondary Track Ebensburg Junction	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	30
Cresson Secondary Track Cresson	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	15
Black Lick Secondary Track Nantyglo	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	30
Susquehanna Secondary Track IR	Trailing—Springing Switch through turnout	15
	Facing	15
	Trailing—Not Springing Switch	20
Northward pull-out track to No. 1 track 700 ft. north of Floreffe.	Facing	15
	Trailing—Not Springing Switch	50
	Trailing—Springing Switch through main track	15
North end West Brownsville Jct. Yard to No. 1 track 1.0 mile north of West Brownsville Jct.	Facing	15
	Trailing—Not Springing Switch	50
	Trailing—Springing Switch through main track	15
Non-Interlocked turnouts—diverging movements, except Class J, M, Q and T engines through No. 8 crossovers or turnouts		15
Class J, M, Q and T engines through No. 8 crossovers or turnouts must not exceed speeds indicated:	Miles per Hour	
	Forward	Backward
	8	5

This instruction will apply to all hand operated crossovers and turnouts and the following interlocked crossovers or turnouts:  
 No. 4 track to industrial track at **CM**.  
 No. 4 track to Gulf Refining and Federated Metal Corp. tracks at **DV**.  
 All crossovers and turnouts at **PITT** and west thereof in Pittsburgh.  
 All crossovers and turnouts at **PG** south of the block station.

### CURVES, BRIDGES, ETC.

#### 1157-F1. Maximum Speeds, unless otherwise Specified

MAIN LINE	Miles per Hour
Curves between Slope and Signal Bridge 2417, No. 1 and No. 4 tracks.....	30
No. 2 and No. 3 tracks.....	35
Curves, Signal Bridge 2417 to <b>UN</b> and <b>AR</b> , No. 1 track.....	25
No. 2, No. 3 and No. 4 tracks.....	30
At <b>UN</b> , on No. 4 track and on siding, between home signal at east end of interlocking and home signal 731 feet west thereof.....	20
At <b>SF</b> , when crossing from New Portage Branch to No. 4 track.....	10
Curve just east of first home signal bridge for <b>AR</b> , No. 0 track.....	15
Curve east of <b>MO</b> .....	45
Curves between Summerhill and <b>SO</b> .....	50
Curves between <b>SO</b> and <b>C</b> , except second curve west of <b>SO</b> .....	40
Second curve West of <b>SO</b> .....	35
Curves between signal bridge 2744 eastward distant signal for <b>C</b> and signal bridge 2763 westward distant signal for <b>SG</b> .....	40
First curve west of <b>SG</b> .....	45
Second and Third curves west of <b>SG</b> .....	35
First curve east of M. P. 1, No. 6 track.....	30
Curve at M. P. 1, No. 6 track.....	35
First curve west of M. P. 4, No. 6 track.....	35
First curve west of M. P. 5, No. 6 track.....	35
First curve east of M. P. 6, No. 6 track.....	35
First curve east of M. P. 7, No. 6 track.....	35
Second curve west of M. P. 7, No. 6 track.....	35
First curve west of M. P. 9, No. 6 track.....	35
First curve west of M. P. 10, No. 6 track.....	35
Curve at Seward.....	65
Second curve east of Bolivar, No. 2 and No. 3 tracks...	55
First and Second curves west of Bolivar.....	45
Second curve east of Torrance.....	50
Curve at Torrance, No. 2 and No. 3 tracks.....	55
Curve at M. P. 301 and First curve west thereof:.....	60
Curve at <b>DR</b> Interlocking No. 2 and No. 3 tracks.....	60
Duck-under track at <b>SW</b> .....	20
East leg of wye at <b>SW</b> .....	30
West leg of wye at <b>SW</b> .....	20
Curves at east and west ends of Radebaugh Tunnel, No. 4 track.....	30
Curve at Penn.....	60
Curves between Signal Bridges 3284 and 3304, east and west of Manor.....	50
Curve at Pitcairn, No. 3 and No. 4 tracks.....	60
Curve west of Wilmerding.....	45
Curve west of <b>WG</b> .....	45
Curve at Perry, No. 1 track.....	30
Curves between Turtle Creek and Bessemer.....	40
Curve east of Braddock.....	50
Curves between Braddock and Copeland.....	40
Curves between Copeland and Swissvale.....	50
On east and west legs of wye at <b>CM</b> .....	15
Curve at East Liberty, No. 3 and No. 4 tracks.....	35
Curve at East Liberty, No. 1 and No. 2 tracks.....	40
Curve east of <b>DV</b> .....	45
First and Second curve west of <b>DV</b> .....	40



<b>Irvona Branch:</b>	Miles per Hour
Curves from Cresson to third curve north of Mile Post 5	20
First curve north of Mile Post 13.....	20
Curves between Mile Post 19 and Mile Post 25.....	20
Second and Third curve south of M. P. 39.....	15
<b>South Fork Branch:</b>	
Between "W" and Mile Post 1.....	10
M. P. 9 to Lovett, northward freight trains.....	10
<b>Shade Creek Branch:</b>	
First curve south of Mile Post 2.....	15
Shoemaker's Cut Curve, Mile Post 3.....	15
Red Cut Curve, Mile Post 4.....	15
800 feet south of Mile Post 4 to point 2,500 feet south thereof.....	5
Seanor Curve, just south of Bridge No. 5.39.....	15
Naugle Run Curve, just north of M. P. 9.....	15
Curves at north and south ends of Huskin siding.....	15
<b>Turtle Creek Branch:</b>	
Curves between Trafford and M. P. 8.....	15
M. P. 17 to ER.....	15
<b>Brilliant Branch:</b>	
Between jump-over bridge and Kelly St.....	15
Curve at Div. Post (Conemaugh Div.), Valley No. 1 and No. 2 tracks.....	20
<b>Monongahela Branch:</b>	
First curve, south of Monon.....	40
Bridge 1.78, first bridge north of Mile Post 2.....	40
Curve at Mile Post 2.....	40
OB Interlocking.....	30
Crossover, Monon No. 1 track to outbound track at north end OB Interlocking.....	5
First curve south of Kenny No. 3 and No. 4 tracks.....	40
All crossovers and turnouts at north end of PG Interlocking.....	10
Between South Duquesne Water Station, 3500 feet south of South Duquesne, and CR:	
No. 1 and No. 2 tracks.....	15
No. 3 and No. 4 tracks.....	30
First curve south of Elrama No. 2 track.....	30
Between points 2000 feet south of H and 2000 feet south of Mile Post 26.....	30
Between MC and 3000 feet north of MC.....	20
Between Mile Post 37 and a point 800 feet south of Mile Post 38.....	40
First, second and third street crossings north of Roscoe	
Passenger trains.....	40
Freight trains.....	30
On No. 1 track between Mile Post 47 and a point 2000 feet north of Mile Post 47.....	20
Between a point 2500 south of Mile Post 47 and a point 3500 feet south of Mile Post 47.....	30
Curves between a point 3500 feet south of Mile Post 47 and California.....	40
Bridge 48.50, north of California.....	40
Between point 3000 feet south of Mile Post 50 and Mile Post 51:	
No. 1 and No. 2 tracks.....	15
South end West Brownsville Jct. Wye to West Brownsville.....	10
<b>Port Perry Branch:</b>	
Bridge 10.19—J engines coupled.....	10
North Leg and South Legs Wye at PG.....	10

<b>Redstone Branch:</b>	Miles per Hour
South Leg West Brownsville Jct. Wye.....	15
North Leg Brownsville Jct. Wye.....	15
South Leg Brownsville Jct. Wye.....	5
East Leg Brownsville Jct. Wye.....	5
Over Monongahela Ry. Crossing, BF.....	12
<b>Redstone Secondary Track:</b>	
RS, over all switches.....	15
<b>Radebaugh Secondary Track</b>	
Public Highway Crossing, 1500 feet north of County...	15
<b>Southwest Secondary Track:</b>	
Depot Street crossing—Youngwood.....	10
Public Highway Crossing, 1775 feet South of Mile Post 6, South of YU.....	15
Public Highway Crossing, 3130 feet south of Young- wood.....	15
Public Highway Crossing, 5620 feet south of Young- wood.....	10
Public Highway Crossing, at HN.....	15
Between first grade crossing north of Scottdale Jct. and B. & O. R. R. crossing, 0.1 mile south of SY.....	12
Between crossing 0.5 mile north of Connellsville and Connellsville.....	12
Over first street crossing south of Connellsville.....	6
Bridge 24.56 Youghiogheny River, Connellsville.....	15
Over first street crossing north of NJ.....	6
Over first street crossing south of Dunbar.....	15
RS, over all switches.....	15
<b>Sewickley Secondary Track</b>	
Over grade crossing 2420 feet south of Junction with Southwest Secondary Track.....	5
Over grade crossing 6630 feet south of Junction with Southwest Secondary Track.....	5
Over grade crossings Weaver's Old Stand.....	10
<b>Hempfield Secondary Track</b>	
Over Arona road crossing 1.5 miles south of Adamsburg Jct.....	6
<b>Yukon Branch:</b>	
Between a point 1.3 miles north of Cowansburg and at point 1 mile north of Cowansburg.....	5
<b>Coal Lick Secondary Track:</b>	
Between VA and Dunbar Street (3500 feet south of VA Uniontown).....	10
Over street crossings, between VA and Rainey Jct.....	10
Except over street crossing, Lebanon Ave. (First cross- ing north of Rainey Jct. Wye).....	4
<b>Cresson Secondary Track</b>	
First curve north of Cresson.....	15
Curves from Mile Post 8 to 1500 feet north of Mile Post 9	25
Curve at Mile Post 15.....	25
Curves from Mile Post 19 to first curve north of Mile Post 24.....	25
Passing over switch in main line at Hastings Jct.....	15
Curve at Mile Post 38.....	25
Curve 300 feet north of Mile Post 39.....	25
Curve north of HM.....	25
Passing over switch in main line at McGees Jct.....	15
Curves from Mile Post 44 to Punxsutawney.....	25
Mahoning Street Crossing, Punxsutawney.....	10
<b>Black Lick Secondary Track:</b>	
Ebensburg to Vintondale.....	25
Josephine to Black Lick.....	25
Curves from Ebensburg Jct. to Ebensburg except Winterset Curve.....	20
Winterset Curve, west of Winterset.....	15
First curve west of Mile Post 31.....	25
First curve west of Mile Post 38.....	25
First curve west of Mile Post 40.....	25

<b>Susquehanna Secondary Track:</b>		Miles per Hour
Curves Bradley Jct. to Bakerton.....		25
Passing through tunnel.....		15
On north and south legs of wye at Spangler.....		6
On north and south legs of wye at Cherry Tree.....		10
<b>McGee Secondary Track:</b>		
Glen Campbell Wye (Both Legs).....		5
<b>Beaver Secondary Track:</b>		
Mile Post 5 to Mile Post 3, northward freight trains.....		6
Mile Post 3 to Lovett, northward freight trains.....		10
<b>Llanfair Secondary Track:</b>		
Northward freight trains.....		6
<b>Windber Industrial Track:</b>		
Between Windber Jct. and Eureka No. 35.....		10
<b>Vance Mill Secondary Track:</b>		
Between a point 4.8 miles south of Vance Mill Junction and a point 4.9 miles south of Vance Mill Junction...		5
<b>Dunbar Track:</b>		
Bridge 0.28 South of Dunbar.....		5
<p><b>1157-F2.</b> Trains must run at reduced speed, looking for rocks and slides on tracks, at following locations:  Monongahela Branch:  Between a point 2600 feet south of Mile Post 57 and a point 4000 feet south of Mile Post 58.  Between a point 2300 feet south of Mile Post 59 and a point 3600 feet south of Mile Post 59.</p> <p>Ellsworth Branch:  Between Mile Post 4 and Pittsburgh &amp; West Virginia Overhead Bridge, 2690 feet south of Mile Post 4.  Between a point 2750 feet south of Mile Post 5 and Mile Post 6.</p> <p>Ellsworth Secondary Track:  Between north end and south end of Scenery Hill Siding.  Between a point 975 feet south of Mile Post 19 and a point 1575 feet south thereof.</p>		

### ENGINES

#### 1157-G1. Maximum Speeds, unless otherwise Restricted

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with Train
A.....	20	20	20
B.....	25	25	25
C.....	20	20	20
E.....	35	50	70
G.....	35	50	70
H.....	35	40	50
I.....	25	40	50
J.....	40	40	50
K.....	35	50	70
L.....	35	40	50
M-Psg'r Service..	35	50	70
M-Frt. Service...	35	50	50
N.....	30	40	50
Q.....	40	40	50
T.....	40	50	70
Rail Motor Cars	65	65	65

Class Diesel Engines				Miles per Hour	
Single Unit	Two or More Units			Light	With Train
AP-20	.....	.....	.....	30	70
	AP-40	AP-60	.....	50	70
BP-20	.....	.....	.....	30	70
	BP-40	BP-60	.....	50	70
EP-20	.....	.....	.....	30	70
	EP-40	EP-60	.....	50	70
EP-22	.....	.....	.....	30	70
	EP-45	.....	.....	50	70
FP-20	.....	.....	.....	30	70
	FP-40	FP-60	.....	50	70
EFP-15	.....	.....	.....	30	70
	EFP-30	EFP-45	.....	50	70
AF-15	.....	.....	.....	30	65
	AF-30	AF-45	AF-60	50	65
AF-16	.....	.....	.....	30	65
	AF-32	AF-48	AF-64	50	65
BF-15	.....	.....	.....	30	65
	BF-30	BF-45	BF-60	50	65
BF-16	.....	.....	.....	30	70
	BF-32	BF-48	BF-64	50	70
EF-15	.....	.....	.....	30	70
.....	.....	BH-50	.....	50	70
	EF-30	EF-45	EF-60	50	65
EH-15	.....	.....	.....	30	50
	EH-30	EH-45	EH-60	50	50
FF-20	.....	.....	.....	30	65
	FF-40	FF-60	.....	50	65
FF-16	.....	.....	.....	30	65
	FF-32	FF-48	.....	50	65
A-6	.....	.....	.....	20	20
AS-6	.....	.....	.....	30	60
AS-10	.....	.....	.....	30	60
AS-16	.....	.....	.....	30	60
AS-16A	.....	.....	.....	30	65
BS-6	.....	.....	.....	30	60
BS-7	.....	.....	.....	30	60
BS-10	.....	.....	.....	30	60
BS-12	.....	.....	.....	30	60
BS-16	.....	.....	.....	30	60
BS-24	.....	.....	.....	30	60
ES-6*	.....	.....	.....	30	65
ES-10	.....	.....	.....	30	65
ES-12	.....	.....	.....	30	65
ES-15	.....	.....	.....	30	65
FS-10	.....	.....	.....	30	60
FS-16	.....	.....	.....	30	70
FS-20	.....	.....	.....	30	65
GS-4	.....	.....	.....	30	30
LS-25	.....	.....	.....	30	70

### Road Diesel Engines

First letter designates builder:

"A"—American Locomotive Works — General Electric Company.

"B"—Baldwin-Lima-Hamilton Corporation.

"E"—Electro-Motive Division of General Motors Corporation.

"F"—Fairbanks, Morse and Company.

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

"F"—Freight.

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

"P"—Passenger.

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

Numerals indicate engine horsepower in nearest hundreds:

"15"—1500 Horsepower	"40"—4000 Horsepower
"16"—1600 Horsepower	"45"—4500 Horsepower
"20"—2000 Horsepower	"48"—4800 Horsepower
"22"—2250 Horsepower	"50"—5000 Horsepower
"30"—3000 Horsepower	"60"—6000 Horsepower
"32"—3200 Horsepower	"64"—6400 Horsepower

Final letter indicates special features as follows:

"A"—Change or some variation in original design.

\*5911—40 MPH with train.

#### Yard Diesel Engines

The first letter indicates the same as for road diesel engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting service.

"6"—600 or 660 horsepower.

### SECONDARY TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified.

Track	Between	And	Miles per Hour
Cresson.....	MO.....	EP.....	15
Cresson.....	EP.....	RU.....	30
Cresson.....	RU.....	Fordham.....	15
Hastings.....	Hastings Jct.....	Hastings.....	20
McGees.....	McGees Jct.....	Glen Campbell...	25
Susquehanna.....	DF.....	DC.....	30
Moss Creek.....	Moss Creek Jct...	End of track.....	15
Black Lick.....	KY.....	ZD.....	30
No. 0.....	NY.....	BC.....	15
No. 5.....	W.....	SO.....	15
South Fork.....	HC.....	End of track.....	15
Beaver.....	Lovett.....	End of track.....	15
Llanfair.....	Lovett.....	End of track.....	15
Westward engine..	AO.....	Crossover to No. 4 Pit track.....	15
No. 0.....	East end of No. 1 Pit track.....	AO.....	15
No. 1, No. 2, No. 3 and No. 4 Pit...	C.....	Jct. with O track.	15
Pull-in Track.....	JW.....	C.....	15
Bradenville.....	4500 feet west of DR.....	End of track.....	15
No. 0.....	4517 ft. W. of DR	DR.....	15
Unity.....	KR.....	Hostetter.....	15
No. 0.....	Donohoe.....	Conn. with No. 1 track 2.8 miles west of KR.....	15
Alexandria.....	Jamison No. 2 Jct.	Allsworth.....	15
Jamison No. 2....	Jamison No. 2 Jct.	Forbes Road.....	15
Manor.....	Manor.....	Harrison City...	15
Yough.....	Irwin.....	Cereal.....	15
No. 0.....	CP.....	Shafton.....	15
Turtle Crk.....	ER.....	Saltsburg.....	15
No. 5.....	UJ.....	3264 feet west of UJ.....	15
No. 1.....	WG.....	Spring Hill.....	15
No. 0.....	WG.....	Spring Hill.....	15
Relay 2.....	Spring Hill.....	950 feet west of SZ.....	15
Relay 3.....	Pitcairn..... No. 10 Yard Office.....	950 feet west of SZ.....	15

Track	Between	And	Miles per Hour
Relay 1.....	Perry.....	U Jct.....	15
Relay 2.....	Perry.....	U Jct.....	15
Relay 3.....	Perry.....	U Jct.....	15
Between No. 2 and No. 3.....	2600 feet east of Homewood.....	WK.....	15
Between No. 2 and No. 3.....	East Liberty.....	Wilkinsburg.....	15
No. 4.....	DV.....	PITT.....	15
No. 3.....	PITT.....	DV.....	15
No. 0.....	29th St. Cgh. Div.	PITT.....	15
No. 0.....	OB.....	Crossover, 3000 ft. North of Hays ..	15
No. 0.....	Kenny.....	PG.....	15
McKeesport.....	South Duquesne..	McKeesport.....	15
Ellsworth.....	Cokeburg Jct.....	Marianna.....	15
Cokeburg.....	Cokeburg Jct.....	Cokeburg.....	15
Vance Mill.....	Vance Mill Jct....	Monarch.....	15
Sewickley.....	Youngwood.....	Bessemer Jct.....	15
Scottdale.....	Scottdale Jct.....	End of Track.....	15
Southwest Nos. 1 and 2....	SW.....	County.....	30
Southwest.....	County.....	VA.....	30
Southwest.....	VA.....	End of Track.....	15
Radebaugh.....	RG.....	County.....	25
Hempfield.....	Hempfield Jct....	Gratztown.....	15
Redstone.....	BF.....	RS.....	20
Coal Lick.....	VA.....	SL.....	15
All Sidings.....			15

**1157-J1.** Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.

### FREIGHT TRAIN RESTRICTIONS

**1159-A1.** Engines must not approach closer than 50 feet to loading rack at American Oil Co., Hays; Ashland Oil Co., Floreffe and Sinclair Oil Co., Sinclair. Oil hand lamps, or any other type of lamp, having an open flame, must not be used while working at these plants. Electric hand lamps may be obtained from Thirtieth Street Yard Office; Southward Hump Yard Office, Shire Oaks and Youngwood Yard Office. Electric hand lamps must be lighted before entering and must not be extinguished until after leaving the plant.

Firemen must have engine fire in such condition that it will not be necessary to add coal while in the plant.

Smoking on the premises is prohibited.

**1159-A2.** Engines must not pass warning sign on Pennsylvania Industrial Chemical track located 2960 feet south of Peters Creek Jct. Oil hand lamps, or any other type of lamp having an open flame, must not be used while working at this plant. Electric hand lamps must be lighted before entering and must not be extinguished until after leaving the plant. Smoking on the premises prohibited.

## ENGINE RESTRICTIONS

1160-A1. Engines are restricted at locations shown below:

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

Engines of classes other than those listed shall not be run over any portion of the division unless authorized by the Superintendent.

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks			
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF BF-64, AF, BF, EF, FF-60, EH	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60A, BH-50	L		M	N	Q
<b>Main Line</b>														
Slope to Perry including New Portage Branch and Sang Hollow Extension.....														
Perry to CM.....													X	
CM to Pittsburgh.....							X						X	
<b>GALLITZIN:</b>														
Yard-tracks No. 6, 8, 9 and Wye.....							X	X	X	X	X	X	X	X
No. 10.....								B5	X	X	X	X	X	
Altoona Power Track.....							B5	15			B5	15	B5	
Conemaugh Power Track...							B5	15			B5	15	B5	
<b>GRESSON:</b>														
Wye.....								5			5		5	
All other Indstl. tracks														
<b>2 MILE E. OF MILLWOOD:</b>														
Graff Coll. No. 1 & No. 2...							X	X			X	X	X	X
<b>MILLWOOD:</b>														
Seger Coll. No. 1.....							X	X	X	X	X	X	X	
<b>DERRY:</b>														
Sand Rock Track.....				X			X	X	X	X	X	X	X	
<b>LATROBE:</b>														
Superior Spur.....					5	5	X	X	X	X	X	X	X	X
Ind. Tracks off Superior Spur				X			X	X	X	X	X	X	X	
Wye Tracks.....							X	X	X	X	X	X	X	
All other industrial tracks...							X	X	X	X	X	X	X	
<b>1.4 MI. EAST OF SW:</b>														
Crow's Nest Mine Track....							X	X	X	X	X	X	X	
<b>PITCAIRN:</b>														
Passenger Yard No. 1 and No. 2 and run-around tracks							X	X			X	X	X	X
<b>WG:</b>														
East Pgh. Connection.....							X				X	X	X	X

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks		
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60, EH	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60A, BH-50	L	M		N	Q
<b>Port Perry Branch:</b>														
North and South Legs of Wye at PG.....							10			5				
Bridge 10.19.....							E 10							
<b>EDGEWOOD:</b>														
Keller Bros. Industrial Track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
<b>WILKINSBURG TO CM:</b>														
All Industrial Tracks.....		X	X	X	X	X	X	X	X	X	X	X	X	X
<b>CM:</b>														
City of Pgh. Industrial Track off east leg of Wye.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Int. crossover No. 4 to Industrial Track.....								X		8		X		
Brilliant Branch Jumpover bridge.....							X			X	X	X	X	
West leg of Wye.....							5			5		X	X	
All industrial tracks.....		X	X	X	X	X	X	X	X	X	X	X	X	X
<b>EAST LIBERTY TO DV:</b>														
All Industrial tracks off No. 4 Track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Interlocked turnouts from Federated Metals Corp. and Gulf Ref. Co. to No. 4 Track.....							X	X	X	X	X	X	X	X
<b>SECOND CURVE WEST OF DV:</b>														
Crossover switches between eastward and westward secondary tracks.....							X	X		X	X	X	X	X
<b>33rd ST., PITTSBURGH:</b>														
Industrial track.....			X	X	X	X	X	X	X	X	X	X	X	X
<b>PITT AND WEST THEREOF:</b>														
Interlocked crossovers and turnouts.....							5	X		8	5	X	8	
<b>US:</b>														
(See Note).....				B					B					
Through Interlocking.....				5			5	X	5		X	5	X	5
<b>CRESSON SECONDARY TRACK:</b> (See Note)														
Cresson to Fordham.....								X		X	X	X	X	X
Bridge No. 0.56 Jumpover.....	15		15	15	15	15	15	15	15	5	15	X	X	X
Cresson coal wharf track.....							X	X		X	X	X	X	X
Punxsutawney Wye.....								X		X	X	X	X	X
<b>BLACK LICK SECONDARY TRACK:</b> (See Note)														
Ebensburg Jct. to Ebensburg.....							B 15	X		X	X	X	X	X
<b>COAL PIT RUN:</b> .....								X		X	X	X	X	X
<b>SHUMAN RUN:</b> .....								X		X	X	X	X	X
<b>REXIS:</b> (See Note).....							X	X		X	X	X	X	X



LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks			
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60, EH	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60A, BH-50	L		M	N	Q
SUSQUEHANNA SECONDARY TRACK:							X				X	X	X	X
Tunnel to Bakerton						B 10	X		B 10	X	X	X	X	
LUTHER:							X			X	X	X	X	
STERLING No. 1:							X			X	X	X	X	
WALNUT RUN:							X			X	X	X	X	
PORTER RUN:							X			X	X	X	X	
MOSS CREEK SECONDARY TRACK:							X			X	X	X	X	
PATTON No. 1 INDUSTRIAL TRACK:							X			X	X	X	X	
PATTON No. 2 INDUSTRIAL TRACK:							X			X	X	X	X	
North Leg Patton Wye						X	X			X	X	X	X	
HASTINGS SECONDARY TRACK:							X			X	X	X	X	
LA JOSE INDUSTRIAL TRACK:							X			X	X	X	X	
McGEES SECONDARY TRACK:							X			X	X	X	X	
MAHAFFEY:							X			X	X	X	X	
GLEN CAMPBELL:							X			X	X	X	X	
McCOY RUN:							X			X	X	X	X	
BRADY RUN:							X			X	X	X	X	
BEAR RUN:							X			X	X	X	X	
HILLMAN:							X			X	X	X	X	
ELK RUN INDUSTRIAL TRACK:						X	X	X		X	X	X	X	
Br. 0.38 Punxsutawney	15		15	15	15	X	X	15	5	X	X	X	X	
IRVONA BRANCH:							X	15		X	X	X	X	
Stroud							X	15		X	X	X	X	
LILLY INDUSTRIAL TRACK:						X	X	X		X	X	X	X	
BEN'S CREEK INDUSTRIAL TRACK:							X	X		X	X	X	X	
NY to BC							X	X		X	X	X	X	
BC to South End Terminus							X	X		X	X	X	X	
MARTIN INDUSTRIAL TRACK:						X	X	X		X	X	X	X	
SONMAN:							X			X	X	X	X	
SOUTH FORK BRANCH:											X	X	X	
Br. 0.04 Jumpover Bridge	20		20	20	20	20	20	20	20	20	X	X	X	
West Leg of Wye at So. Fork							X	X		X	X	X	X	
Stineman Mine Track			X			X	X	X	X	X	X	X	X	
Second curve south of M. P. I. No. 1 and No. 2 tracks							5			A5	X	X	X	5
SOUTH FORK SECONDARY:							X			X	X	X	X	
HC to end of track							X			X	X	X	X	
Windber Wye							X			X	X	X	X	













LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks			
	B, AS-8, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60, EH	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60A, BH-50	L		M	N	Q
<b>Whyel Track</b> Heppler Co. track.....			X			X	X			X	X	X	X	X
<b>Hunter Run Industrial Track:</b> Between Hunter Run Jct. and End of Track.....			X				X			X	X	X	X	X
<b>Sewickley Secondary Track:</b> Between: Youngwood and South end of Storage Track..... South end of Storage Track and Bessemer Jct.....			X			X	X	X	X	X	X	X	X	X
<b>Hunker Track</b>			X			X	X	X	X	X	X	X	X	X
<b>Tarr Track</b>			X			X	X	X	X	X	X	X	X	X
<b>Scottdale Secondary Track</b> Between: Scottdale Jct. and 1.0 mile south thereof..... 1.0 mile south of Scottdale Jct. and end of track.....				5		5	X	5		X	X	X	X	X
<b>Broadford Industrial Track:</b> Between Broadford Jct. and Summit.....			X			X	X	X		X	X	X	X	X
<b>Opossum Run Industrial Track:</b> Between Opossum Run Jct. and end of track.....			X			X	X	X		X	X	X	X	X
<b>Dunbar Track</b>			X			X	X	X		X	X	X	X	X
<b>UNIONTOWN:</b> Fayette Milling & Feed Co.. Hygeia Ice Co..... J. F. Hogsett & Son..... H. C. Frick Coke Co., Continental No. 1 Mine..... Other Industrial Tracks.....			X	5	5	5	X	X	X	X	X	X	X	X
<b>Coal Lick Secondary Track:</b> Between VA and SL.....							X			X	X	X	X	
<b>Coal Lick Industrial Track:</b> Between: SL and end of track.....							X			X	X	X	X	
<b>Rainey Track</b>							X			X	X	X	X	



LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks			
	B, AS-6, BS-6, ES-6, GS-4	BS-7, AS, BS, ES, FS-10, BS, ES-12	C	G, AP, BP, EP, FP-60, AF, BF-30	H, AF, BF-64, AF, BF, EF, FF-60, EH	AS, BS-16, BS-24, FS-20, LS-25	I	J	K, BP60A, BH-50	L	M		N	Q	T
<b>Fairchance Industrial Track:</b> Between Fairchance Jct. and Kyle Coke Works.....			X				X	X	X	X	X	X	X	X	X
<b>Oliphant Industrial Track:</b> Between Oliphant Jct. and end of track.....			X				X	X	X	X	X	X	X	X	X

NOTE—Class J1, M1 and T1, engines may be used in emergency between Cresson and Black Lick via Ebensburg Jct. In such cases they must conform to the following speed restrictions in addition to those covered otherwise for that territory:

	Miles per Hour
MO to EP.....	5
KY to Ebensburg.....	15
Over bridge No. 23.81 (J1 only).....	15
Over bridge No. 30.79 (J1 only).....	20

Class I1 engines operating on Black Lick Secondary Track may use Shuman Run wye to turn and Rexis Interchange to public road crossing.

Restriction for backward movement, 5 miles per hour through US Interlocking does not apply to Diesel engines

1160-A2. Engine limit boards will indicate portions of tracks on which engines are prohibited.

1160-A3. Engines and loaded cars are prohibited on cross-over between No. 4 and No. 3 storage tracks on Bridge 4.39 at Magee Mine, Yukon Branch.

1160-A4. When two or more engines are moved over Bridge 12.19, McKeesport Secondary Track there must be at least 8 cars between the engines.

1160-A5. A road diesel engine moving dead in train must not be next to engine when moving over Bridge 10.19, Port Perry Branch if more than one hauling engine is in service.

1160-A6. Class J engines are not permitted north of frog leading to south end of No. 1 yard track, south of Mile Post 37, Monongahela Branch.

1160-A7. Class J engines are not permitted to make backward movements on inside leg of wye at West Brownsville Junction when engine is moving northward.

1160-A8. Class J engines moving to or from east leg of wye and No. 5 track, Cresson, must not stop with engine fouling No. 5 track account close clearance between east leg of wye and No. 4 main track.

**1160-B1. Other Equipment Restrictions.**

Cars weighing from 210,000 up to 251,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to H-8, H-9 and H-10 engines.

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

Main Line, Branch or Secondary	Between	And	Bridge	Note
Main Line, including Sang Hollow Ext.	Slope	Pittsburgh		
New Portage Branch	Wye	SF		1
Irvona Branch	Cresson	Blandburg		1
South Fork Branch	W	HC		1
Brilliant Branch	CM	Div. Post Cgh. Div.		1
Cresson Secondary Track	Cresson	Fordham	18.59 27.79	1-2
Black Lick Secondary Track	Ebensburg Jct.	Black Lick	23.81	1-2
Susquehanna Secondary Track	Bradley Jct.	Cherry Tree		1
South Fork Secondary Track	HC	End of Track		1
Monongahela Branch	Div. Post (P.H. Div.)	West Brownsville Jct.	1.78 (First Bridge north and west of Mile Post 2)	2
Hempfield Secondary Track	Hempfield Jct.	Gratztown	—	1-3
Coal Lick Secondary Track	VA	SL	—	1
Southwest Secondary Track	SW	Scottdale	—	—
Radebaugh Secondary Track	RG	County	—	—

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

No. 15 and No. 16 tracks at Pennsylvania Station, Pittsburgh, should be avoided account close clearance.

Note 1. Unless two empty cars are placed between derrick and engine.

Note 2. Unless speed of 20 miles per hour is not exceeded.

Note 3. Unless speed of 10 miles per hour is not exceeded.

**Overhead Clearance**

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

**MAIN LINE**—Between Mile Post 262 and Slope.

All Yard Humps.

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

**1163-A3.** Account no clearance at the following locations, trainmen and other employes are prohibited from riding on side of moving equipment.

**Pittsburgh:**

Former **BU** Tower, both sides of building.

Pittsburgh Passenger Station.

U. S. Post Office Building.

Railway Express Terminal.

33rd Street Bridge.

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

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

**1163-B2.** Storm windows on Cabs of Class J, Class Q, and Class T engines must be closed when passing:

**Main Line:**

Curves between **R** and Turtle Creek.

While moving or standing on No. 5 track, Cresson.

**Monongahela Branch:**

Trains or cars on adjacent tracks.

Third Ward Siding, No. 1 track, Monongahela.

Retaining Wall at Grant Avenue, No. 4 track, Duquesne and South Duquesne.

**USE OF TELEPHONES****Trainphone.**

**1164-A1.** Trainphone in service:

	Between	And
Main Line	Slope	<b>PITT</b>
Susquehanna Secondary track	<b>DF</b>	<b>DC</b>
Black Lick Secondary track	<b>KY</b>	<b>ZD</b>

## MOVEMENT BY TRAIN ORDERS

### 1201-A1. Location of Train Dispatchers—

#### Pittsburgh

Train Dispatchers in charge as follows:

Main Line Slope to Pittsburgh.

#### Branches:

New Portage.

Alexandria.

Turtle Creek.

Monongahela, Monon to West Brownsville Jct.

Redstone.

Port Perry.

Ellsworth.

Yukon.

Scully Branch, P. H. Divn., No. 1 and No. 2 tracks east of Esplen.

#### Secondary Tracks:

Southwest.

Radebaugh.

Hempfield.

Redstone.

Coal Lick.

#### Cresson

Train Dispatchers in charge of:

#### Branches:

Irvona.

South Fork.

Paint Creek and Shade Creek.

#### Secondary Tracks:

Cresson.

Susquehanna.

Black Lick.

Train Director at US in charge of Duquesne Way.

Conemaugh Division Train Dispatcher in charge of Brilliant Branch CM to Division Post (Conemaugh Div.).

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

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

### 1204-A1. Referring to Rule 204:

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

### 1206-A1. Referring to Rule 206:

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

## SIGNAL RULES

**Movement of Trains in the same Direction by Block Signals**  
**1251-A1. Rules 251, 253 and 254 in effect:**

	Track	Between	And
Main Line	No. 1, No. 2 and No. 4	Slope	SG
	No. 0	AR	MO
	No. 1, No. 2, No. 3 and No. 5	SG	JD
	No. 1, No. 2, No. 3 and No. 4	JD	SZ
	No. 2, No. 3 & No. 4	SZ	WG
	No. 0, No. 1, No. 2, No. 3 and No. 4	WG	Perry
	No. 1, No. 2, No. 3 and No. 4	Perry	DV
	No. 1 and No. 2	DV	PITT
Brilliant Branch	West Penn No. 1 and No. 2 Valley No. 1 & No. 2	CM	Div. Post (Conemaugh Div.)
Monongahela Branch	Monon No. 1 and Monon No. 2	Division Post (P. H. Div.)	OB
	Scully No. 1 and Scully No. 2	Division Post (P. H. Div.)	OB
	No. 1, No. 2, No. 3 and No. 4	OB	CR
	No. 1 and No. 2	CR	West Browns- ville Jct.

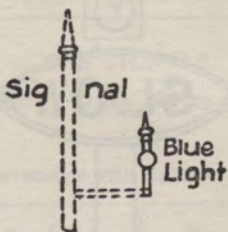
**Opposing and Following Movement of Trains by Block Signals.**

**1261-A1. Rules 261, 262, 263 and 264 in effect:**

	Track	Between	And
Main Line	No. 3	SG	Slope
	No. 6	JD	SG

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

Signal Mast Bracket Marker



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

Name —Signal mast bracket marker.

Signal mast bracket markers in service:

**Monongahela Branch**

Block Signal No. M172 north of Wilson.

Block Signal No. M199 north of West Elizabeth.

Southward Home Signal at West Brownsville Junction.

**Southwest Secondary Track**

Northward Home Signal at RS Block Station.

Northward Distant Signal for RS Block Station.

**1280-A2. Slow Boards.**

Note: Y-Yellow



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

Name—Slowboard.

Slow boards in service:

Redstone Secondary Track—Approaching home signal for RS.

Radebaugh Secondary Track—Approaching home signal for County.

Southwest Secondary Track—Approaching southward block signal for RS.

In lieu of distant signal to home or block signal.

**1285A-A1. Distant Switch Indicator.**

Note: Y-Yellow; G-Green.



Indication—Switch open.  
Name—Caution Indicator.



Indication—Switch closed.  
Name—Clear Indicator.

**1285A-A2. Distant switch indicators in service:**

Location	Indication Displayed for Movements	Distance in feet from switch protected	Switch protected by this Signal
Cresson Secondary track 700 feet north of Mile Post 5	Northward	2500	South end Ebensburg Junction Siding
Cresson Secondary track 480 feet south of Mile Post 11	Northward	3100	Junction switch to Susquehanna Secondary track
Black Lick Secondary track 500 feet west of Mile Post 17	Westward	3100	East end Nantyglo Siding
Southwest Secondary track 2 miles north of Tarr	Northward	2631	Switch leading to Hunker Industrial track

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

### CAB SIGNALS

**1295-A1.** 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, No. 2, No. 3 and No. 4	Slope	UN-AR
	No. 0, No. 1, No. 2, No. 3 and No. 4	UN-AR	MO
	No. 1, No. 2, No. 3 and No. 4	MO	SG
	No. 1, No. 2, No. 3, No. 5 and No. 6	SG	JD
	No. 1, No. 2, No. 3 and No. 4	JD	SZ
	No. 2, No. 3 & No. 4	SZ	WG
	No. 1, No. 2, No. 3 and No. 4	WG	DV
	No. 0	WG	Perry
	No. 1 and No. 2	DV	PITT

For movements against current traffic.

	Track	Between	And
Main Line	No. 3	SG	SLOPE
	No. 3	Home Signal 635 feet East of RG	Westward Home Signal, East End Radebaugh Tunnel.



### MANUAL BLOCK SIGNAL SYSTEM

**1305-A1.** 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	No. 6 (Eastward) (Direction)	<b>JD</b>	<b>SG</b>
New Portage Branch	No. 1 and No. 2	<b>WYE</b>	<b>SF</b>
Cresson Secondary Track	Secondary Track	<b>EP</b>	<b>RU</b>
Black Lick Secondary Track	Secondary Track	<b>KY</b>	<b>ZD</b>
Susquehanna Secondary Track	Secondary Track	<b>DF</b>	<b>IR</b>
	No. 1 and No. 2 Secondary Tracks	<b>IR</b>	<b>WC</b>
	Secondary Track	<b>WC</b>	<b>DC</b>
South Fork Branch	No. 1 and No. 2	<b>W</b>	<b>HC</b>
Turtle Creek Branch	Single	<b>SZ</b>	<b>ER</b>
Monongahela Branch	No. 1 and No. 2	<b>H</b>	West Brownsville Jct.
Redstone Branch	No. 1 and No. 2	West Brownsville Jct.	<b>BF</b>
	North leg of wye—Single	<b>BF</b>	Connection with Monongahela Ry.
Redstone Secondary Track	Secondary Track	<b>BF</b>	<b>RS</b>
	South leg of wye—Single	Connection with Monongahela Ry.	Connection with Redstone Secondary Track, Brownsville Jct.
Southwest Secondary Track	No. 1 and No. 2	<b>SW</b>	<b>County</b>
	Secondary Track	County	<b>VA</b>
Coal Lick Secondary Track	Secondary Track	<b>VA</b>	<b>SL</b>
Radebaugh Secondary Track	Secondary Track	<b>RG</b>	<b>County</b>

**NOTE**—In the application of Rule 335 and 361, where Rule 261 is in effect, fixed signals and not hand signals used at **JD** to indicate condition of the block on No. 6 track for eastward trains.

1316-A1. Rule 316 will apply:

**For Movements Against Current of Traffic**

	Track	Between	And
Main Line	No. 1 and No. 2 No. 4	SF UN RG	AR SF SW
Port Perry Branch	No. 1 and No. 2	Perry	PG

1317-A1. Rule 317 will apply:

On Single track;

On Secondary Tracks between points listed under Special Instructions 1305-A1.

Eastward on No. 6 track between **JD** and **SG**.

For movements with the current of traffic between points listed under Special Instructions 1305-A1.

**For Movements Against Current of Traffic**

Main Line—Between Slope and **PITT** except points listed under Special Instruction 1316-A1, and except on

No. 3 track between Slope and **SG** and No. 3 track between Westward home signal, east end Radebaugh Tunnel and **RG**.

New Portage Branch—Between **SF** and **WYE**.

Susquehanna Secondary Tracks No. 1 and No. 2—Between **IR** and **WC**.

South Fork Branch—Between **W** and **HC**.

Monongahela Branch—Between Division Post (P.H. Div.) and West Brownsville Jct.

Redstone Branch—Between West Brownsville Jct. and **BF**.

Southwest Secondary Track—Between **SW** and **County**.

### AUTOMATIC BLOCK SIGNAL SYSTEM

**1501-A1. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:**

For movements with current of traffic.

	Track	Between	And
Port Perry Branch	No. 1 and No. 2	Perry	<b>PG</b>
Brilliant Branch	West Penn No. 1 and No. 2	<b>CM</b>	Div. Post (Conemaugh Div.)
	Valley No. 1 and No. 2	<b>CM</b>	Div. Post (Conemaugh Div.)
Monongahela Branch	Monon. No. 1 and Monon. No. 2	Division Post (P. H. Div.)	<b>OB</b>
	Scully No. 1 and Scully No. 2	Division Post (P. H. Div.)	<b>OB</b>
	No. 1, No. 2, No. 3 and No. 4	<b>OB</b>	<b>CR</b>
	No. 1 and No. 2	<b>CR</b>	<b>H</b>

**1501-B1. Rules 501 to 518, inclusive, are in effect on portions of the Division as follows:**

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Slope	<b>SG</b>
	No. 0	<b>AR</b>	<b>MO</b>
	No. 6 (Westward Direction)	<b>SG</b>	<b>JD</b>
	No. 1, No. 2, No. 3, and No. 5	<b>SG</b>	<b>JD</b>
	No. 1, No. 2, No. 3 and No. 4	<b>JD</b>	<b>SZ</b>
	No. 2, No. 3 and No. 4	<b>SZ</b>	<b>WG</b>
	No. 0, No. 1, No. 2, No. 3 and No. 4	<b>WG</b>	Perry
	No. 1, No. 2, No. 3 and No. 4	Perry	<b>DV</b>
	No. 1 and No. 2	<b>DV</b>	<b>PITT</b>

For movements against current of traffic.

	Track	Between	And
Main Line	No. 3	<b>SG</b>	Slope
	No. 3	<b>RG</b>	Westward Home Signal, east end Radebaugh Tunnel

**1509-A1.** The following signals in Automatic Block Signal System territory must not be passed while in stop position without a Clearance Card (Form C) or train order:

Signal Located at	On Tracks	Secure clearance card or order through signalman at
West End UN interlocking..	No. 4	AR
Home Signal just west of Johnstown Station.....	No. 2	C
Mile Post 280.....	No. 1	SG
East end of Radebaugh tunnel.....	No. 4	RG
On cantilever pole 808 feet west of East Liberty station.....	No. 1 and No. 2	CM
West End, Port Perry Tunnel.....	No. 1	PG
East End, Port Perry Tunnel.....	No. 2	PG

**1515-A2.** Cutting-in Sections Located:

	Track	Between	And
		<b>Westward Trains</b>	
Main Line	No. 3 and No. 4	Westward home signal signal for SLOPE	Signal 2373 on eastward home signal bridge for SLOPE
	No. 5	300 feet east of westward fixed signal for SO	Westward fixed signal SO
	No. 5	150 feet east of westward fixed signal west of Pitcairn	Westward fixed signal west of Pitcairn
	No. 2	At fixed signal governing eastward movements, 200 feet west of WG	
New Portage Branch	No. 2	1500 feet east of westward distant signal for SF	Westward distant signal for SF
Turtle Creek Branch	Single	300 feet east of westward distant signal for SZ	Westward distant signal for SZ
Brilliant Branch	West Penn No. 2	Distant signal B13	Home signal for CM
	Valley No. 2	Distant signal B13	Home signal for CM
		<b>Eastward Trains</b>	
Main Line	No. 6 (eastward trains)	3641 feet west of eastward distant signal S32 for SG	Signal S32
	No. 1	310 feet west of signal 3364 (westward home signal for SZ)	Signal 3364
	Eastward Secondary track	1500 feet west of eastward home signal for DV	Eastward home signal for DV
	No. 1	<b>PITT</b>	Home signal No. 1 track, 400 feet east of <b>PITT</b>

	Track	Between	And
Cresson Secondary Track	(Trains routed to No. 0)	300 feet west of eastward fixed signal to Cresson Secondary Track, 1860 feet east of MO	Eastward fixed signal 1860 feet east of MO
Port Perry Branch	No. 1	Signal P118 (west of East Pittsburgh)	Home signal at Perry
		<b>Northward Trains</b>	
South Fork Branch	No. 2	600 feet south of northward distant signal 2656 for W	Signal 2656
Latrobe Industrial Track	Latrobe Industrial Track	564 feet south of northward home signal KR	Northward home signal for KR
Unity Secondary Track	Secondary	300 feet south of fixed signal	Fixed signal
Southwest Secondary	No. 1	Northward distant signal S10	Northward home signal for SW
Radebaugh Secondary	Single	1500 feet south of northward distant signal RO8	Signal RO8
Monongahela Branch	Monon No. 1	1.0 Mile South of Northward Home Signal Monon	Northward Home Signal Monon

**1515-B1. Rule 515**—following exceptions authorized:

Shifting movements between **SG** and **AO** are authorized to move as non-equipped trains.

Between Perry and **WG**, trains to and from Port Perry Branch are authorized to move as non-equipped trains.

Between Pittsburgh and **WG**, trains to and from the Cone-maugh Division, yard engines and helping engines are authorized to move as non-equipped trains.

Between Pittsburgh and Trafford empty passenger equipment trains, when running backwards, are authorized to move as non-equipped trains, not to exceed speed of 20 miles per hour.

Movements between interlockings, of wire, work and wreck trains, ballast cleaners, etc., to and from work, are authorized to move as non-equipped trains.

**INTERLOCKING**

**1601-A1. Emergency Signals**—Whistle or Horn, in service as follows:

At all interlockings.

Home Division

Pittsburgh

Name

A.C. Bell

Occupation

Engineman

QUALIFIED FOR SERVICE

DIVISION	ZONE	PART OF ZONE QUALIFIED FOR	
Pgh	A	} Slope to new Portage HO	
	B		
	C		} G R G to SW yard



**THE PENNSYLVANIA RAILROAD  
PITTSBURGH DIVISION**

Pittsburgh, Pa., September 16, 1953

**GENERAL ORDER No. 501**

**Effective 12.01 A. M., Sunday, September 27, 1953**

**Applies in All Zones**

- (a) Time-Table No. 5 in effect. It contains the necessary instructions issued in general orders up to and including No. 415, all of which must be removed from bulletin boards. Each employe must examine each page of Time-Table No. 5 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 4 to bulletin board attendant, after Time-Table No. 5 takes effect.

- (b) **RULES 515 AND 516 MODIFIED**

The movement of a train by an engine not equipped with cab signal apparatus is prohibited except as provided by time-table or by permission of the Signalman when authorized by the Superintendent, and then only at not exceeding 20 miles per hour governed by fixed signal indication unless otherwise instructed.

When instructed orally by the Signalman to proceed at authorized speed governed by fixed signal indications but not exceeding 75 miles per hour, the train must not pass a Stop-and-Proceed or Restricting Signal unless permitted by the Signalman when authorized by the Superintendent.

**Applies in Zones D, F and G**

- (c) **Following Sidings blocked with stored cars.**

**Cresson Secondary Track:**

Munster  
Ebensburg Jct., north end.  
Bradley Jct., Northward siding.  
Welshdale.

**Irvona Branch:**

Condron  
Sandy Run.

**Susquehanna Secondary Track:**

Dishart.  
BN

**Black Lick Secondary Track:**

Twin Rocks.  
Ritter  
Beulah.

**Monongahela Branch:**

Dunlevy Siding.

**Ellsworth Branch:**

Frye Siding.



**Applies in Zones F and G****(d) MONONGAHELA BRANCH**

Freight trains must not exceed a speed in excess of that shown at the following locations:

Southward distance switch signal located 2900 feet south of Mile Post 26, 30 miles per hour.

Northward distant signal for MC Block and Interlocking Station located 800 feet north of Mile Post 31, 35 miles per hour.

Northward distant switch signal located 2600 feet north of Mile Post 36, 30 miles per hour.

Northward distant switch signal located 1400 feet north of Mile Post 37, 30 miles per hour.

Southward distant switch signal located 3800 feet south of Mile Post 40, 30 miles per hour.

Southward distant switch signal located 3850 feet south of Mile Post 49, 40 miles per hour.

Southward distant signal for BF Block and Interlocking Station located 1150 feet south of Mile Post 51, 25 miles per hour.

Special Instruction 1157-F1, changed.

---

This General Order is printed in Time-Table No. 5 and will not be issued in sticker form.

T. M. GOODFELLOW,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
PITTSBURGH DIVISION

Pittsburgh, Pa., September 22, 1953

GENERAL ORDER NO. 502

Effective 12.01 A.M., Monday, September 28, 1953

Applies in All Zones

(a) U. S. MAIL WORK

Character 5 changed to read—"Daily except Saturday and Sunday."

No. 72 will deliver mail at Torrance, daily except Sunday, (<sup>1</sup>/<sub>D</sub>).

Employes must correct page 42, in ink.

(b) SPECIAL INSTRUCTIONS  
PASSENGER TRAIN OPERATION

Special Instruction added—

1154-A12. A stop must be made just prior to coupling to occupied passenger equipment.

Applies in Zones A, C and D

(c) USE OF TELEPHONES  
TRAINPHONE

Trainphone in service:

Turtle Creek Branch, between SZ and ER.

Cresson Secondary Track, between EP and RE.

New Portage Branch, between Wye and SF.

Brilliant Branch, between Division Post, Conemaugh Division and CM.

Special Instruction 1164-A1, changed.

Applies in Zone D

(d) CRESSON SECONDARY TRACK  
MUNSTER—EBENSBURG JCT.

Capacity of siding, Munster—increased to 149 cars.

Capacity of siding, Ebensburg Jct. (north end)—reduced to 50 cars.

Page 12, changed.

---

Effective 11.01 A.M., Monday, September 28, 1953

Applies in Zone A

(e) MAIN LINE  
UF

Pennsylvania Station tracks in service and renumbered as follows:

## Sheet 2 of 2 Sheets

---

<u>Present Track Number</u>	<u>New Track Number</u>
2	1
3	2
4	3
5	4
6	5
8	6
9	7
10	8
11	9
12	9A
13	10
14	11
16	12
17	13
18	14
20	15

That part of Special Instruction 1161-C1, referring to close clearance on No. 15 and No. 16 tracks, annulled. Pittsburgh Station Time-table No. 5 in effect by Special Instruction 1154-A1, changed.

T. M. GOODFELLOW,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
PITTSBURGH DIVISION

Pittsburgh, Pa., October 6, 1953.

GENERAL ORDER NO. 503

Effective 12.01 A.M., Monday, October 12, 1953

Applies in Zone A

(a) PITTSBURGH

STATION TIME-TABLE NO. 5

Account error in printing, employees will make corrections in ink as follows:

Train No. 360 to arrive 10.30 A.M., instead of 10.40 A.M.

Train No. 362 to arrive 6.30 P.M., instead of 6.40 P.M.

Applies in Zone B

(b) TICKET OFFICES OPEN FOR SALE OF TICKETS  
JEANNETTE

Ticket office Jeannette open for sale of tickets, Monday to Friday, 6.30 A.M., to 5.00 P.M. Saturday and Sunday, closed.

Page 42, changed.

Applies in Zone G

(c) RADEBAUGH SECONDARY TRACK

Account error in printing, employees will make corrections in ink as follows:

Change Hempfield Branch Jct., to read Hempfield Jct.

(d) TRACK ASSIGNMENTS

SINGLE TRACK

Eliminate 9th and 11th items referring to single track on Hempfield and Youghioghenny Branches.

Page 10 and Special Instruction 1151-A1, changed.

---

Effective 10.01 A.M., Monday, October 12, 1953

Applies in Zone A

(e) MAIN LINE

UF

UF Interlocking Station, out of service.

(f) MAIN LINE

PITT

Pitt Interlocking Station extended to include all routes formerly controlled by UF Interlocking Station, in service.

Page 3, changed.

Pittsburgh Station Time-Table No. 5 in effect by Special Instruction 1154-A1, changed.

Applies in Zone B

(g) MAIN LINE

DERRY

Hand-operated trailing point crossover equipped with center locking device, located 1750 feet east of Mile Post 307, connecting No. 1 track with Derry Yard track, out of service.

T. M. GOODFELLOW,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
PITTSBURGH DIVISION

Pittsburgh, Pa., October 15, 1953.

GENERAL ORDER NO. 504

Effective 10.01 A.M., Tuesday, October 20, 1953

Applies in Zone A

(a) MAIN LINE  
PITT—PH

No. 11 station track extended west and coupled to extension of westward Loop Track at PH, in service.

Applies in Zone C

(b) U. S. MAIL WORK  
CRESSON

Delivery of U. S. Mail, Monday only, Train No. 67 at Cresson, discontinued.

Page 42, changed.

Effective 12.01 P.M., Tuesday, October 27, 1953

Applies in Zone B

(c) MAIN LINE  
SW

Facing interlocked crossover for westward movements extending from No. 3 track, 1809 feet west of SW Interlocking Station to No. 4 track, 2200 feet west of SW Interlocking Station, out of service.

Facing interlocked crossover for westward movements extending from No. 2 track, 1570 feet west of SW Interlocking Station to No. 3 track, 1755 feet west of SW Interlocking Station, out of service.

Facing interlocked turnout for eastward movements, located 1078 feet west of SW Interlocking Station, connecting No. 1 track to west leg of Wye Track, out of service.

Trailing interlocked turnout for southward movements, located 603 feet south of SW Interlocking Station, connecting west leg of Wye Track to Duckunder Track, out of service.

West leg of Wye Track, out of service.

Facing hand-operated switch leading to middle Industrial Siding (old station siding), located 977 feet south of SW Interlocking Station, out of service.

Middle Industrial Siding (old station siding), out of service.

Home signal governing southward movements on west leg of Wye Track, located 330 feet south of SW Interlocking Station, out of service.

Home signal governing westward movements on west leg of Wye Track, located 369 feet west of SW Interlocking Station, out of service.

Home signal governing eastward movements on No. 4 track, located 2300 feet west of SW Interlocking Station, out of service.

Home signal governing eastward movements on No. 3 track, located 2213 feet west of SW Interlocking Station, out of service.

Special Instructions 1157-F1 and 1160-A1, changed.

T. M. GOODFELLOW,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
PITTSBURGH DIVISION

Pittsburgh, Pa., October 23, 1953.

GENERAL ORDER NO. 505

Effective 12.01 A.M., Sunday, November 1, 1953

Applies in All Zones

(a) TIME-TABLE AUTHORITY

No. 642 changed to run Daily except Saturday and Sunday.

Schedule of No. 644, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

No. 642 and No. 644 over corresponding schedules, pages 35 and 36.

B stop for No. 61 at Greensburg, at 7.53 A.M., page 24, added.

Employes must correct page 24, in ink.

Applies in Zone D

(b) CRESSON SECONDARY TRACK  
WESTOVER—WELSHDALE

Trains and engines must stop before passing over public highway crossing at grade, located 855 feet north of Mile Post 29. A member of the crew must protect this crossing in advance of each movement over the crossing.

T. M. GOODFELLOW,  
Superintendent.

# LIGHTHOUSE FOR THE IRON HORSE

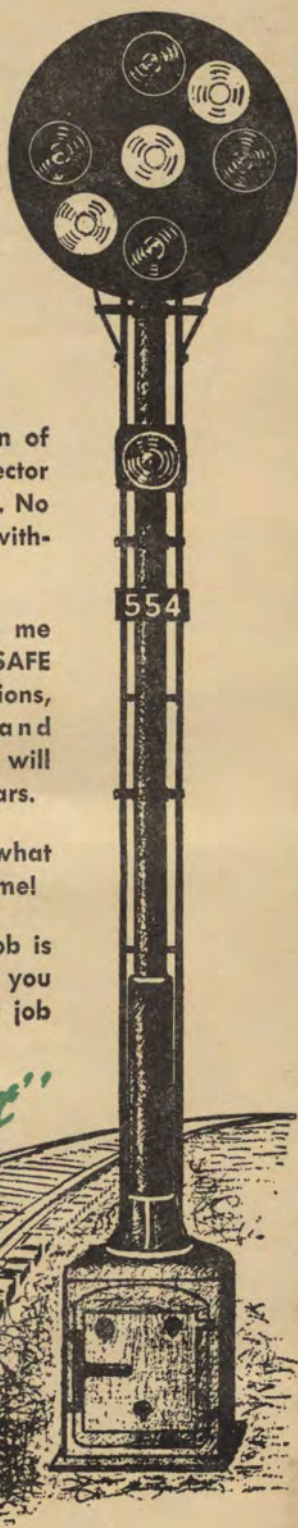
"I am Mr. Signal — the guardian of the track ahead. I am your protector and the guardian of your SAFETY. No one can cheat on my indications without serious consequences.

The indications displayed on me are positive instructions for the SAFE movement of trains. These instructions, when thoroughly understood and strictly complied with at all times, will guide you safely through the years.

**DO NOT** try to anticipate what indication will be displayed on me!

Always remember that **NO** job is of such great importance that you cannot take the time to do that job **SAFELY.**"

*"Safety First"*



||  
**"Safe Loaders  
Don't Gamble  
With Safety"**

||  
**Goods and People  
Handled Safely and  
On Time Means  
Satisfied Customers**  
||



## LIST OF DEFECTS

SHOWN IN ANNUAL REPORT OF BUREAU OF LOCOMOTIVE INSPECTION, INTERSTATE COMMERCE COMMISSION, TO ASSIST ENGINEMEN AND INSPECTORS IN MAKING THEIR REGULAR INSPECTION REPORTS. DEFECTS NOT LISTED WILL BE REPORTED IN THE REGULAR MANNER IN WRITING ON FIRST PAGE OF THIS REPORT.

Place an "X" in blank column preceding the list of defects to indicate items reported. The absence of the "X" will be considered to indicate that such items have been inspected and are O. K. Mark Pounds Pressure in place provided under "Brake Equipment" and "Safety Valves" and state under items underscored their condition as developed by inspection signer has made.

		REMARKS
AIR COMPRESSORS	Leaking at joints or packing * #	
	Does not keep up the pressure *	
	Overdue for test #	
ARCH TUBES OR CIRCULATORS	Leaking * #	
	Bulged * #	
ASH PAN	Less than 2½" above rail #	
AUTOMATIC TRAIN STOP or CAB SIGNALS	Cab signal * #	
	Train Stop * #	
	Cut out * #	
BLOW-OFF COCKS	Leaking * #	
BLOWER	Inoperative * #	
BOILER CHECKS	Leaking * #	
BOILER SHELL	Leaking * #	
BOOSTER	Inoperative * #	
BRAKE EQUIPMENT	Excess piston travel #	
	Brake shoes out of line with wheels #	
	Brake rigging fouling other parts #	
	Loose or missing parts #	
	Overdue for test or test tag missing #	
	Brake pipe pressure * Lbs.	
	Main reservoir pressure * Lbs.	
<u>CONDITION OF BRAKE *</u>		
CABS, CAB WINDOWS AND CURTAINS	Windows dirty * #	
	Windows broken * #	
CAB APRONS OR DECK	Slippery, too smooth *	
	Do not properly cover the space between engine and tank *	
	Improperly secured #	
	Difference in height of deck of engine and tender exceeds 1½" #	
CAB CARDS	Missing #	
	Made out improperly #	
COUPLING OR UNCOUPLING DEVICES	Overdue #	
	Broken or missing * #	
	Improperly applied * #	
CROSSHEADS, GUIDES PISTONS OR PISTON RODS	Crossheads—Bad pounds indicating excess wear *	
	Worn in excess of limits #	
	Cracked or broken #	
	Guides—Loose bolts and nuts #	
	Pistons and piston rods—Improper fit in crossheads #	
	Loose keys #	
CROWN BOLTS	Leaking * #	
CYLINDER PACKING	Blowing *	
CYLINDERS, SADDLES OR STEAM CHESTS	Leaking * #	
	Improperly Secured #	
CYLINDERS COCKS	Inoperative * #	
	Leaking * #	
DOMES OR DOME CAPS	Leaking * #	
DRAFT GEAR	Improperly applied #	
	Couplers worn to condemning gauge #	
	Couplers improper height #	

		REMARKS
DRAW GEAR	Improper draw bars or safety bars or pins #	
	Loose, cracked or broken castings #	
	Spring buffer with less than ¾" compression #	
DRIVING BOXES, SHOES, WEDGES, PEDESTALS OR BRACES	Bad pounds *	
	Badly worn or broken #	
FEED WATER HEATER & PUMP	Inoperative * #	
	Leaking joints and connections * #	
FIRE BOX SHEETS	Leaking * #	
FLUES	Leaking * #	
	Stopped up * #	
FRAMES, TAIL PIECES OR BRACES—LOCOMOTIVE	Broken #	
FRAMES—TENDER	Broken #	
GAUGES OR GAUGE FITTINGS—AIR	Leaking * #	
	Improper register or location * #	
GAUGES OR GAUGE FITTINGS—STEAM	Leaking * #	
	Improper register or location * #	
GAUGE COCKS	Top	Leaking * #
	Mid	Stuck shut * #
	Bot	Gauge cock nipples improper length and missing * #
		Drip pans stopped up * #
<u>CONDITION OF GAUGE COCKS *</u>		
CRATE SHAKERS OR FIREDOOR	Improper fit on shaker post * #	
	Inoperative * #	
HANDHOLDS	Missing * #	
	Improper clearance #	
	Improperly secured * #	
INJECTORS AND CONNECTIONS	Right	Leaking * #
	Left	Inoperative * #
<u>CONDITION OF INJECTORS *</u>		
INSPECTIONS OR TESTS NOT MADE AS REQUIRED	Tag or cab card missing #	
	Test overdue or entry not made #	
LATERAL MOTION	Engine Truck—in excess of limits #	
	Driving wheels—in excess of limits #	
	Trailer wheels—in excess of limits #	
LIGHTS—CAB OR MARKER	Cab lights improperly secured * #	
LIGHTS—HEADLIGHTS	Badly tarnished reflectors #	
	Improperly focused *	
LUBRICATOR OR SHIELDS	Leaking * #	
MUD RINGS	Leaking * #	
PACKING—NUTS	Leaking * #	
PACKING—PISTON RODS	R.S.	Leaking * #
	L.S.	Leaking * #
PACKING—VALVE STEM	Leaking * #	
<u>CONDITION OF PISTON ROD AND VALVE STEM PACKING *</u>		
PILOT, PILOT BEAMS OR RECEIVER BARS	Improper height #	
	Loose or broken #	
PLUGS OR STUDS	Leaking * #	
REVERSING GEAR	Worn latch will not hold lever in position * #	
	Creeping * #	
	Parts inoperative * #	

NOTE.—Leaks to be reported above are those inside the cab which interfere with the comfort and health of engine-men (not trifling unimportant matters) and leaks outside of the cab of the same character which interfere with the vision of engine-men in proper operation of engine either forward or backward. Engine-men are required to give special attention to defects marked thus (\*) and inspectors to defects marked (#).

		REMARKS
RODS—MAIN OR SIDE CRANK PINS OR COLLARS	Bad pounds. Indicating excess wear *	
	Loose bushings #	
	Bushings or brasses worn beyond limits #	
	Crank pins loose in wheel fits #	
	Cracked pin collars loose or missing #	
	Cracked rods #	
SAFETY VALVES	Rods fouling other parts #	
	Leaking * #	
	Not in proper register with steam gauge *	
SANDERS	Lift at * Lbs.	
	Seat at * Lbs.	
SPRINGS OR SPRING RIGGING	Stopped up * #	
	Improperly secured #	
SQUIRT HOSE	Springs—Broken #	
	Excess number of leaves broken #	
STAY BOLTS	Spring rigging—Not equalized properly #	
	Leaking * #	
STEAM PIPES	Improperly applied #	
	Leaking * #	
STEAM VALVES	Broken #	
	Telltale holes plugged #	
STEPS	Leaking * #	
	Inoperative * #	
STOKER	Broken * #	
	Improperly secured #	
TANKS OR TANK VALVES	Inoperative * #	
	Leaking * #	
THROTTLE OR THROTTLE RIGGING	Inoperative * #	
	Throttle—Leaking badly * #	
	Throttle lever fouling * #	
TRAIN PHONE	Throttle Rigging— Badly worn latches #	
	Lever fouling other parts * #	
TRUCKS—ENGINE OR TRAILING	Inoperative * #	
	Safety chains missing, engine truck #	
TRUCKS—TENDER	Insufficient clearance #	
	Excessive clearance of side bearings #	
VALVE MOTION	Excessive lost motion #	
	Leaking * #	
WASHOUT PLUGS	Water glass—Leaking * #	
	Cloudy glass * #	
	Fittings—Leaking * #	
WATER GLASS FITTINGS OR SHIELD	Stopped up * #	
	CONDITION OF WATER GLASS *	
WATER SCOOP	CONDITION OF WATER LEVEL INDICATOR * #	
	Inoperative * #	
WHEELS	Not lifting sufficient water *	
	Flange or tread worn in excess of limits #	
	Chipped or broken flanges #	
	Flat spots * #	
	Spokes broken in excess of limits #	
MISCELLANEOUS	Broken or cracked hubs #	
	Badge plate missing #	
	Variation between bench mark and water glass #	

(1000M. 10-11-50 8½x11-F) M. P. 62

THE PENNSYLVANIA RAILROAD  
LOCOMOTIVE INSPECTION REPORT

ARRIVED AT TERMINAL

LOCO NO.

TENDER NO.

DIVISION TRAIN NO.

19

ARRIVED AT RELIEVING POINT  
INSTRUCTIONS—EACH LOCOMOTIVE AND TENDER MUST BE INSPECTED AFTER EACH TRIP OR DAY'S  
WORK AND REPORT MADE ON THIS FORM, WHETHER NEEDING REPAIRS OR NOT. PROPER EXPLANATION  
MUST BE MADE IN "REMARKS" COLUMN FOR FAILURE TO REPAIR ANY DEFECTS REPORTED, AND THE  
FORM APPROVED BY FOREMAN, BEFORE LOCOMOTIVE IS RETURNED TO SERVICE.

TIME INSPECTED

ENGINEHOUSE

REPAIRS NEEDED

REMARKS

ENGINEER

INSPECTOR

FIREMAN

INSPECTOR

ALL OF THE WORK DESIGNATED IN THIS REPORT HAS BEEN PERFORMED, EXCEPT AS NOTED, AND THE REPORT IS APPROVED.

FOREMAN