

Extra

THE PENNSYLVANIA RAILROAD

CENTRAL REGION

ALLEGHENY DIVISION
PITTSBURGH DIVISION
LAKE DIVISION
NORTHERN DIVISION

TIMETABLE No. 1

In effect 2.01 A.M., Sunday, October 25, 1964

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

G. M. SMITH
General Manager

Superintendents:

W. D. MURPHY
J. L. FORRESTER
E. R. ADAMS
D. E. PERGRIN

J. A. FOSHEE
General Superintendent

Divisions:

Allegheny
Pittsburgh
Lake
Northern

THE PENNSYLVANIA RAILROAD

CENTRAL REGION

ALLEGHENY DIVISION
PITTSBURGH DIVISION
LAKE DIVISION
NORTHERN DIVISION

TIMETABLE No. 1

In effect 2.01 A.M., Sunday, October 25, 1964

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

G. M. SMITH
General Manager

Superintendents:

W. D. MURPHY
J. L. FORRESTER
E. R. ADAMS
D. E. PERGRIN

J. A. FOSHEE
General Superintendent

Divisions:

Allegheny
Pittsburgh
Lake
Northern

INDEX

	Pages
List of Stations, Interlockings, Distances, Sidings, etc.....	3- 37
Schedule Pages:	
Main Line, Harrisburg-Pittsburgh.....	38- 47
Pittsburgh-Crestline.....	48- 51
Pittsburgh-Custer.....	52- 53
Youngstown-Cleveland.....	55
Akron Branch.....	55
Pittsburgh-Kiskiminetas Jct.....	54
Harrisburg-Buffalo.....	56- 57
Williamsport-Linden.....	58
Emporium-Erie.....	58
Ticket Offices Open for Sale of Tickets.....	59- 61
United States Mail Work.....	62- 63
Arranged Freight Train Service.....	64- 67

SPECIAL INSTRUCTIONS

Automatic Highway Crossing Protection.....	105-111
Interrupting Operation.....	112-117
Bulletin Boards, Employees Register, Standard Clocks.....	88- 93
Overhead and Side Clearance.....	259
Employees in Charge of Sidings.....	152
Electric Locks on Hand Operated Switches.....	135-137
Engine and Special Load Restriction.....	216-259
Engine Whistle Signals.....	82- 85
Facing Hand-Operated Switches Connected with Manual Block Signal.....	281
FIRST-AID BOXES AND STRETCHERS	81
Fusees and Torpedoes.....	86
General Order Zones.....	93
Handling of Freight Trains on Grades.....	159-173
HOSPITALS	76- 80
Interlocking.....	288
Letters and Characters.....	81
MEDICAL OFFICERS AND SURGEONS	68- 76
Minimum Running Time—Freight Trains.....	187-188
Movement of Trains.....	94
Passenger Train Operation.....	156-159
Freight Train Operation.....	159-178
Freight and Passenger Train Operation.....	178-185
Non-Interlocked Railroad Crossings at Grade.....	100-104
Normal Position of Switches and Crossovers.....	132-133
Operation of Pusher Engines.....	171
Operator in Charge of Hand Operated Switches.....	134-135
Personal Injuries.....	68
Protection of Public Highway Crossings at Grade.....	118-131
Qualified for Service.....	290-291
Running Tracks of Assigned Direction.....	154
Running Tracks of No Assigned Direction.....	154-155
Safety Calendar.....	292-293
Secondary Tracks of Assigned Direction.....	147-149
Secondary Tracks of No Assigned Direction.....	149-152
Signal Rules.....	263-270
Slide Protection Fence.....	87- 88
Speeds and Speed Restrictions.....	186-215
Speedometers—Checking.....	186
Spring Switches.....	140-142
Standard Time.....	81
Superiority of Trains.....	88
Track Assignments.....	143-152
Train Dispatchers.....	159
Train Signals.....	85
Use of Signals.....	86
Yard Limits.....	95- 99

NOTE—Applies on Pages 3 to 37 inclusive:

- X** Indicates in service continuously.
A Indicates automatic interlocking.
B Indicates in service part-time.
C Indicates controlled by.
O Indicates trainphone.
R Indicates remote controlled from.

Holidays: New Years, Memorial, Independence, Labor, Thanksgiving, Christmas.

Letters following station page title indicates general order zone.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
				MAIN LINE— ALLEGHENY DIVISION—A				
X	X	X-O		HARRISBURG (Eastern Reg.).....	104.6			
X	X	X-O		ROCKVILLE.....	109.9			
				MARYSVILLE.....	112.0			
				BANKS.....	113.2			
				DIVISION POST (Eastern Reg.).....	113.4			
X	X	X-O		VIEW.....	118.9			
				DUNCANNON.....	119.4			
X	X	X-O		NEWPORT.....	132.0			
				PORT.....	133.4			
				THOMPSONTOWN.....	142.3			
X	X	X-O		PORT ROYAL.....	150.8			
X	X	X-O		MIFFLIN.....	153.6			
X				WALL..... R-Mifflin	157.0			
				LEWISTOWN.....	165.2			
X	X	X-O		LEWIS.....	166.4			
				McVEYTOWN.....	177.1			
X	X	X-O		MOUNT UNION.....	190.4			
				JACKS.....	191.4			
				MAPLETON.....	193.7			
				BRIDGEPORT.....	196.0			
X	X	X-O		HUNTINGDON.....	202.3			
X				HUNT.....	202.3			
X				DEER.....	204.7			
				PETERSBURG..... R-Hunt.	208.6			
X				PETE.....	209.0			
X				TUNNEL..... R-Spruce	212.9			
X	X	X-O		SPRUCE.....	214.1			
				UNION FURNACE.....	216.1			
X	X	X-O		FORGE.....	220.9			
				TYRONE.....	222.1			
X	X	X-O		WILSON..... R-Gray.	222.2			
				GRAY.....	223.1			
				BELLWOOD.....	229.3			
X				BELL.....	230.0			
X	X	X-O		ANTIS.....	232.1			
X	X	O		WORKS.....	235.5			
				ALTOONA.....	236.1			
X	X	X-O		ALTO.....	236.3			
X	X	X-O		SLOPE.....	237.2			
X	B	B-O		MG.....	243.4			
X				BENNY.....	246.4			
X				SF.....	247.4			
				GALLITZIN..... R-AR	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..... R-NY	256.7			
X	B	B-O		NY.....	259.1			
X				W..... R-SO	264.1			
X	X	X-O		SO.....	266.1			
				AO..... R-C	271.2			
X	X	X-O		CONEMAUGH.....	272.6			
X				C.....	273.2			
				JW..... R-C	274.5			
				JOHNSTOWN.....	275.1			
				Distance—Banks to Altoona is 122.9 miles. The direction from Banks is westward.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
				MAIN LINE—ALLEGHENY-A					
X	X	X-O		SG.....	277.3				
		★		BW.....	280.4				
		★		DP.....	283.2				
		★		CV.....	287.4				
				NEW FLORENCE.....	288.7				
X	X	X-O		JD.....	290.6				
				TORRANCE.....	299.9				
				DIVISION POST—PGH. DIV.....	305.0				
				NOTE—BENNY, UN, BW, DP and CV are emergency block stations, and will be in service only when opened by train order. #Does not apply on No. O, No. 1 and No. 2 tracks. *Does not apply on No. 3 and No. 4 tracks. ★Applies on No. 4 track when in service.					
Interlocking, Block and Block-Limit Stations in service part-time as follows:									
Station		Hours in Service							
MG		11.01 P.M. Tuesday until 11.01 P.M. Sunday except Holidays. Holidays: Closed 7.01 A.M. day of holiday until 7.01 A.M. of following day. During daylight savings period time will be one hour earlier.							
NY		7.59 A.M. to 3.59 P.M. daily except Saturday, Sunday and Holidays. During daylight savings period time will be one hour earlier.							
				MAIN LINE—CONEMAUGH-A					
X	X	X-O		JD.....	2.1				
X				LOCKPORT.....R-BI.....	5.9				148
				TOMS RUN.....	6.4				
				BENNETT.....R-BI.....	7.5				
X	X	X-O		ALUM BANK.....	10.0				
X	X	X-O		BI.....	15.3				
				TUNNELTON.....	17.3				
				ATLAS.....	17.4				
				SALTSBURG INDUSTRIAL TRACK	26.1				
				AVONMORE INDUSTRIAL TRACK	26.7				
				SALINA.....	30.8				112
X	X	X-O		TRUXALL.....R-Truxall.....	34.3				
X	X	X-O		APOLLO.....	34.9				
				WEST APOLLO.....	35.0				
				DIVISION POST (Pgh. Div.).....	77.2				
X	X	X		FEDERAL STREET (Pgh. Div.).....					
				NOTE—The distance from JD to Mile Post 0 is 3.6 miles. The distance from Salina to Mile Post 29 is 0.2 miles. The distance from JD to Federal Street is 78.6 miles. The direction from JD is westward.					

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyrone	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
				BALD EAGLE BRANCH-A				
X	X	X-O		LOCK HAVEN (Nor. Div.)	54.2			
X				POST R-Lock Haven	52.5			164
				DIV. POST (Nor. Div.)	52.0			
				MILL HALL	51.3			
X				EAST BEECH	47.2			
X				BEECH CREEK	45.9			211
				WEST BEECH	45.1			
				EAGLEVILLE	44.3			
				HOWARD	39.7			
X				SAND	35.9			
				CURTIN	34.4			
X	X	X-O		MILES	30.8			
				MILESBURG	30.8			123
X				BAKER R-Miles	29.4			
				UNIONVILLE	25.9			
X				EAST JULIAN	21.5			
				JULIAN	21.4			129
X				WEST JULIAN	20.1			
				MARTHA	17.2			
				PORT MATILDA	13.8			116
				HANNAH	10.6			
X				BEAVER	9.7			
X				EAGLE	6.1			367
				BALD EAGLE	5.0			
X				VAIL	3.0			
X				PARK	1.5			144
				PARK R-Miles	1.5			
				TYRONE (Clearfield Branch)				
				The direction from Park to Lock Haven is eastward.				
				CLEARFIELD BRANCH-A				
				CLEARFIELD SECONDARY TRACK				
				GRAMPIAN	52.5			
				STRONACH	50.8			
			X	CURWENSVILLE	47.1			
				CUR C-Miles	46.8			
			X	CLEARFIELD	40.5			
				FIELD C-Miles	39.1			
				WOODLAND	34.3			
				BIGLER	31.9			
				WALLACETON	29.4			29
			X	LACE C-Miles	29.4			
				BLUE BALL	27.1			
				GRAHAM	25.3			
X				RG. (N.Y.C. Crossing) (*)	23.7			
			X	BURG C-Miles	23.5			
				PHILIPSBURG	23.2			
				MAPLE	20.8			
			B	MILLS C-Miles	19.2			
				OSCEOLA MILLS	18.8			
				RETORT	15.5			
			X	SUMMIT C-Miles	13.5			67
				VAIL	3.0			
				N. END CLASS'FN. YARD	1.9			
X		X		PARK	1.5			
				PARK R-Miles	1.5			
X				17th STREET, TYRONE	0.9			
				TYRONE				
X				WILSON R-Gray				
				The direction from Park to Tyrone is southward.				
				(*)No operator on duty. Signals will be set normally for movement of P.R. R. trains. If a train is stopped by signal the conductor or engineman must immediately communicate with operator in control of the block.				

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

Station	Hours in Service
Mills	10:59 P.M. to 6:59 A.M. daily except Sun. & Hol.; continuously Sunday and Holidays.

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

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Petersburg	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
				HOLLIDAYSBURG & PETERSBURG BRANCH-A H. & P. SECONDARY TRACK-A NEW PORTAGE SECONDARY TRACK-A					
				PETERSBURG (Main Line).....					
X		X		PETE (Main Line)..... R-Hunt	0.5			103	
				HATFIELD.....	3.5				
				ALEXANDRIA.....	5.0				
				ALFARATA.....	6.2			45	
				COVERDALE.....	14.0				
				CLOVER CREEK JCT.....	15.1				
			X	SPRING..... C-Wye	15.1				
				WILLIAMSBURG.....	17.3				
				GANISTER.....	19.3				
				FRANKSTOWN.....	28.5				
			X	FRANK..... C-Wye	28.5				
				W.E. EAST'D ADV. TRKS.....	29.4				
				E.E. RELAY YARD.....	29.5				
				JONES ST. HOLLBG.....	30.5				
				JCT. MOR. COVE TRK.....	31.0				
			X	HOLLY..... C-Wye	31.2				
				HOLLIDAYSBURG.....	31.3				
				WYE.....	32.4				
X	B	B-O							
X	B	B-O		WYE.....	32.4				
				ELDORADO..... R-Wye	35.6				
X	X	X-O		ELDO.....	35.6				
X	X	X-O		ALTO.....	38.6				
				ALTOONA.....	38.9				
X	X	X-O		WYE.....	32.4				
				DU.....	36.1				
				MS.....	39.6				
				AH.....	43.7				
				PS.....	45.9				
X		X		SF..... R-AR (M. L.)	47.7	180			
				NOTE—The direction from Petersburg to Altoona is westward. DU, MS, AH and PS are emergency block stations, and will be in service only when opened by train order.					

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

Station	Hours in Service
WYE	7.00 A.M. Monday to 3.00 P.M. Sunday, except closed Holidays 7.00 A.M. until 7.00 A.M. of the following day. During daylight savings time, will open and close one hour earlier.

				IRVONA BRANCH-A	*			
				CRESSON.....	2.0			
				YARD LIMIT.....	9.0			65
				PENNA. NO. 16.....	13.2			65
				CONDON.....	18.0			60
				SANDY RUN.....	18.9			
				VAN ORMER.....	27.3			
				IRVONA JUNCTION.....	30.2			
				COALPORT (R. R. St.).....	32.6			
				HEVERLY.....	40.1			
				BLANDBURG (Stroud Jct.).....				
				The direction from Cresson to Blandburg is Northward.				
				*Distance from Cresson.				
				PAINT CREEK AND SHADE CREEK BRANCH-A	*			
			X	HC (South Fork Secondary Track).....	1.1			
				PAINT CREEK BR. JCT.....	1.8			
				SHADE CREEK BR. JCT.....	2.6			
				REITZ 5.....	13.3			45
				HUSKIN SIDING (HW).....	16.9			
				CAIRNBROOK (RP).....	18.2			
				CENTRAL CITY (CW).....				
				The direction from Paint Creek Br. Jct. to Central City is Southward.				
				*Distance from HC.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Altoona	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
				MORRISON COVE SECONDARY TRACK-A					
			X	HOLLY—C-Wye (Jct. H. & P. Secondary Track).....	7.8				
			X	BROOK—C-Wye.....	14.2				
				McKEE.....	15.2				
				ROARING SPRING.....	17.4				
				MARTINSBURG JCT.....	21.5				
				MARTINSBURG.....	22.2				
				CURRY.....	24.0				
				MT. DALLAS SECONDARY TRACK-A	*				
			X	CREEK—C-Wye.....					
			X	ASHCOM.....	5.2				
				DALLAS—C-Wye.....	6.9				
				*Distance from Creek.					
				MILROY SECONDARY TRACK-A	*				
				CHESTNUT ST., LEWISTOWN (Jct. Lewistown Secondary Track).....					
				BURNHAM.....	2.6				
				YEAGERSTOWN.....	3.6				
				REEDSVILLE.....	5.4				
				NAGINEY.....	9.6				
				MILROY.....	11.1				
				*Distance from Chestnut St., Lewistown.					
				MOSHANNON SECONDARY TRACK-A	*				
			B	MILLS—C-Miles (Jct. Clearfield Secondary Track).....					
				JCT. M.&C. SECONDARY TRACK.....	2.0				
			X	JCT. COAL RUN SECONDARY TRK.....	2.1				
				COAL—C-Miles.....	2.1				
			X	HOUTZDALE.....	5.7				
				RAM—C-Miles.....	6.9				
				RAMEY.....	8.9				
				SMOKE RUN.....	11.6				
				MADERA.....	14.1				
				BETZ JCT. (N.Y.C. Crossing).....	14.6				
				McCARTNEY.....	21.0				
				*Distance from Mills.					

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

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

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

				BELLEFONTE SECONDARY TRACK-A		*			
X	X	X-O		MILES.....	} Bald Eagle Branch	30.8			
				MILESBURG.....		30.8			
				BELLEFONTE.....		33.5			
			X	FONT—C-Miles.....		33.6			
				PLEASANT GAP.....		37.0			
			X	WHITE—C-Miles.....		37.4			
				DIV. POST (Nor. Div.).....		37.4			
				*Distance from Tyrone.					

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from So. Fork	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
				SOUTH FORK BRANCH-A					
				SOUTH FORK SECONDARY TRACK					
X		X		W—R-SO.....	1.5				
				SM.....	1.2				
				SOUTH FORK.....	.0				
			X	JK—C-SO.....	1.0				
				ST. MICHAEL.....	2.7				
				CO.....	3.6				
				LOVETT.....	4.2			45	
			X	LV—C-SO.....	4.3				
			X	LV—C-SO.....	4.3				
				SUMMIT.....	7.1			58	
			X	HC—C-SO.....	12.3				
				PAINT CREEK BR. JCT.....	13.4				
				SCALP LEVEL.....	14.0				
				WINDBER JCT.....	15.2				
				END OF TRACK.....	18.9				
				The direction from W to End of Track is Southward.					
				ANTIS-ALTO SECONDARY TRACKS-A	*				
X	X	X-O		ANTIS.....	1.0				
X	X			FARM.....	1.9				
				ROSE.....	2.5				
X	X			BRUSH.....	3.4				
X	X			WORKS.....	3.4				
X	X	X-O		SOUTH.....	4.3				
				*Distance from Antis.					
				BEDFORD SECONDARY TRACK-A	*				
			X	BROOK—C-Wye.....	14.2				
				EAST FREEDOM.....	15.7				
				CLAYSBURG.....	20.3				
				SPROUL.....	21.6				
				QUEEN.....	23.4				
				REYNOLDSDALE.....	32.3				
				FISHERTOWN.....	34.5			46	
				CESSNA.....	36.8				
			X	CREEK—C-Wye.....	44.7				
				BEDFORD.....	45.8				
			X	FORD—C-Wye.....	45.8				
				MANN'S CHOICE.....	53.7				
				BUFFALO MILLS.....	58.9			46	
				MADLEY.....	62.6				
				HYNDMAN.....	68.8				
			X	STATE—C-Wye.....	75.0				
				STATE LINE.....	76.2				
				CUMBERLAND (W. M. Ry.).....	82.8				
				*Distance from Altoona.					
				INDIANA SECONDARY TRACK-A	*				
				END OF TRACK } Blairsville	2.3				
				BLAIRSVILLE } Running Track	2.9				
			X	B—C-BI.....	3.6				
				BLACK LICK.....	7.6				
			X	ZD—C-BI.....	7.7				
				GRACETON.....	10.4				
			X	MR—C-BI.....	12.9				
				HOMER CITY.....	13.2				
			X	NM—C-BI.....	18.9				
				INDIANA.....	18.9				
				NOTE—● Indicates Block-Limit. Station for Northward trains only.					
				*Distance from Mile Post 0.					

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cresson	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
				CRESSON SECONDARY TRACK-A					
		X-O		CRESSON.....					
				EP.....	1.8				
				MUNSTER.....	3.6			128	
				EBENSBURG JCT.....	6.4			50	
			X	KY.....	6.4				
				LORETTO ROAD.....	7.3				
				BRADLEY JUNCTION.....	11.8			61	
			X	DF.....	11.9				
				ECKENRODE MILL.....	15.9				
				PATTON.....	18.5			37	
			X	PU.....	18.6				
				HASTINGS JCT.....	26.1			47	
			X	RE.....	26.6				
				WESTOVER.....	28.5				
				WELSHDALE.....	30.8			54	
			X	LJ.....	35.2				
				MAHAFFEY JCT.....	39.0				
				McGEES JUNCTION.....	41.0				
			X	HM.....	41.2				
				BEAR RUN JCT.....	43.7				
			X	K.....	47.8				
				CLOE.....	54.2				
				PUNXSUTAWNEY.....	56.5				
			X	RU.....	56.6				
				END OF TRACK.....	63.3				
				BLACK LICK SECONDARY TRACK-A					
				CRESSON.....					
		X-O		EP.....					
			X	KY.....	5.4				
				EBENSBURG JCT.....	6.4				
				WINTERSET.....	8.0			31	
			X	BETH.....	10.5				
				EBENSBURG.....	11.0			55	
			X	STEEL.....	12.7				
				BEULAH.....	13.5			72	
			X	SR.....	17.7				
				NANTYGLO.....	18.5			74	
				TWIN ROCKS.....	20.5			40	
				VINTONDALE.....	24.0			28	
			X	VF.....	24.4				
				RITTER.....	25.0			46	
			X	CH.....	35.8			50	
			X	NI.....	42.1				
			X	ZD.....	43.3				
				SUSQUEHANNA SECONDARY TRACK-A					
				CRESSON.....					
		X-O		EP.....					
				BRADLEY JUNCTION.....	11.8				
			X	DF.....	11.9				
			X	IR.....	14.9				
				DISHART.....	15.0			43	
				CARROLLTOWN.....	17.4				
				LUTHER JCT.....	18.8				
				BAKERTON.....	19.1				
				STERLING JCT.....	20.4				
			X	BN.....	21.6			65	
				SPANGLER.....	22.3				
			X	WC.....	23.6				
				BARNESBORO.....	23.7				
			X	JA.....	25.6				
				GARMAN.....	26.0				
				EMIGH RUN JCT. N.Y.C.....	27.9				
				CHERRY TREE JCT.....	28.8				
			X	CJ.....	28.9				
			X	DC.....	29.3				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East	West	Both
				MAIN LINE—PITTSBURGH DIVISION-B				
				DIV. POST (Allegheny Div.)	305.0			
X				MILLWOOD R-DR	306.0			
X	X	X-O		DERRY	307.3			
X	X	X-O		DR	307.8			
				LATROBE	312.3			
				KR	312.7			
				DONOHUE	317.6			
				GREENSBURG JCT	320.5			
				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			
				PITCAIRN	337.9			
				SPRING HILL	338.1			
				WILMERDING	339.3			
X	X	X-O		WG	339.7			
				TURTLE CREEK	340.3			
X				PERRY R-WG	340.5			
X	X	X-O		EAST PITTSBURGH	340.8			
				R	341.6			
				BESSEMER	342.2			
				BRADDOCK	342.9			
				COPELAND	343.5			
				HAWKINS	344.1			
				SWISSVALE	345.0			
X				WK R-CM	345.5			
				EDGEWOOD	345.8			
				WILKINSBURG	346.5			
				HOMEWOOD	347.4			
X	X	X-O		CM	347.8			
				EAST LIBERTY	348.6			
				ROUP	349.4			
				SHADYSIDE	349.9			
X				DV	350.3			
X	X	X		PITT	352.7			
				PITTSBURGH	353.1			
				The direction from Millwood is westward.				
				MAIN LINE—CONEMAUGH-B	*			
X	X	X-O		JD (Allegheny Div.)				
				WEST APOLLO (Allegheny Div.)	35.0			
				VANDERGRIFT	37.5			
				PINE RUN	39.2	86		
				HYDE PARK	41.6			
				LEECHBURG	42.9			
				WEST LEECHBURG	43.6			
X	X	X-O		AJ	47.8			
				KISKIMINETAS JCT	47.8			
				FREEPORT	49.1			
				BUTLER JUNCTION	49.8			
X				HARRIS R-AJ	49.8			137
X				BEALE R-AJ	51.4			
				NATRONA	53.9			
				BRACKENRIDGE	54.8			
				TARENTUM	55.8			
				WEST TARENTUM	56.5			
				HIGGINS	57.1			
				CREIGHTON	57.4			
				SPRINDALE	60.7			
				CHESWICK	62.8			
X				ACME R-UY	63.1			
X				HARMAR R-UY	64.6			145
				BLAWNOX	68.2			
				ASPINWALL	70.2			
X	X	X-O		UY	70.4			
				SHARPSBURG	72.3			
X				ETNA R-UY	72.4			
X	X	X		CQ	75.9			
X	X	X		FEDERAL STREET	77.2			
				*Distance from JD. The distance from JD to Federal Street is 78.6 miles. The direction from JD is westward.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East	West	Both
				MAIN LINE—EASTERN-B				
				PITTSBURGH				
X	X	X		PITT	0.3			
X	X	X		FEDERAL STREET	0.9			
X	X	X		PENNSYLVANIA AVE	1.8			
				ISLAND AVENUE	2.7			
				WOODS RUN	3.4			
X	X	X-O		JACKS RUN	4.8			
				BELLEVUE	5.1			
				AVALON	6.0			
				BEN AVON	6.5			
				EMSWORTH	7.0			
				GLENFIELD	9.4			
				HAYSVILLE	11.0			
				GLEN OSBORNE	11.9			
				SEWICKLEY	12.5			
				EDGEWORTH	13.4			
X	X	X		SHIELDS	14.0			
				LEETSDALE	15.0			
				AMBRIDGE	16.5			
X	X	X-O		BADEN	20.6			
				EAST CONWAY	20.8			
				CONWAY	22.6			
				FREEDOM	23.9			
X	X	X		WEST CONWAY	24.5			
X	X	X-O		ROCHESTER	25.9			
				WEST ROCHESTER	27.0			
				NEW BRIGHTON	28.9			
				BEAVER FALLS	30.2			
				MORADO	32.8			
				DIV. POST (Lake Div.)	34.0			
X	X	X		WOOD	34.8			
X	X	X		ALLIANCE } Lake Div.	83.0			
				CRESTLINE	188.7			

The direction from Pittsburgh is westward.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East	West	Both
				MAIN LINE—PANHANDLE-B				
X	X	X		PITTSBURGH				
X	X	X		PH	0.6			
				FOURTH AVENUE	1.1			
				MONON	1.3			
				SMITHFIELD STREET	2.2			
				POINT BRIDGE	3.2			
X	X	X		ELLIOTT	4.5			
				CORLISS	5.4			
				INGRAM	6.0			
X	X	X-O		CRAFTON	6.8			
				IDLEWOOD	7.8			
				WAGNER	7.8			
X				ROSSLYN	8.5			
				CARNEGIE	9.4			
				CAMP HILL	9.8			
				FORT PITT	11.8			
X				RENNERDALE	14.8			
				OAKDALE R-Laurel Hill	15.6			
X	B	B-O		NOBLESTOWN	17.8			
				LAUREL HILL	18.3			
				MCDONALD	19.8			
				PRIMROSE	21.5		294	
				MIDWAY	23.7			
				BULGER R-Laurel Hill	25.6			
				RACCOON	26.8			
				BURGETTS	27.5			
				BURGETTSTOWN	32.1			
				HANLIN	35.6			
X				COLLIER	35.8			
X				CO. R-Weirton Jct.	39.7			
X	X	X-O		NC R-Weirton Jct.	41.0			
X				WEIRTON JCT. R-Weirton Jct.	41.7			
				SB	43.2			
X				STEUBENVILLE	44.1			
X				HD R-Mingo Jct.	46.3		208	
X	X	X-O		MINGO JCT. R-Mingo Jct.	49.0			190
X				GOULD	56.0			
X				EAST ACRE R-Acre	54.6			
X				MID ACRE	57.4	188	126	
X	X	X-O		ACRE R-Acre	58.4			
X				WEST ACRE	61.2			
				UNIONPORT	63.8			
				HOPEDALE	66.0			
				CADIZ JCT.	66.6			
				DIVISION POST (Western Reg.)	69.0			
X				EAST CUSTER R-Custer	71.0		193	
X	X	X-O		CUSTER	75.0			
				SCIO	81.1			
				BOWERSTON	88.7		126	
				DYKE	90.2			
				JEWETT STREET	90.3			
				DENNISON	190.5			
		X		NEILSTON	190.7			
				COLUMBUS (U. D. Co.)				
				The direction from Pittsburgh is westward.				

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

Station	Hours in Service
Laurel Hill	11.00 P.M. to 7.01 A.M. Monday to Saturday, except Holidays. Closed day of Holiday until 11.01 P.M. day following Holiday. During daylight savings period time will be one hour earlier.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
				BRILLIANT BRANCH-B				
X	X	X-O		UY				
X	X	X-O		CM	1.8			
				The direction from UY to CM is Eastward. *Distance from UY.				
				NO. 101 AND NO. 102 SECONDARY TRACKS				
				ALLEGHENY BRANCH-B	*			
				PITTSBURGH 11TH ST.				
				29TH STREET	1.3			
				SOUTH END				
				COLEMAN YARD	6.1			
				NORTH END				
				COLEMAN YARD	6.7			
				NADINE	7.8			
X	X	X-O		UY				
				NADINE	7.8			
				DN	10.1			
				VERONA	10.3			
				EDGEWATER	10.8			
				OAKMONT	11.1			
				HULTON	11.7			
				HILLMAN	14.8			
				BARKING	15.2			
				PARNASSUS	17.4			
				NEW KENSINGTON	18.1			
				ARNOLD	18.9			
				BRAEBURN	22.3			
X	X	X-O		GARVERS FERRY	27.3			
				AJ	28.7	230	115	
				KISKIMINETAS JCT.	28.7			
				SCHENLEY	29.1			
				ALADDIN	29.8			
				GODFREY	31.9			
				LOGANSFORD	36.7			
X	B	B-O		FD	40.0	82	266	
				FORD CITY	40.9			
				KITTANNING	44.5			
				TEMPLETON	53.6			
				RIMERTON	59.4			
				BRADY SIDING	62.0			264
				DIV. POST (Nor. Div.)	63.4			
X	X	X-O		RED BANK (Nor. Div.)	63.5			
				BRADY (Nor. Div.)	64.6			
				The distance from UY to Nadine is 2.0 miles; Nadine to Div. Post (Nor. Div.) is 55.6 miles. *Distance from 11th St. Pittsburgh. The direction from UY is Northward.				

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

Station	Hours in Service
DN	Daily except 7.00 A.M. Saturday to 7.00 A.M. Monday and Holidays. Holidays closed 7.00 A.M. day of Holiday to 7.00 A.M. day following Holiday. During Daylight Savings Period time will be one hour earlier.
FD	7.01 A.M. to 11.01 P.M. Monday to Friday, inclusive, 7.01 A.M. to 3.01 P.M. Saturday. Holidays closed day of Holiday to 7.01 A.M. day following Holiday. During Daylight Savings Period time will be one hour earlier.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
				TURTLE CREEK BRANCH-B	*				
X	X	X-O		SZ.	0.1				
				TRAFFORD.	0.5				
			X	NORTH TRAFFORD.	0.9				
				BY ▲ C-SZ.					
				NOTE—▲ Indicates Block-Limit Station for Westward trains only. The direction from SZ to BY is Eastward.					
				*Distance from SZ.					
				PORT PERRY BRANCH-B	*				
X				PERRY (Main Line) R-WG.	1.1				
X				U JCT. R-PG.	2.1				
X	X	X-O		PG.					
				The direction from Perry is westward.					
				*Distance from Perry.					
				PETERS CREEK BRANCH-B	*				
				PETERS CREEK JCT. } Industrial	7.4				
				PENNMONT. } Track					
				PENNMONT.	7.4				
				GOULD.	8.0				
				The direction from Pennmont to Gould is Southward.					
				*Distance from Peters Creek Jct.					
				BAYARD BRANCH-B	*				
X	X	X-O		ROCHESTER.	0.9				
				BEAVER.	3.0				
				VANPORT.	4.4				
				MERRILL.	7.9				
				INDUSTRY.	10.5				
				MIDLAND.	11.9				
				MIDSTEEL.	14.5				
				EAST DRY RUN.	16.5				
				LAUGHLIN.	18.3				
				EAST LIVERPOOL.	18.6				
				JETHRO.	22.3				
				WELLSVILLE THIRD ST.	23.4				142
				WELLSVILLE.	25.3				
X	X	X-O		YELLOW CREEK.	28.5				
				RIVER—R—Yellow Creek.					
				DIV. POST (Lake Div.)	26.6				
				NOTE—Midsteel is an emergency Block Station and will be in service only when opened by train order or General Order.					
				The direction from Rochester to Div. Post (Lake Div.) is Westward.					
				*Distance from Rochester.					

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Monon	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
				MONONGAHELA BRANCH-B					
				MONONGAHELA SECONDARY TRACKS					
X	X	X		MONON.	2.7				
X	X	X		OB.	4.8				
				HAYS.	6.4				
				HOMESTEAD.	9.3				
X	X	X-O		KENNY R-PG.	10.1				
X	X	X-O		PG.	10.8				
				DUQUESNE.	11.6				
				SOUTH DUQUESNE.	14.4				
				DRAVOSBURG.	17.4				
				WILSON.	17.7				
				PETERS CREEK JCT.	19.0				
				CLAIRTON.	20.8				
				WEST ELIZABETH.	22.4				
				FLOREFFE.	22.8				
				ELRAMA.	23.7				
				SHIRE OAKS.	25.0				
X	X	X		H.	25.0				
				COURTNEY.	27.0				
				MONONGAHELA.	29.8				
X	X	X-O		MC.	29.9				
				DONORA.	34.2				
				WEST MONESSEN.	38.4				72
				CHARLEROI.	39.5				
				BELLE VERNON.	40.9				
				ALLENPORT.	43.5				
				ROSCOE.	45.6				
				CALIFORNIA.	48.9				
				WEST BROWNSVILLE JCT.	51.8				
X	X	X		BF.	52.4				
				SCULLY BRANCH-B	*				
X	X	X		MONON.	3.4				
X	X	X-O		ELLIOTT—R—Esplen.	1.3				
				ESPLEN.	0				
				DUFF.	3.0				
X	X	X-O		SCULLY.	4.3				
X	X	X-O		RG—R—Wagner.	6.0				
				WAGNER.	7.0				
				The direction from Wagner to Monon is Eastward.					
				*Distance from Esplen.					
				OHIO CONNECTING BRIDGE-B	*				
X	X	X-O		ESPLEN.	0.5				
				ISLAND AVENUE JCT.—R—Esplen.					
X				ISLAND AVENUE JCT.—R—Esplen.	0.5				
				ISLAND AVENUE.	1.1				
X	X	X		PENNSYLVANIA AVENUE.	2.0				
X	X	X-O		ISLAND AVENUE JCT.—R—Esplen.	0.5				
X	X	X-O		JACKS RUN.	2.4				
				The direction from Esplen to Island Ave. Jct. is Westward; from Island Ave. Jct. to Penna. Ave. is Eastward; from Island Ave. Jct. to Jacks Run is Westward.					
				*Distance from Esplen.					
				LOW GRADE BRANCH-B	*				
X	X	X-O		ROCHESTER.	3.4				
				DIV. POST (Lake Div.)					
X	X	X-O		FETTERMAN (Lake Div.)	4.6				
				CASTLE.	20.7				
				The direction from Rochester to Div. Post (Lake Div.) is Westward.					
				*Distance from Rochester.					

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance from Mile Post 0	Sidings Assigned Direction. Car Capacity 50 ft. cars		
							East or South	West or North	Both
				NEW CUMBERLAND BRANCH-B					
				NEW CUMBERLAND SECONDARY TRACK					
				KOBUTA (Industrial Track).....		34.4			
				CHESTER.....		21.7			29
			X	HS▲—C-Weirton Jet.....		21.7			
				FIRST STREET.....		20.7			
				NEWELL.....		19.2			23
			X	N—C-Weirton Jet.....		19.2			
				KENILWORTH.....		17.2			
				CONGO.....		16.6			
			X	NG—C-Weirton Jet.....		16.6			
				ARROYO.....		13.6			
				BROWNSDALE.....		12.2			
				MOSCOW.....		11.2			
			X	KI—C-Weirton Jet.....		11.1			
				GLOBE.....		10.4			
				NEW CUMBERLAND.....		7.6			
				TENBURY.....		7.1			
			X	CU—C-Weirton Jet.....		7.1			
				EAST TORONTO.....		5.0			
				KINGS CREEK.....		4.1			
				EAST WEIRTON.....		2.0			
			X	WN—C-Weirton Jet.....		1.8			
			X	WN—C-Weirton Jet.....		1.8			
				WEIRTON.....		1.3			
X	X	X-O	X	CY◆—C-Weirton Jet.....		0.3			
				WEIRTON JCT.....					
				NOTE—▲Indicates Block-Limit Station for Westward trains only. ◆Indicates Block-Limit Station for Eastward trains on Weirton Secondary track only. The direction from Weirton Jet. to WN is Eastward.					
				TERMINAL BRANCH-B		*			
				OHIO JCT.....					
			X	WT▲—C-Rockville.....		0.1			
				MARTINS FERRY.....		1.6			
				PENINSULA.....		2.7			
				CHAPLINE.....		4.4			
			X	NY◆—C-Rockville.....		4.5			
X	B			NY ZANE } (Running Track).....		4.5			
						5.5			
				NOTE—▲Indicates Block-Limit Station for westward trains only. ◆Indicates Block-Limit Station for eastward trains only. The direction from Zane to Ohio Jct. is eastward. *Distance from Ohio Jct.					
				No. 105 SECONDARY TRACK-B		*			
X				RG (P.C.&Y. R.R.).....R-Wagner.....					
				CARNEGIE.....		2.0			
				GLENN (P.C.&Y. R.R.)...R-Wagner.....		2.5			
				*Distance from RG.					
Interlocking, Block and Block-Limit Stations in service part-time as follows:									
Station		Hours in Service							
Zane		8.01 A.M. to 12.01 A.M., daily except Saturday, Sunday and Holidays. Sunday 4.01 P.M. to 12.01 A.M. During daylight savings period time will be one hour earlier.							

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
				BUTLER SECONDARY TRACK-B	*			
X			X	HARRIS—R-AJ.....				
				JB—C-VO.....				
				LANE.....	0.6			
				WINFIELD JUNCTION.....	3.8			
			X	WA—C-VO.....	3.8			
				SARVER.....	7.6			
				SUMMIT.....	10.2			37
				CABOT.....	10.5			
				MARWOOD.....	11.5			
				DILKS.....	13.1			65
			X	KD—C-VO.....	13.1			
				HERMAN.....	15.8			
				WEST END BUTLER WYE.....	19.5			
X	X	X-O		VO.....	20.8			
				BUTLER.....	21.1			
				*Distance from JB.				
				NO. 0 SECONDARY TRACK-B	*			
X	X	X-O		CP (Main Line).....				
				YOUGHIOGHENY JCT.....	0.9			
				SHAFTON.....	1.8			
				*Distance from CP.				
				O SECONDARY TRACK-B	*			
X	X	X-O		29th STREET.....				
				PITT.....	0.6			
				*Distance from 29th St.				
				NO. 103 SECONDARY TRACK-B				
X	X	X-O		UY Brilliant Branch.....				
				SOUTH END COLEMAN YARD.....	1.2			
				*Distance from UY.				
				WAYNESBURG SECONDARY TRACK-B	*			
				WH (Washington Secondary Track).....				
				WASHINGTON.....	0.1			
				SUMMIT SIDING.....	4.3			
				BAKER.....	9.8			
				WEST UNION.....	17.9			
				WAYNESBURG.....	28.1			
				*Distance from WH.				
				NO. 101 SECONDARY TRACK-B	*			
X	X	X		FEDERAL STREET.....				
				EAST END BRIDGE 0.38.....	0.6			
				*Distance from Federal St.				
				YELLOW CREEK SECONDARY TRACK-B	*			
X	X			RIVER (Bayard Branch).....				
				BRANCH (River Branch).....	0.9			
				*Distance from River.				
				NO. 27 SECONDARY TRACK-B	*			
X	X	X	X-O	CORLISS (Main Line).....				
				ESPLEN (Scully Branch).....	1.3			
				*Distance from Corliss.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mile Post 0	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
				WHEELING SECONDARY TRACK-B					
X	X	X-O		WEIRTON JCT.	1.6				
				EAST STEUBENVILLE	2.4				
				LOWER FERRY	4.1			22	
				FOLLANSBEE	4.2				
			X	FA-C-Weirton Jct.	4.2				
				LAZEARVILLE	6.7			56	
				WELLSBURG	7.6				
				BROOK	8.6				
				BEECH BOTTOM	12.2			93	
			X	KR-C-Weirton Jct.	14.6				
				SHORT CREEK	15.1			54	
				EAST WARWOOD	19.4				
				WARWOOD	20.0				
				WHEELING	24.0				
			X	UN-C-Weirton Jct.	24.1				
				UN	24.1				
				ZANE	25.2				
				BENWOOD	26.5				
				WHEEL (Running track)					
				NOTE—♦ Indicates Block-Limit Station for eastward trains only. The distance from Weirton Jct. to Mile Post 0 is 0.7 Mile.					

				WASHINGTON SECONDARY TRACK-B	*				
		X		GLENN SIGNAL ▲—R-Wagner	0.6				
				WOODVILLE	1.8				
				BOWER HILL	2.8				
				KIRWIN	3.3				
			X	BD-C-Wagner	3.8			130	
				BRIDGEVILLE	3.9				
				MAYVIEW	6.3			130	
				BOYCE	7.5				
				HILLS	8.5				
			X	MO-C-Wagner	9.5				
				VAN EMMAN	11.5				
				MORGANZA	12.5				
				RICHFOL	13.1				
				CANONSBURG	14.1				
				HOUSTON	15.3				
			X	MY-C-Wagner	16.5				
				MEADOW LANDS	17.9				
			X	WS-C-Wagner	19.7				
				ARDEN	19.9				
				TYLERDALE	21.8				
				CHESTNUT ST.	22.8				
			X	WH-C-Wagner	23.3				
				WASHINGTON (Waynesburg Sec.)	23.6				
				NOTE—▲ Indicates Block Station for Westward trains only. ♦ Indicates Block-Limit Station for Eastward trains only. The direction from WH-GLENN-RG is Eastward.					
				*Distance from Carnegie.					

				CADIZ SECONDARY TRACK	*				
				Cadiz Jct. (Main Line)	2.1				
				Folks	3.7				
				Narva	5.5				
				Georgetown Jct.					
				*Distance from Cadiz Jct.					
				HANNA SECONDARY TRACK	*				
				Georgetown Jct.	1.0				
				Cadiz Mine	5.0				
				Hanna					
				Georgetown {Industrial Track	6.0				
				{Joint PRR and Nickle Plate RR.					
				*Distance from Georgetown Jct.					
				CADIZ INDUSTRIAL TRACK	*				
				Cadiz Mine (Hanna Secondary Track)	0.6				
				Sandy Ridge	1.4				
				Cadiz (end of track)					
				*Distance from Cadiz Mine.					

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Yellow Creek	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						East or South	West or North	Both	
				RIVER BRANCH-B					
				POWHATAN SECONDARY TRACK-B					
				OMAL SECONDARY TRACK-B					
X	X	X-O		YELLOW CREEK	1.0				
				BRANCH—R-Yellow Creek	2.4				
				PORT HOMER	4.3	50			
				CLAYPORT	5.5				
				EMPIRE	7.5				
				CROXTON	8.7				
				TORONTO	13.5				
				KINGS	17.4				
				STEUBENVILLE	18.1				
				LA BELLE					
				ROCKVILLE (N.K.P. Crossing)	19.4				
X	X	X-O		ROCKVILLE (N.K.P. Crossing)	19.4				
				(Running Tracks)	20.2				
X	X	X-O		MINGO JCT.	23.6				
			X	GR-C-Rockville	23.6				
				BRILLIANT	23.8				
				JEFFERSON	24.1				
				RUSH RUN	28.7				
				W. & L. E. JCT.	29.4				
				SHANNON	29.6			110	
			X	RU-C-Rockville	29.7				
				RAYLAND	31.0				
				TILTONVILLE (N.K.P. Conn.)	32.3				
				YORKVILLE	33.2			105	
			X	OHIO JCT.	36.1				
				OJ-C-Rockville	36.2				
				MARTINS FERRY	37.7				
				AETNAVILLE	38.4				
				BRIDGEPORT (B&O Crossing)	39.7				
				BELLAIRE (B&O Crossing)	43.8			145	
			X	BR-C-Rockville	43.9				
				SHADYSIDE	46.8				
			X	AM-C-Rockville	47.4				
				WEGEE	48.6				
				DILLE	51.3				
				JOHNSON	53.6				
				CAPTINA JCT.	58.4				
			X	POWHATAN	58.6				
				PN-C-Rockville	58.7				
				PN	58.7				
				WEST POWHATAN	59.3				
				FERRO	63.0				
				CLARINGTON	65.9				
				OMAL	71.1				
				END OF TRACK	72.7				
				NOTE—+ Indicates Block-Limit Station for Westward trains on Powhatan Secondary Track only. ♦ Indicates Block-Limit Station for Eastward trains only. The direction from GR to Yellow Creek is Eastward.					

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East or South	West or North	Both
				SOUTHWEST SECONDARY TRACK-B	*			
X	X	X		RG				
				RADEBAUGH SIDING	1.1			124
				HEMPFIELD JCT.	2.2			
				HAYDEN JCT.	3.2			
				COUNTY JCT.	3.9			
				YOUNGWOOD	5.3			
			X	YU..... C-RG	5.5			
			X	YUKON JCT.	8.8			
			X	HN..... C-RG	8.9			
				TARR	12.1			
				SCOTTTDALE JCT.	16.7			
				SCOTTTDALE	17.3			68
			X	BROADFORD JCT.	17.5			
			X	SY (B&O Crossing)..... C-RG	17.6			
				CONNELLVILLE	24.5			
			X	OPOSSUM RUN JCT.	24.9			
			X	NJ..... C-RG	25.0			
				DUNBAR	28.2			
				GIST SIDING	30.9			66
			B	REDSTONE JCT.	36.3			
			X	RS..... C-RG	36.3			
				VA..... C-RG	37.1			
				*Distance from RG.				
				ELLSWORTH SECONDARY TRACK				
				MARIANNA SECONDARY TRACK-B	*			
X	X			MC				
				FRYE SIDING	0.8			
				JONES SIDING	7.2			46
				BENTLEYVILLE	9.7			
				ELLSWORTH SIDING	11.0			67
				COKEBURG JCT.	11.9			
				COKEBURG JCT. } Marianna	11.9			
				SCENERY HILL } Secondary	14.0			48
				MARIANNA } Track	19.0			
				END OF TRACK (INDSTL)	19.2			
				*Distance from MC.				
				WEST BROWNSVILLE SECONDARY TRACK-B	*			
				BF				
				WEST BROWNSVILLE	1.2			
				DENBO	3.6			
				VESTA SIDING	5.8			36
				TEN MILE RUN JCT.	10.1			
				*Distance from West Brownsville Jct.				
				YUKON SECONDARY TRACK-B	*			
				YUKON JCT.				
				WHYEL JCT.	4.0			
				HUNTER RUN JCT.	6.4			
				COWANSBURG	11.7			
				*Distance from Yukon Jct.				
				REDSTONE SECONDARY TRACK-B	*			
X	X	X		BF	52.4			
				LINN	53.7			
				GRINDSTONE JCT.	55.9			
			X	FH—C-BF	59.5			82
				WALTERSBURG	61.8			
				VANCE MILL JCT.	65.0			55
				REDSTONE JCT.	68.4			
			B	RS—C-BF	68.4			
				*Distance from Monon.				

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

Station	Hours in Service
RS*	10.00 P.M. to 2.00 P.M. Daily, except 2.00 P.M. to 10.00 P.M. Sunday and Holidays.

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

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				MAIN LINE—EASTERN-C				
				PITTSBURGH (Pgh. Div.)				
				DIV. POST (Lake Div.)	34.0			
				WOOD	34.8			
X	X	X		NEW GALILEE	40.2			
				HAYS	41.9			
				ENON	45.2			
				EAST PALESTINE	49.9			
				BUCKEYE	50.8			
				SMITH	51.4			
				NEW WATERFORD	54.3			
				COLUMBIANA	59.7			
				ALUM	60.6			
X	B	B-O		LEETONIA (E-L Crossing)	63.2			
				SALEM	69.6			
				LONG	71.0			
				GARFIELD	75.6			
				BELOIT	77.7			
				SEBRING	79.0			
X	X	X-O		CP	82.8			
X	X	X		ALLIANCE (Mahoning Sec. Crossing)	83.0			
				WALL (NYC Crossing)	83.6			
				MAXIMO	89.2			
				LOUISVILLE	94.8			
X	X	X-O		FAIRHOPE	96.8			
X	X	X		WANDLE (NKP Crossing)	101.3			
				CANTON	101.7			
X	X	X-O		McKINLEY (B&O Crossing)	102.1			
				REED R-McKinley	105.4			
				MASSILLON	109.5			
X	X	X		MACE (B&O Crossing)	110.7			
X				NEWMAN R-Mace	112.2			125
				NORTH LAWRENCE	116.6			
X	X	X-O		ORRVILLE (Akron Sec. Crossing)	124.0			
				WOOSTER	135.1			
X	X	X-O		BIG RUN	138.2		220	
				MILLBROOK	139.8			
				SHREVE	144.5			
				BIG PRAIRIE	148.5			
				LAKEVILLE	150.1			
X	X	X		LOUDONVILLE	156.5			
				MOHICAN	157.4			125
X				FORK R-Mohican	159.0			
				PERRYSVILLE	160.9			
				GUTHRIE	162.3			
				CENTRAL REGION (Div. Post)	168.3			
				DIVISION POST (Western Reg.)	168.3			
X	X	X		LUCAS	168.5			
X	X	X		CRESTLINE (NYC Crossing)	188.7			
				The direction from Pittsburgh to Crestline is westward.				

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

Station	Hours in Service
Leetonia	7.59 A.M. to 11.59 P.M. Daily except Sunday.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Rochester	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				MAIN LINE—LAKE-C				
		X-O		ALLIANCE	67.0			
				PATTERSON ST.	67.1			
				NYC RR CROSSING (NYC Crossing)	67.4			
				ATWATER	75.0			
				ROOTSTOWN	81.3			
				PORTAGE	84.3			
X	X	X		NILES JCT.				
X	X	X		NEWTON FALLS	8.2			
				RAVENNA	22.8			
				RAVENNA	85.1			
X	X	X-O		RAVE	85.9	121	71	
X	B	B		BRADY	88.5			
X	X	X-O		HUDSON	96.9	148	117	
				TWIN	102.9			
				MACEDONIA	103.9			
				LEDGE	105.1			
				MOTOR	105.4			
				WHELOCK	106.1			
X				WALTON	107.4			
				BEDFORD	109.4			
X				MAPLE	110.3			
				ROCKSIDE	110.9			
				McCRACKEN	113.1			
				HARVARD AVENUE	115.8			
X	X	X-O		HARVARD (NKP-N&SS Crossing)	116.0			
X	X	X		ERIE CROSSING (E-L Crossing)	116.9			
				BESSEMER AVENUE	117.1			
				HOLTON AVENUE	118.2			
				WOODLAND AVENUE	118.6			
				CEDAR	119.7			
				CLEVELAND	120.0			
				SUPERIOR	120.9			
				ALABAMA	121.8			
				DOUBLE TRACK (NYC RR)	122.9			
				SENECA	123.0			
				(PRR Conn Tracks) C-Erie Crossing				
X	X			DB	123.6			
				The direction from Alliance to Seneca is westward.				
				Y. AND R. CONNECTION-C	*			
X	X	X		RAVENNA (B&O RR)				
X	X	X-O		RAVENNA	.3			
				RAVE	1.2			
				*Distance from Ravenna (B&O).				
				BAYARD BRANCH-C	*			
X	X	X-O		YELLOW CREEK (Pgh. Div.)	25.3			
X				RIVER	26.5			
				DIV. POST (Pgh. Div.)	26.6			
				McCULLOUGH	27.3			
				HAMMONDSVILLE	28.7			
				IRONDALE	30.0			
				NEW SALISBURY	32.2			
				CLARK	32.8			
				ROGERS	36.9			
				SALINEVILLE	37.4			
				SUMMITVILLE	42.4			
				SHALE	42.7			
				KENSINGTON	48.3			
				EAST ROCHESTER	52.2			
X	X	X-O		BAYARD (Tuscarawas Sec. Crossing)	55.1			
X	X	X-O		FAIRHOPE	69.0			
				The direction from Yellow Creek to Fairhope is westward.				
				*Distance from Rochester.				

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

Station	Hours in Service
Brady	6.00 A.M. to 10.00 A.M. 11.00 A.M. to 3.00 P.M., daily except Monday.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mace	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				M. & C. BRANCH-C				
				M. & C. SECONDARY TRACK				
X	X	X		MACE (M&C Secondary track)				
				EAST GRAVEL	1.7			
				PAULS				
				CANAL FULTON	4.0			
X	X	X		WARWICK	11.1			
				The direction from Mace to Warwick is westward.				
				AKRON BRANCH-C	*			
				AKRON SECONDARY TRACK				
X	X	X-O		HUDSON				68
X				CLARK	.9			
X				SILVER	5.8			103
X				PAYNE	6.8			
				CUYAHOGA FALLS	7.9			
X	X	X		ARLINGTON	11.6			
				JO (E-L Crossing)	12.9			
				AKRON	13.5			
				CROSIER ST.	14.8			
				BRIDGE 16	16.1			
				MANCHESTER ROAD	16.3			
X				LAMBERT	18.4			
	X	X		BARBERTON	20.3			
				BN	20.6			121
X	X	X		CLINTON	26.4			
				WARWICK (B&O Crossing)	27.2			
X	X	X		WARWICK	27.2			
X	X	X-O		MARSHALLVILLE	32.4			
				ORRVILLE (M.L. Eastern Crossing)	37.2	110		
				DIVISION POST (West. Reg.)	39.1			
				*Distance from Hudson. The direction from Hudson to Div. Post (Western Reg.) is southward.				
				ALLIANCE BRANCH-C	*			
X	X	X-O		DETOUR (E & A Branch)	75.5			
X		X		BOANNA	76.6			
				JN	83.1			
				NORTH JACKSON	83.2			
				ROSEMONT	85.9			
				ELLSWORTH	87.7			
				BERLING CENTER	91.4			88
				BC	92.2			
				SNODES	95.9			
				NZ	98.9			
X	X	X-O		NORTH SEBRING	99.3			
				CP	102.1			
				ALLIANCE (M. L. Eastern)	102.3			
				*Distance from Pittsburgh. The direction from Boanna to Alliance is westward.				
				LOW GRADE BRANCH-C	*			
X	X	X-O		ROCHESTER (Pgh. Div.)	25.9			
				DIVISION POST (Pgh. Div.)	29.3			
				FETTERMAN	30.5			
				THOMPSON RUN	34.9			
				ELLWOOD JCT.	37.2			
				WAMPUM JCT.	41.8			
				*Distance from Pittsburgh.				
				NOTE—The distance between Mile Post 41 Low Grade Branch, and Mile Post 42 E & A Branch, is 9295 feet. The direction from Rochester to Wampum Jct. is westward.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
							West	East	Both
				E & A BRANCH-C KOPPEL SECONDARY TRACK					
X	X	X		WOOD.....	Koppel Secondary Track	34.8			
				KOPPEL.....		36.3			
				ROCKFORD.....		38.7			
				WAMPUM JCT.....		41.8			
X	X	X-O		WAMPUM JCT.....	E & A Branch	41.8			
				CASTLE.....		46.6			
				CROSS CUT.....		47.3			
				COVERTS.....		49.1			
				EDENBURG.....		51.5	142		
				QUAKERTOWN.....		55.6			
				LOWELLVILLE.....		57.1			
X	X	X		STRUTHERS.....		60.2			
				GRAHAM (LE&E Crossing).....		60.8	124	112	
				HASELTON.....		61.9			
				WEST HASELTON.....		62.2			
				CENTER ST. (B&O Crossing).....		62.6			
				(E-L Crossing).....		62.7			
				(B&O Crossing).....		62.8			
				CRAB CREEK (B&O Crossing).....		63.9			
				MARKET ST. (E-L Crossing).....		65.3			
				YOUNGSTOWN.....	65.4				
				UPPER MILL.....	66.0				
X				AUSTINTOWN (E-L Crossing).....	66.3				
X	X	X		DIVISION ST.....R-Girard..	67.7				
X				GIRARD.....	70.0	212	210		
				BELMONT ST.....R-Detour..	73.9				
X	X	X-O		NILES.....	74.7				
X				DETOUR.....	75.5				
				BOANNA.....R-Detour..	76.6				
X	X	X		NILES JCT. (B&O RR).....	77.8				
				NOTE—The distance between Wampum Jct. and Mile Post 42 is 4847 feet. The distance between Mile Post 40 Koppel Secondary Track and Wampum Jct. is 5811 feet. The direction from Wood to Niles Jct. is westward.					
				P Y & A BRANCH-C P Y & A SECONDARY TRACK NOS. 101 AND 102 SECONDARY TRACKS					
X	X	X-O		DETOUR.....	P Y & A Branch	75.5			
				VAN WYE.....		76.2			
				WARDWELL.....		77.5			
				BRICKHOUSE.....		78.3			
				WARREN.....		79.9			
X	X	X-O		NORTH WARREN.....		80.9			
				(E-L Crossing).....					
X	X	X-O		NORTH WARREN.....	P Y & A Secondary Track	80.9			
				HOWLAND.....		81.7			
				CHAMPION.....		85.1			
				BRISTOLVILLE.....		90.9			125
				OAKFIELD.....		92.2			
				LOCKWOOD.....		95.8			
			X	BD.....		95.9			108
			X	OW.....C-North Warren		100.8			47
			X	EAST ORWELL.....		100.8			
				RM.....C-North Warren		106.1			240
				ROCK CREEK.....	109.6				
				EAGLEVILLE.....	113.3				
			X	GR◆.....C-North Warren	114.7				
				GR.....	(Running Tracks)	114.7			
				EAST AUSTINBURG.....		115.7			
				EAST AUSTINBURG.....	Nos. 101 & 102 Secondary Tracks	115.7			
X	X			AUSTINBURG.....		117.4			
				NP (NKP Crossing).....		124.2			
X	X			ASHTABULA.....		124.5			
				OD (NYC Crossing).....	125.2				
		O		WEST STREET YARD OFFICE (Yard Tracks).....		125.4			
				NOTE—◆Block-Limit Station for eastward trains only. The direction from Detour to GR is westward. The direction from East Austinburg to OD is westward.					

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				E & P BRANCH-C				
X	X	X-O		CASTLE.....	46.6			
				CHERRY ST.....	47.5			
				OAKLAND.....	48.7			
				NEW CASTLE.....	49.7			
			X	CS..... C-Castle	49.9			
				PULASKI.....	60.0			
				WEST MIDDLESEX.....	64.6			
		B-O		WHEATLAND.....	67.4			
				FARRELL.....	68.5			
				SHARON.....	69.8			
				SHARPSVILLE.....	73.0			
				TRANSFER.....	78.7			
				VICTORY.....	81.3			
X	X	X-O		BRUIN E-L Crossing).....	82.0			104
				SHENANGO.....	82.8			
				GREENVILLE.....	84.5			21
X-A				JAMESTOWN (NYC Crossing).....	90.6			
				WESTFORD.....	96.2			135
			X	WF..... C-Bruin	96.2			
				ESPYVILLE.....	99.6			
				LINESVILLE.....	103.6			
				CENTER ROAD.....	107.7			
			X	RK..... C-Bruin	110.7			
				CONNEAUTVILLE.....	111.3			
				SPRINGBORO.....	114.1			
			X	AR..... C-Bruin	120.4			
				ALBION.....	120.4			
X	X	X-O		THORNTON JCT. (NKP Crossing).....	127.6			
X				GIRARD JCT.—R ERIE-NYC Dispr.....	129.3			
X				DOCK JCT.—R ERIE-NYC Dispr.....	148.0			
				ERIE (Northern Div.).....	146.0			
				The direction from Castle to Girard Jct. is westward.				

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

Station	Hours in Service
Wheatland	6.00 P.M. to 2.00 A.M., Daily except Sunday.
HOUSTON SECONDARY TRACK-C	
OAKLAND (E&P Branch).....	48.7
MORAVIA ST. (P&LE Crossing).....	49.3
NEW CASTLE.....	49.9
EASTBROOK.....	54.2
WILMINGTON JCT.....	57.9
NESHANNOCK FALLS.....	58.9
VOLANT.....	62.2
LEESBURG.....	64.6
MILLBURN.....	66.8
MERCER.....	71.4
HOUSTON JCT.....	72.3
HOUSTON JCT.....	72.3
JACKSON CENTER.....	76.5
BUCKEYE MINE	} Jackson Industrial Track
TRACK SW.....	
END OF TRACK.....	78.3
The direction from Oakland to Houston Jct. is westward.	

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Marietta	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						South	North	Both
				MARIETTA BRANCH-C DOVER SECONDARY TRACK				
			X	DJ (★).....C-Town	103.7			
			X	DOVER (B&O Crossing).....	103.3			
			X	DO.....C-Town	101.6			
				STONE CREEK.....	93.3			
				NEWCOMERSTOWN.....	84.2			
X	X	X-O	X	TOWN (Buckeye Reg. Crossing).....	84.1			
			X	JH.....C-Town	82.5			
				GUERNSEY.....	77.5			
				KIMBOLTON.....	68.9			
			X	FA◆.....C-Town	58.7			
				FA.....	58.7			
				CAMBRIDGE (B&O Crossing).....	57.9			
				CAMBRIDGE SHOP.....	57.1			
				CAMBRIDGE SCALES.....	54.5			
				BYESVILLE.....	52.9			
				ALBIN (B&O Crossing).....	48.5			
				PLEASANT CITY.....	48.0			
				GLENWOOD.....	45.2		41	
				AVA.....	42.6			
				BELLE VALLEY.....	38.7			
				CALDWELL.....	35.3		21	
				DEXTER CITY.....	27.2			
				MACKSBURG.....	24.8			
				MACKSBURG WYE.....	24.6			
				WARNER.....	17.6			
				WHIPPLE.....	13.9		12	
				MARIETTA.....				
				NOTE (★)—C Town (For Southward movements only). ◆—Block-Limit Station for northward trains only.				
				The distance from Mile Post 59 to Mile Post 75 is 0.7 mile. The direction from DJ to Marietta is southward.				
				TUSCARAWAS SECONDARY TRACK-C	*			
X	X	X-O		BAYARD (Bayard Br. Crossing).....				
				MINERVA (NKP Crossing).....	2.6			
				MINERVA JCT. (NYC Crossing).....	2.7			
			X	PE.....C-Bayard	3.1			
				PEKIN.....	4.0			
				ONEIDA (NKP Crossing).....	5.7			
			X	MN.....C-Bayard	7.5			
				MALVERN.....	7.5		33	
				WHITACRE.....	10.8			
				WAYNESBURG.....	11.8			
				MAGNOLIA.....	14.7			
			X	BR.....C-Bayard	15.2		45	
				SUMMIT SIDING.....	17.8			
			X	MY.....C-Bayard	19.8			
				MINERAL CITY (B&O Crossing).....	19.8			
			X	ZOAR.....C-Bayard	21.3		48	
				VALLEY JCT. (NKP Crossing).....	21.5			
			X	DJ (★).....C-Bayard	28.8			
				*Distance from Bayard.				
				NOTE (★)—C Bayard (For northward movements only). The direction from Bayard to DJ is southward.				
				MAHONING SECONDARY TRACK-C	*			
X	X	X-O		BAYARD.....	54.8		162	
				MOULTRIE.....	58.0			
				HOMEWORTH.....	60.7			
		X-O		ALLIANCE (M.L. Eastern Crossing).....	67.0		228	
				*Distance from Rochester.				
				The direction from Bayard to Alliance is Westward.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Boanna	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				VAN WYE SECONDARY TRACK-C				
X				BOANNA (E&A Branch).....R-Detour				
				VAN WYE (PY&A Branch).....	1.1			
				The direction from Boanna to Van Wye is Eastward.				
				CROSS CUT SECONDARY TRACK-C	*			
				CROSS CUT (E&A Branch).....				
				CHERRY ST. (E&P Branch).....	0.6			
				*Distance from Cross Cut.				
				The direction from Cross Cut to Cherry St. is Eastward.				
				WALFORD SECONDARY TRACK-C	*			
				COVERTS (E&A Branch).....				
				WALFORD.....	4.9			
				*Distance from Coverts.				
				The direction from Coverts to Walford is Westward.				
				CROWN SECONDARY TRACK-C	*			
				TWIN (Main Line-Lake).....				
				CROWN.....	2.4			
				*Distance from Twin.				
				The direction from Twin to Crown is Northward.				
				SOUTH MASSILLON INDUSTRIAL TRACK-C	*			
X	X	X		MACE.....				
X-A				CONNECTION WITH No. 1 TRACK JOINT NICKEL PLATE and B&O RR CROSSING.....	0.6			
				SOUTH END OF SOUTH MASSILLON YARD.....	0.8			
					1.3			
				*Distance from Mace.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Baltimore	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East	West	Both
				MAIN LINE NORTHERN DIVISION-D				
X	X	X-O		HARRISBURG (East. Region).....	84.4			
				ROCKVILLE.....	90.6			30
				DIVISION POST (East. Region).....	92.2			
X				DAUPHIN.....	93.7			
X				STONEY.....	94.0			
X				EAST FERRY.....	99.4			264
				WEST FERRY.....	102.3			
				HALIFAX.....	106.5			
				L. V. JUNCTION.....	111.9			
X				MILLERSBURG.....	112.5			
X				EAST MILLER.....	113.3			265
				WEST MILLER.....	116.1			
X				DALMATIA.....	122.3			
X				EAST BOYLES.....	127.1			300
X				HERNDON.....	127.2			
X				WEST BOYLES.....	130.3			
X				SELINGSGROVE JCT.....	133.7			
X	X			CREEK.....	138.0			
				SF (Reading RR Crossing).....	138.4			
				SUNBURY.....	138.7			
					*			
				SUNBURY.....	287.5			106
X	X	X-O		HORN.....	287.3			
				KASE.....	286.4			135
X				NORTHUMBERLAND.....	285.6			329
				MOLLY.....	282.4			
X	X			MONTANDON.....	278.8			
				MU (Reading RR Crossing).....	275.9			
X				MILTON.....	275.0			
X				EAST FAIR.....	274.4			278
X				WEST FAIR.....	271.7			
				WATSON TOWN.....	270.7			
				WATSON.....	270.3			76
X				DEWART.....	268.5			
				MONTY.....	265.0			
				(Reading RR Crossing).....	265.0			
				MONTGOMERY.....	264.0			
X				CLINTON.....	263.7			50
				EAST MUNCY.....	261.3			
X				MUNCY.....	260.1			232
X				WEST MUNCY.....	259.0			
X				EAST ALLENS.....	250.2			
				LYON.....	248.3			
X				WILLIAMSPORT.....	247.8			
X				WEST ALLENS.....	245.3			
X				EAST LINDEN.....	242.8			239
				LINDEN.....	242.5			249
X				NISBET.....	242.2			
				WEST BUD.....	239.9			
X				JERSEY SHORE.....	236.1			20
X	X	X		PINE.....	230.8			
X				RICH.....	228.2			
X				McELHATTAN.....	228.1			
X	X	X-O		LANE.....	224.8		119	
				LOCK HAVEN.....	223.2	115		
				FARRANDSVILLE.....	217.6			
				FERNEY.....	212.4			
				BAKER.....	211.3			178
				GRUGAN.....	209.5			
				GLEN UNION.....	209.4			
				RITCHIE.....	205.0			
				HYNER.....	201.8			
				QUAIL.....	201.7			142
X				NORTH BEND.....	198.4			
	X	X		FARWELL.....	197.5	96		
				DROCTON.....	196.4			
		X		RENOVO.....	195.2			
				DRURY.....	194.9			
X	X	X-O		WESTPORT.....	189.3			
				CT.....	183.2			108
				KEATING.....	182.8			
				GROVE.....	173.2			
X	X	X-O		SINNEMAHOING.....	170.9			
				DF.....	168.2	99	52	
X				DRIFTWOOD.....	167.9			
X		X		HY.....	163.5			
				SC.....	159.0			
X	X	X-O		STERLING RUN.....	158.5			
				JN.....	150.0	89	93	
*Distance from Erie.								

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Buffalo	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						South	North	Both
				MAIN LINE—continued-D				
		X		EMPORIUM.....	121.2			
				LINORE▲..... R-JN	120.4			
				SIZERVILLE.....	114.9			
				KEATING SUMMIT.....	107.6			
				LIBERTY.....	104.8			
X	X	X-O		NR.....	103.1			9
		B		WRIGHTS.....	101.9			
				PORT ALLEGANY.....	96.9			143
				TURTLE POINT.....	91.7			
				LARABEE.....	87.7			
X	X	X		CLERMONT JCT.....	87.5			
				CR.....	85.6	97		
				ELDRED.....	84.5			
X		X		SN.....	78.1			
X	X	X-O		WH.....	77.3			
				PORTVILLE.....	76.2			
X				OW.....	73.0			
				SHAW.....	70.8			
				OLEAN.....	70.4			
				FIRST STREET.....	70.2			
				AD.....	69.5			
X	X			E-L RR CROSSING.....	69.4			
				HINSDALE.....	63.5			
				ISCHUA.....	57.2			
				FRANKLINVILLE.....	49.7			
				NAPIERS.....	46.9			
X	X	X-O		MACHIAS (B&O RR Crossing).....	44.5			
X				LAKE.....	43.8			93
				DELEVAN.....	38.9			
				ARCADE.....	35.8			
X				BUCK.....	34.3			
X				CHAFFEE.....	32.9			142
				PROTECTION.....	30.3			
X				PERRY.....	27.9			
				HOLLAND.....	26.7			
				SOUTH WALES.....	22.0			
				WALES.....	21.5			
X				EAST AURORA.....	17.2			171
				HUBBARD.....	15.5			
				JAMISON ROAD.....	14.7			
				SPRINGBROOK.....	10.5			
				GRAVITY.....	8.9			
				EBENEZER.....	6.7			
				UNION.....	6.6			
X	X	X-O		GJ.....	5.7			
X	X	X		WINCHESTER.....	4.6			
				DM (E-L RR Crossing).....	2.8			
				FW (E-L RR and BC RR Crossing).....	1.9			
X				SS 49A..... R-49				
				BUFFALO (NYC RR).....				
				Mileage in station list is based on the numbered Mile Posts from Buffalo, Erie and Baltimore.				
				The direction from Buffalo to Emporium is southward.				
				The direction from JN to Rockville is eastward.				
				NOTE—*Newberry is located on Williamsport Branch.				
				▲Linore is a block station for northward movements on No. 1 track, only.				
				Grugan and AD are emergency block stations and will be in service only when opened by train order or General Order.				
Interlocking, Block and Block-Limit Stations in service part-time as follows:								
Station		Hours in Service						
Port Allegany		9.00 A.M. to 5.00 P.M. and 10.00 P.M. to 6.00 P.M. Daily						

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from State St. Erie	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East	West	Both
				MAIN LINE—ERIE-D				
X	X	X-O		JN (Main Line).....	150.0	89	93	
				EMPORIUM.....	149.9			
				ST. MARYS.....	128.3			
			X	CAP..... C-Ridgway (a)	124.4			135
				DAGUSCAHONDA.....	123.0			
		B-O		RIDGWAY.....	117.9			
				RIDGWAY SIDING.....	117.1			
			X	BURG..... C-Ridgway (a)	110.6			110
				JOHNSONBURG.....	110.2			68
				WILCOX.....	103.7			
				SERGEANT.....	98.9			
		B-O		KANE.....	94.7			175
				LUDLOW.....	85.4			
				ROY.....	81.8			
				SHEFFIELD.....	78.9			
				TIONA.....	75.3			
				CLARENDON.....	72.5			
X	X	X-O	X	CLARE..... C-Otts.	71.7			191
				OTTS.....	66.5			128
				WARREN.....	65.8			
X	B	B		STARBRICK.....	63.4			
				IRV.....	60.0			95
				IRVINETON.....	59.9			
				YOUNGSHIRE.....	57.3			
				PITTSFIELD.....	54.1			
				GARLAND.....	50.0			
			X	SPRING..... C-Irv (b)	44.5			112
X	X	X		SPRING CREEK.....	44.0			
X	X	X-O		MS (E-L RR Crossing).....	37.1			42
X	X	X		CORRY.....	37.0			
				EYE.....	36.5			
				LOVE..... R-Eye	33.7			
				ELGIN.....	31.5			
				UNION CITY.....	26.1			148
				WATERFORD.....	18.4			
				JACKSON.....	13.5			
				LANG.....	9.5			
		B-O		BELLE VALLEY.....	7.0			
				ELM.....	2.9			
				ERIE.....				
The distance from Erie (Union Station) to Elm is 2.2 miles.								
The direction from Erie to JN is eastward.								
Mileage in station list is based on the numbered Mile Posts from Erie.								
NOTES—Union City and St. Marys are emergency block stations and will be in service only when opened by train order or General Order.								
(a)—Controlled by JN when Ridgway is not in service.								
(b)—Controlled by Otts when Irv is not in service.								
Interlocking, Block and Block-Limit Stations in service part-time as follows:								
Station	Hours in Service							
Elm	7.00 A.M. to 11.00 P.M., Daily except Saturday and Sunday and Holidays							
Irv	5.00 A.M. to 1.00 P.M., 6.00 P.M. to 2.00 A.M., Daily							
Kane	7.00 P.M. to 3.00 A.M. Daily except Sunday and Holidays							
Ridgway	8.30 P.M. to 4.30 A.M., Daily except Holidays 6.00 A.M. to 2.00 P.M.							

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						South	North	Both
				ELMIRA BRANCH-D				
				SODUS BAY SECONDARY TRACK	*			
				SODUS POINT.....	33.4			
				POINT..... C-Himrod Jct.	31.3			
X			X	WALLINGTON (NYC RR).....	29.7			
				NEW..... C-Himrod Jct.	19.5			115
				NEWARK.....	18.8			
X			X	ARK..... C-Himrod Jct.	16.3			
				PHELPS JCT. (NYC RR).....	10.5			
				ORLEANS.....	6.6			
X	B			SENECA CASTLE.....	4.9			115
				STANLEY.....				
*Distance from Stanley.					*			
X	B			STANLEY (LV RR Crossing).....	52.2			
				HALL.....	49.7			
				BELLONA.....	45.7			
			X	BELL..... C-Himrod Jct.	44.8			36
				BENTON.....	43.9			
				PENN YAN.....	39.8			
			X-O	HIMROD JUNCTION.....	32.9			
				HIMROD JUNCTION.....	32.9			
			X	STARK..... C-Watkins Glen (b)	29.5			117
				STARKEY.....	28.3			
			X	ROCK..... C-Watkins Glen (b)	24.0			87
				ROCK STREAM.....	23.8			
			B-O	WATKINS GLEN.....	17.4			99
				FALLS.....	15.1			88
				MONTOUR FALLS.....	14.1			
				MILLPORT.....	8.4			
			X	PORT..... C-Watkins Glen (b)	8.1			36
				PINE VALLEY.....	5.6			
				HORSEHEADS.....	1.2			99
*Distance from HO.					*			
X	X	X-O		HO.....	80.6			
X				ELMIRA.....	76.5			
				SOUTHPORT JUNCTION.....	75.5			
X		X		SHANNON..... R-Kendall	75.4			
				SOUTHPORT.....	75.0			
		X	X	KENDALL.....	74.0			
				NYPEN.....	69.4			
				FASSETT.....	68.1			112
				GILLET.....	64.4			
			B-O	SNED.....	60.5			112
				COLUMBIA X ROADS.....	56.3			
				TROY.....	51.7			
				DENSE.....	50.7			50
				COWLEY.....	45.4			112
				CANTON.....	38.5			
				GROVER.....	34.9			
			B-O	LEOLYN.....	32.5			119
				ROARING BRANCH.....	27.3			
			X	MAX..... C-Leolyn (c)	24.2			104
				RAISON.....	23.2			
				BERGAN.....	20.2			
				BODINE.....	18.5			
				TROUT RUN.....	12.7			117
X	X	X-O	X	COGAN..... C-Newberry	7.8			106
				NEWBERRY (Williamsport Br.)				
*Distance from Newberry.								
The direction from Newberry to Himrod Jct. and from Himrod Jct. to Sodus Point is northward.								
NOTES—Cowley and Columbia X Roads are emergency block stations and will be in service only when opened by train order or General Order.								
(b) Port, Rock and Stark controlled by Himrod Jct. when Watkins Glen is not in service.								
(c) Max controlled by Newberry when Leolyn is not in service.								

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

Station	Hours in Service
Leolyn	6.00 A.M. to 10.00 P.M. Daily except Saturday, Sunday and Holidays
Sned	6.00 A.M. to 10.00 P.M. Daily except Saturday, Sunday and Holidays
Watkins Glen	6.00 A.M., Monday to 6.00 A.M., Saturday except holidays
Stanley	3.00 P.M. to 11.00 P.M. Monday, Wednesday and Friday except holidays

NOTE—*During the period when Stanley is not in service, interlocking signals will not be extinguished.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East	West	Both
				WILLIAMSPORT BRANCH-D				
				"O" TRACK	*			
X				WILLS (Reading RR Crossing) R-MU	249.5			
				WALNUT.....	248.0			
				WILLIAMSPORT.....	247.8			
X	X	X-O		NEWBERRY.....	246.1			169
X				RIVER..... R-Newberry	242.7			
X				LINDEN (Main Line) R-Newberry	242.5			
X				RIVER..... R-Newberry	242.7			
X				EAST LINDEN (Main Line) "O" Trk.	242.8			
				The direction from Linden to Newberry is eastward.				
				*Distance from Erie.				
				WILKES-BARRE BRANCH-D	*			
				WILKES-BARRE.....	62.8			
				HART.....	61.6			
	X			DIVISION STREET.....	60.9			
				BUTTONWOOD.....	59.7			
X		X		LOG..... R-Buttonwood	59.2			
X		X		LOMIS..... R-Hunlock	56.4			
				NANTICOKE.....	55.9			
				EAGLE.....	54.8			
X	X	X-O		HONEY POT.....	53.5			
				HUNLOCK.....	52.4			
				RETREAT.....	50.7			
				MOCANAQUA.....	46.2			
X				WAPWALLOPEN.....	41.2			
				NESCOPECK.....	35.7			270
				MIFFLIN.....	30.5			
X	X	X-O		EAST BLOOMSBURG.....	23.3			
				NORCA (Reading RR Crossing).....	21.2			109
				CATAWISSA.....	20.0			
				CA JUNCTION.....	19.7			
X	X	X		SOUTH DANVILLE.....	10.9			
				KIPS.....	9.5	159	95	
				BANKS.....	1.8			
X	X	X-O		KASE (Main Line).....				
				The direction from Kase to Wilkes-Barre is eastward.				
				*Distance from Kase.				
				NOTE—Nescopeck is an emergency block station and will be in service only when opened by train order or General Order.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
				CHAUTAUQUA BRANCH-D	*			
X	X	X		GB.....	7.4			
				BLASDELL.....	7.5			
				LAKEVIEW.....	15.6			
				ANGOLA.....	22.8			
				SILVER CREEK.....	32.7			
				DUNKIRK.....	42.3			
		X-O		BM.....	50.2			
				BROCTON.....	50.8			42
				PROSS.....	60.1			
X				NORTH NEFF.....	61.8			163
X				SOUTH NEFF.....	63.8			
				MAYVILLE.....	65.1			23
				SUMMERDALE.....	70.9			
				SHERMAN.....	74.6			51
				DUNN.....	77.1			
X				NORTH PAN.....	80.0			
				PANAMA.....	81.5			268
X				SOUTH PAN.....	82.7			
				CLYMER.....	86.7			
				CORRY.....	93.9			
X	X	X-O		EYE.....	93.9			
				LOVELL.....	94.3			
X				LOVE.....	95.2			
				SPARTANSBURG.....	102.2			
				CENTERVILLE.....	109.6			
X				NORTH TRY.....	110.2			
				TRYONVILLE.....	111.8			266
X				SOUTH TRY.....	113.5			
				HYDETOWN.....	117.1			
				TITUSVILLE.....	120.5			40
				MILLER FARM.....	126.0			
X				PETRO.....	130.6			
				ROUSEVILLE.....	134.5			
				PENN.....	137.1			
				OIL CITY.....	137.5			
X	X	X-O		BRIDGE.....	138.4			
				The distance between Mile Post 93 and Mile Post 94 is 2.6 miles.				
				The distance from junction West Seneca Branch—Buffalo at GB to Bridge is 132.6 miles.				
				The direction from BM to Bridge is southward.				
				*Distance from Buffalo.				
				ALLEGHENY BRANCH-D	*			
X	X	X-O		BRIDGE.....	132.3			
X	X	X		RH.....	129.5			
X				FRANK.....	123.8			
				FRANKLIN.....	123.7			
				VENANGO.....	122.8			350
X				DRAKE.....	120.5			
X				SANDY.....	104.9			275
X				WOODS.....	102.0			
				ROCKLAND.....	99.1			
				EMLENTON.....	89.2			
X				BIRCH.....	88.6			220
X				FOX.....	86.4			
				FOXBURG.....	85.5			
				PARKERS LANDING.....	82.8			
				WEST MONTEREY.....	78.3			
				MADISON.....	73.1			139
				SARAH FURNACE.....	72.0			
X	X	X-O		BRADY.....	64.6			
				RED BANK.....	63.5			
				DIV POST (Pittsburgh Div.).....	63.4			
				BRADY SIDING.....	61.0			264
				PITTSBURGH.....	0			
				The distance between Brady and Sarah Furnace is 2.0 miles; Birch and Rockland is 7.1 miles and Sandy and Drake is 12.1 miles.				
				The distance from Pittsburgh to Bridge is 121.0 miles.				
				The direction from Div. Post to Bridge is northward.				
				*Distance from Pittsburgh.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
				WEST SENECA BRANCH-D	*			
X	X	X-O		GJ (Main Line).....				
				MEYER.....	0.3			
				ABBOTT ROAD.....	3.0			
				SQ.....	4.3			
X	X	X		GB (Chautauqua Branch).....	5.2			
				The direction from GJ to GB is southward. *Distance from GJ.				
				SALAMANCA BRANCH-D OIL CITY AND SALAMANCA SECONDARY TRACKS	*			
X	X	X-O		BRIDGE.....	0.9			
				ROCKMERE.....	3.7			
			X	ROCK..... C-Bridge	3.8			
			X	ACE..... C-Bridge	12.7			77
				TIONESTA.....	20.5			
				WEST HICKORY.....	26.8			37
			X	TRUNK..... C-Irv (a)	30.1			66
				TIDIOUTE.....	35.4			
			X	GEM..... C-Irv (a)	39.2			65
			X	STONE ★..... C-Irv (a)	49.4			
				STONE.....	49.4			
				IRVINETON.....	50.1			
X	B	B		IRV..... Main Line-Erie	60.0			
X	X	X-O		WARREN.....	65.8			
				OTTS.....	66.5			
				STRUTHERS..... Struthers Running Track	57.3			
				GLADE.....	58.6			
				END OF BLOCK.....	93.4			
				SALAMANCA.....	97.2			
			X	CARL..... C-RJ	102.8			87
				CARROLLTON.....	102.9			
X	X	X		RJ (E-L RR and B&O RR Crossing).....	104.7			
				LIMESTONE.....	108.8			
				EAST BRADFORD.....	112.9			
				BRADFORD.....	114.1			
				VANDALIA.....	107.2			
			X	BONY..... C-Machias	113.3			
				ALLEGANY.....	113.5			
			X	BILL..... C-Machias	115.6			
				AD.....	116.3			
				The direction from Bridge to AD is northward. NOTES—(a) Controlled by Bridge when Irv is not in service. ★Indicates Block-Limit Stations for southward trains only. *Distance from Oil City.				
				RIDGWAY SECONDARY TRACK-D	*			
		B-O		RIDGWAY (Main Line-Erie).....				
				END OF BLOCK SIGN.....	1.5			
				BROCKWAY (E-L RR Crossing).....	19.4			
				LANES MILLS.....	21.4			
				McMINNS.....	23.2			
X	X	X		FALLS CREEK (Low Grade Sec. Track) (B&O RR Crossing).....	27.2			
				The direction from Ridgway is southward. *Distance from Ridgway.				

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

Station	Hours in Service
Irv	6.00 A.M. to 2.00 P.M., 7.00 P.M. to 3.00 A.M. Daily
Ridgway	9.00 P.M. to 1.00 P.M. Daily except Holidays

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						East	West	Both
				L. V. JUNCTION SECONDARY TRACK-D	*			
				L. V. JUNCTION (Main Line).....				
				ELIZABETHVILLE.....	8.5			
				LYKENS.....	14.7			
				The direction from L. V. Junction is westward. *Distance from L. V. Jct.				
				SELINGSGROVE SECONDARY TRACK-D	*			
				END OF BLOCK.....	23.1			
				MIDDLEBURG.....	33.0			
			X	SAL..... C-Kase	42.8			
				SELINGSGROVE.....	43.3			
				SELINGSGROVE JCT. (Main Line).....	44.6			
				The direction from Selingsgrove Junction is westward. *Distance from Lewistown.				
				SHAMOKIN SECONDARY TRACK-D	*			
X	X	X-O		KASE (Main Line).....				
				EAST LIBERTY.....	0.8			
				ADAM.....	1.4			
				SNYDERTOWN.....	7.4			
				DEIBLER.....	9.5			
			X	CROWL..... C-Kase	11.6			
				PAXINOS.....	13.4			
				WEIGH SCALES.....	16.0			
				SHAMOKIN.....	18.8			
			X	LUKE..... C-Kase	19.7			57
				SCOTT.....	20.9			
				LOCUST.....	24.1			
			X	STATE..... C-Kase	24.9			
				SAGON.....	25.8			
				MT. CARMEL.....	27.1			
				The direction from Kase is eastward. *Distance from Kase.				
				MONTANDON SECONDARY TRACK-D	*			
				MONTANDON (Main Line).....				
X				LEWISBURG.....	1.6			
				UR (Reading RR Crossing)..... R-MU	1.8			
				VICKSBURG.....	7.0			
				MIFFLINBURG.....	10.8			
				MILLMONT.....	16.2			
			X	IRON..... C-Kase	19.5			
				GLEN IRON.....	19.6			
				CENTRE HALL.....	49.1			
				LEMONT.....	58.2			
				ROCKVIEW.....	62.0			
				DIV. POST (Allegheny Div.).....	63.4			
			X	WHITE (Bellefonte Sec. Track)..... C-Miles	63.4			
				PLEASANT GAP.....	63.8			
			X	FONT..... C-Miles	67.1			
				BELLEFONTE.....	67.3			
				The direction from Montandon is westward. *Distance from Montandon.				
				WATSONTOWN SECONDARY TRACK-D	*			
				WATSONTOWN (Main Line).....				
				McEWENSVILLE.....	2.4			
				STRAWBERRY RIDGE.....	12.6			
				JERSEYTOWN.....	16.8			
				EYERSGROVE JCT.....	20.2			
				LIGHT STREET.....	28.0			
				FOWLERSVILLE.....	33.9			
				LASALLE STREET.....	38.5			
				BERWICK.....	39.1			
				The direction from Watons town is eastward. *Distance from Watons town.				

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						North or East	South or West	Both	
				ROCHESTER SECONDARY TRACK-D	*				
				ROCHESTER (TROUP ST.)					
				TERMINAL	3.6				Terminal Running Track
A			X	TERM. C-GJ	3.6				
				GENESEE JCT. (NYC RR)	5.8				
				SCOTTSVILLE	12.3				
				WADSWORTH JCT.	14.5				
				*Distance from Rochester.					
					*				
				WADSWORTH	386.7				
				RETSE JCT. (P RR)	393.3				
X	X	X		P&L JCT.	394.1				
				BATAVIA	410.5				
X	X	X		NIAGARA JCT.	438.0				
X	X	X		TIFFT JCT.	442.2				
X	X	X		CLINTON ST. R-Niagara Jct.	443.7				
				RIDGE ROAD	450.9				
				TIFFT TERMINAL	452.1				
				*Distance from New York.					
					*				
				PENN YARD	6.4				
				SB	5.8				
				SO	4.3				
				ABBOTT ROAD	3.0				
				MEYER	0.3				
X	X	X		GJ (Main Line)					
				The direction from Term to Wadsworth Jct. is Southward; from Penn Yard is Northward.					
				*Distance from GJ.					
				LOW GRADE SECONDARY TRACK-D	*				
X	X	X-O		BRADY (Allegheny Br.)					76
				RED BANK (Allegheny Br.)	0.0				
			X	AW C-Brady	5.8				
				LAWSONHAM	5.8				
			X	ST. CHARLES	14.8				
				HF C-GH (e)	17.3				59
				BOSTONIA	19.2				
				NEW BETHLEHEM	20.4				
			X	OD C-GH (e)	23.0				52
				HAWTHORN	23.9				
			X	MY C-GH (e)	25.5				51
		B	B	SU C-GH (e)	34.1				73
				SUMMERVILLE	34.1				
		B		GH	40.9				27
				BROOKVILLE	41.5				
			X	BE C-GH (e)	44.7				95
			X	RS C-GH (e)	56.0				50
				REYNOLDSVILLE	56.1				
				SHERWOOD	58.1				
X	X	X		FALLS CREEK (B&O RR)	62.7				75
				DUBOIS	65.1				
			X	DB C-Falls Creek	65.7				76
			X	SA C-DF	70.6				
				SUMMIT	71.0				
				PENFIELD	77.6				
				TYLER	81.7				
			X	VI C-DF	84.9				
				MEDIX RUN	90.5				
			X	BA C-DF	93.6				74
			X	DR C-DF	108.0				
X	X	X-O		DRIFTWOOD (Main Line)	110.0				
				DF	110.1				
				The direction from Brady to Driftwood is eastward.					
				NOTES—(e) SU when GH is not in service; Brady when SU and GH are not in service.					
				*Distance from Red Bank.					

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

Station	Hours in Service
SU (Block Station)	4.00 P.M. to 12.01 A.M. Daily, except Sunday and Holidays
SU (Block-Limit Station)	12.01 A.M. to 4.01 P.M. Daily, except Sunday. 12.01 A.M. Sunday to 12.01 A.M. Monday
GH	7.00 A.M. to 3.00 P.M. Daily, except Saturday, Sunday and Holidays

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars			
						North or East	South or West	Both	
				CLERMONT SECONDARY TRACK-D	*				
				CLERMONT JCT. (Main Line)					
				LARABEE	0.2				
				CORYVILLE	2.4				
				SMETHPORT	9.0				
				END OF TRACK	9.6				
				The direction from Clermont Jct. is southward.					
				*Distance from Clermont Jct.					
				FARMERS VALLEY SECONDARY TRACK-D	*				
				CORYVILLE					
				FARMERS VALLEY	3.9				
				The direction from Coryville is southward.					
				*Distance from Coryville.					
				No. 401 SECONDARY TRACK-D	*				
X	X	X-O		BRADY (Allegheny Br.)					
				CROSSOVER AT SOUTH END PHILLIPSTON YARD	0.5				
				The direction from Brady is northward.					
				*Distance from Brady.					
				Nos. 1, 2, 4, 5 and 6 RUNNING TRACKS-D	*				
				CROSS-OVER TO MAIN TRACK WEST OF ELM ST. SWITCH 792 FEET EAST OF MILE POST 2	No. 6				
					0.6				
				SWITCH 792 FEET EAST OF MILE POST 2	No. 4				
X	R			XC (NYC RR) R-Cleveland SEVENTH STREET	0.6 0.8 1.5				
				SEVENTH STREET	No. 5				
				SASSAFRAS STREET	1.5 3.0				
				SASSAFRAS STREET	No. 1&2				
X				DOCK JCT. (P RR)	3.0 5.2 6.2				
				DOCK JCT. (NYC RR) R-Cleve.					
				The direction from cross-over to main track west of Elm St., to Dock Jct. is westward.					
				*Distance from Crossover West of Elm St.					
				No. 12 SECONDARY TRACK-D	*				
		B-O		ELM (Main Line-Erie)					
				CROSS-OVER 355 FEET WEST OF MILE POST 4	4.3				
				The direction from Elm is eastward.					
				*Distance from Elm.					

Block Station in service part-time as follows:

Station	Hours in Service
Elm	7.00 A.M. to 11.00 P.M., Daily, except Sat., Sun. and Holidays

STATIONS	FIRST CLASS			
	15 SUNDAY ONLY	55 DAILY	635 DAILY EX. SAT. & SUN.	637 DAILY EX. SAT. & SUN.
	A.M.	A.M.	A.M.	A.M.
HARRISBURG (East. Reg.)	% 12.30	\$ 2.00		
BANKS.....	12.45	2.15		
VIEW.....	12.52	2.21		
PORT.....	10.6	2.34		
MIFFLIN.....	1.15	2.52		
LEWISTOWN.....				
LEWIS.....	1.30	3.06		
MOUNT UNION.....				
JACKS.....	1.55	3.28		
HUNTINGDON.....	2.06	3.38		
SPRUCE.....	2.17	3.48		
FORGE.....	2.28	3.58		
TYRONE.....				
GRAY.....	2.33	4.01		
ANTIS.....	2.38	4.09		
ALTOONA.....	E % 3.00	\$ 4.15		
	% 3.15	% 4.25		
SLOPE.....	3.19	4.28		
MC.....	3.32	4.40		
GALLITZIN (UN).....	3.45	4.52		
CRESSON (MO).....	3.49	4.58	Will Not	Will Not
NY.....	3.56	5.03	Run	Run
SO.....	4.04	5.10	Nov. 26.	Nov. 26.
C.....	4.14	5.19		
JOHNSTOWN.....	E 4.20	\$ 5.20		
SG.....	4.24	5.27		
JD.....	4.37	5.40		
TORRANCE.....	4.47	5.50		
DERRY (DR).....	4.55	5.57	\$ 6.00	\$ 6.18
LATROBE (KR).....	5.00	6.04	\$ 6.12	\$ 6.30
GREENSBURG.....	E 5.12	\$ 6.18	\$ 6.29	\$ 6.41
RADEBAUGH (RG).....	5.20	6.25	6.36	F 6.45
GRAPEVILLE.....				\$ 6.47
JEANNETTE.....			\$ 6.38	\$ 6.49
PENN.....			\$ 6.40	\$ 6.54
MANOR.....			\$ 6.44	\$ 6.57
SHAFTON.....				\$ 7.00
IRWIN.....			\$ 6.48	\$ 7.03
LARIMER (CP).....	5.28	6.33	\$ 6.51	\$ 7.06
ARDARA.....				\$ 7.10
N. TRAFFORD (Turtle Crk. Br.)				
TRAFFORD (SZ).....	5.32	6.36	6.55	\$ 7.14
PITCAIRN.....				\$ 7.18
WILMERDING (WG).....	5.37	6.40	\$ 7.01	\$ 7.22
TURTLE CREEK.....				\$ 7.24
EAST PITTSBURGH.....		D 6.42	\$ 7.06	\$ 7.27
BESSEMER (R).....	5.41	6.45	\$ 7.07	\$ 7.30
BRADDOCK.....			\$ 7.09	\$ 7.32
COPELAND.....				\$ 7.35
HAWKINS.....				\$ 7.37
SWISSVALE (WK).....	5.46	6.50	\$ 7.15	\$ 7.40
EDGEWOOD.....			\$ 7.17	\$ 7.42
WILKINSBURG.....			\$ 7.20	\$ 7.45
HOMEWOOD.....			\$ 7.23	\$ 7.49
CM.....	5.51	6.52	\$ 7.25	\$ 7.52
EAST LIBERTY.....		\$ 6.53	\$ 7.27	\$ 7.53
ROUP.....			\$ 7.29	\$ 7.55
SHADYSIDE (DV).....	5.55	6.59	\$ 7.31	\$ 7.57
PITTSBURGH.....	\$ 6.05	\$ 7.07	\$ 7.40	\$ 8.05
Arrive	A.M.	A.M.	A.M.	A.M.
	15	55	635	637

FIRST CLASS					
941 DAILY EX. SAT. & SUN.	913 DAILY EX. SAT. & SUN.	521 DAILY EX. SAT. & SUN.	641 DAILY EX. SAT. & SUN.	19 DAILY EX. SUN. & MON.	13 DAILY EX. MON.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
				E 3.09	E 4.47
				3.24	5.02
				3.30	5.08
				3.43	5.21
				4.01	5.39
				4.15	5.53
				4.37	6.15
				4.48	6.26
				4.59	6.38
				5.09	6.48
				5.12	6.51
				5.21	7.00
				E 5.28	E 7.06
				% 5.40	% 7.16
				5.44	7.21
				5.57	7.34
				6.09	7.45
Will Not	Will Not	Will Not	Will Not	6.13	7.50
Run	Run	Run	Run	6.20	7.57
Nov. 26.	Nov. 26.	Nov. 26.	Nov. 26.	6.27	8.04
				6.37	8.14
				E 6.43	
				6.50	8.20
				7.02	8.33
				7.12	8.43
			\$ 7.22	7.21	8.51
			\$ 7.32	7.26	8.56
			\$ 7.45	E 7.38	
			7.50	7.44	9.08
					Will Not
					Run
					Dec. 25,
					Jan. 1.
			\$ 8.02		
			8.04	7.52	9.15
		\$ 7.38			
		\$ 7.41			
		\$ 7.45	D 8.10	7.55	9.18
		\$ 7.49	8.13	7.59	9.22
		\$ 7.52			
		\$ 7.54			
		\$ 7.56	8.16	8.02	9.25
		\$ 7.59			
		\$ 8.01			
		\$ 8.03			
		\$ 8.06	8.21	8.07	9.30
		\$ 8.09			
		\$ 8.12			
		\$ 8.15			
\$ 7.57	\$ 8.06	\$ 8.16	\$ 8.24	8.10	9.33
\$ 7.59	\$ 8.08	\$ 8.18	\$ 8.26		
\$ 8.01	\$ 8.10	\$ 8.20			
\$ 8.03	\$ 8.12	\$ 8.22	\$ 8.29	8.13	9.37
\$ 8.10	\$ 8.20	\$ 8.30	\$ 8.35	E 8.20	E 9.44
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
941	913	521	641	19	13

STATIONS	FIRST CLASS			
	◇25 DAILY	#09 DAILY EX. SUN. & MON.	#0529 DAILY EX. SAT. & SUN.	◇33 DAILY
	A.M.	A.M.	P.M.	P.M.
HARRISBURG (East. Reg.)	\$ 11.30	E 11.45		\$ 4.05
BANKS.....	11.45	12.05		4.20
VIEW.....	11.51	12.12		4.26
PORT.....	12.04	12.26		4.39
MIFFLIN.....	12.22	12.45		4.57
LEWISTOWN.....	\$ 12.36			\$ 5.10
LEWIS.....	12.39	1.01		5.14
MOUNT UNION.....				
JACKS.....	1.02	1.29		5.36
HUNTINGDON.....	\$ 1.12	1.44		5.46
SPRUCE.....	1.25	1.58		5.56
FORGE.....	1.35	2.11		6.06
TYRONE.....	\$ 1.39			
GRAY.....	1.43	2.15		6.09
ANTIS.....	1.52	2.25		6.17
ALTOONA.....	\$ 2.00	E 2.35		\$ 6.25
	% 2.08	% 2.50		% 6.33
SLOPE.....	2.11	2.55		6.36
MG.....	2.23	3.12		6.48
GALLITZIN (UN).....	2.35	3.30		7.00
CRESSON (MO).....	2.39	3.35	Will Not Run	7.03
NY.....	2.46	3.43		7.10
SO.....	2.53	3.50	Nov. 26.	7.17
C.....	3.03	4.01		7.27
JOHNSTOWN.....	\$ 3.07			\$ 7.30
SG.....	3.14	4.08		7.36
JD.....	3.27	4.25		7.48
TORRANCE.....	3.37	4.37		7.58
DERRY (DR).....	3.45	4.47		8.06
LATROBE (KR).....	\$ 3.52	4.53		8.10
GREENSBURG.....	\$ 4.07			
RADEBAUGH (RG).....	4.15	5.10		8.22
GRAPEVILLE.....		Will Not Run		
JEANNETTE.....		Nov. 27,		
PENN.....		Dec. 26,		
MANOR.....		Jan. 2.		
SHAFTON.....				
IRWIN.....				
LARIMER (CP).....	4.23	5.19		8.30
ARDARA.....				
N. TRAFFORD (Turtle Crk. Br.)			\$ 4.50	
TRAFFORD (SZ).....	4.26	5.24	\$ 4.53	8.33
PITCAIRN.....			\$ 4.57	
WILMERDING (WG).....	4.30	5.29	\$ 5.01	8.37
TURTLE CREEK.....			\$ 5.05	
EAST PITTSBURGH.....			\$ 5.06	
BESSEMER (R).....	4.35	5.35	\$ 5.08	8.40
BRADDOCK.....				
COPELAND.....			\$ 5.10	
HAWKINS.....			\$ 5.12	
SWISSVALE (WK).....	4.40	5.41	\$ 5.15	8.45
EDGEWOOD.....			\$ 5.18	
WILKINSBURG.....			\$ 5.20	
HOMEWOOD.....			\$ 5.22	
CM.....	4.43	5.46	\$ 5.23	8.48
EAST LIBERTY.....	D 4.46		\$ 5.27	D 8.50
ROUP.....			\$ 5.29	
SHADYSIDE (DV).....	4.52	5.50	\$ 5.31	8.53
PITTSBURGH.....	\$ 5.00	E 6.00	\$ 5.38	\$ 9.00
Arrive	P.M.	P.M.	P.M.	P.M.
	25	9	529	33

FIRST CLASS					
23 DAILY	◇31 DAILY	◇49 DAILY	#029 DAILY	◇3 DAILY	#017 DAILY EX. SAT. & SUN.
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
\$ 5.15	% 7.45	\$ 8.35	% 9.16	% 10.40	% 11.10
5.30	8.00	8.50	9.31	10.55	11.25
5.36	8.06	8.56	9.37	11.01	11.31
5.49	8.19	9.09	9.50	11.14	11.44
6.07	8.37	9.27	10.08	11.32	12.02
\$ 6.20	\$ 8.50				
6.25	8.54	9.41	10.21	11.45	12.16
\$ 6.45					
6.49	9.16	10.03	10.43	12.08	12.38
\$ 7.00	9.28	10.13	10.53	12.18	12.48
7.14	9.36	10.23	11.03	12.28	12.59
7.24	9.46	10.33	11.13	12.38	1.09
\$ 7.28					
7.32	9.49	10.36	11.16	12.41	1.12
7.41	9.58	10.44	11.24	12.51	1.20
\$ 7.52	\$ 10.04	\$ 10.50	U 11.31	\$ 12.57	E 1.29
% 8.00	% 10.12	% 10.58	% 11.37	% 1.07	% 1.44
8.04	10.15	11.01	11.40	1.10	1.48
8.16	10.27	11.13	11.52	1.22	2.00
8.28	10.38	11.25	12.03	1.34	2.14
8.32	10.42	11.28	12.07	1.37	2.18
8.39	10.49	11.35	12.14	1.44	2.25
8.46	10.56	11.42	12.21	1.51	2.32
8.56	11.06	11.52	12.31	2.01	2.42
\$ 9.00		\$ 11.55			E 2.48
9.06	11.11	12.00	12.36	2.06	2.55
9.19	11.24	12.13	12.49	2.19	3.08
9.29	11.34	12.23	12.59	2.29	3.18
9.36	11.41	12.30	1.06	2.36	3.26
\$ 9.45	11.46	12.34	1.10	2.40	3.31
\$ 9.58					E 3.43
10.05	11.58	12.46	1.22	2.53	3.51
			Will Not Run		Will Not Run
			Nov. 26,		Nov. 26,
			Dec. 24,		Dec. 25,
			Dec. 25.		Jan. 1.
10.13	12.05	12.53	1.30	3.01	3.59
10.16	12.08	12.57	1.33	3.04	4.03
10.20	12.12	1.01	1.37	3.08	4.08
10.23	12.15	1.03	1.40	3.11	4.12
10.28	12.20	1.08	1.45	3.16	4.18
10.31	12.23	1.11	1.48	3.19	4.23
\$ 10.33					
10.36	12.26	1.14	1.51	3.22	4.30
\$ 10.45	\$ 12.33	\$ 1.21	\$ 2.02	\$ 3.32	E 4.40
P.M.	A.M.	A.M.	A.M.	A.M.	A.M.
23	31	49	29	3	17

STATIONS	FIRST CLASS			
	48	30	28	50
	A.M.	A.M.	A.M.	A.M.
HARRISBURG (East. Reg.)	\$ 5.05	\$ 5.56	D 6.19	\$ 10.24
BANKS.....	4.50	5.41	6.04	10.09
VIEW.....	4.44	5.35	5.58	10.03
PORT.....	4.31	5.23	5.46	9.50
MIFFLIN.....	4.13	5.05	5.28	9.32
LEWISTOWN.....				\$ 9.18
LEWIS.....	4.00	4.52	5.15	9.16
MOUNT UNION.....				
JACKS.....	3.38	4.30	4.53	\$ 8.53
HUNTINGDON.....	3.28	4.20	4.43	\$ 8.41
SPRUCE.....	3.18	4.10	4.33	8.29
FORGE.....	3.08	4.00	4.23	8.19
TYRONE.....				\$ 8.15
GRAY.....	3.05	3.57	4.20	8.11
ANTIS.....	2.58	3.49	4.12	8.03
ALTOONA.....	\$ 2.51	\$ 3.44	\$ 4.07	\$ 7.56
	\$ 2.45	\$ 3.40	\$ 4.03	\$ 7.50
SLOPE.....	2.41	3.37	4.00	7.46
MG.....	2.29	3.25	3.48	7.34
GALLITZIN (AR).....	2.19	3.15	3.38	7.24
CRESSON (MO).....	2.16	3.12	3.35	7.20
NY.....	2.06	3.02	3.25	7.10
SO.....	1.59	2.55	3.18	7.02
C.....	1.49	2.45	3.08	6.52
JOHNSTOWN.....				\$ 6.45
SG.....	1.44	2.40	3.03	6.39
JD.....	1.31	2.27	2.50	6.26
TORRANCE.....	1.21	2.17	2.40	6.16
DERRY (DR).....	1.14	2.10	2.33	6.09
LATROBE (KR).....	1.09	2.05	2.28	6.04
GREENSBURG.....				\$ 5.50
RADEBAUGH (RG).....	12.58	1.54	2.17	5.47
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER (CP).....	12.50	1.46	2.09	5.39
ARDARA.....				
N. TRAFFORD (Turtle Crk. Br.)				
TRAFFORD (SZ).....	12.47	1.43	2.06	5.36
PITCAIRN.....				
WILMERDING (WG).....	12.43	1.39	2.02	5.32
TURTLE CREEK.....				
EAST PITTSBURGH.....				
BESSEMER (R).....	12.40	1.36	1.59	5.29
BRADDOCK.....				
COPELAND.....				
HAWKINS.....				
SWISSVALE (WK).....	12.35	1.31	1.54	5.24
EDGEWOOD.....				
WILKINSBURG.....				
HOMEWOOD.....				
CM.....	12.32	1.28	1.51	5.21
EAST LIBERTY.....				
ROUP.....				
SHADYSIDE (DV).....	12.28	1.25	1.48	5.18
PITTSBURGH.....	\$ 12.21	\$ 1.18	\$ 1.41	\$ 5.10
Leave	A.M.	A.M.	A.M.	A.M.
	DAILY	DAILY	DAILY	DAILY
	◇48	◇30	●28	◇50

FIRST CLASS				
522	32	16		
A.M.	P.M.	P.M.		
	\$ 2.20	\$ 5.55		
	2.05	5.40		
	1.59	5.33		
	1.47	5.18		
	1.29	5.00		
\$	1.14	\$ 4.46		
	1.12	4.43		
	12.50	4.21		
	12.40	\$ 4.11		
	12.30	3.59		
	12.20	3.49		
		\$ 3.46		
	12.17	3.43		
	12.10	3.35		
\$	12.02	\$ 3.29		
\$	11.55	\$ 3.25		
	11.51	3.23		
	11.40	3.12		
	11.30	3.02		
Will Not Run	11.27	3.00		
	11.17	2.50		
Nov. 26.	11.10	2.43		
	11.00	2.33		
\$	10.55	\$ 2.29		
	10.51	2.24		
	10.38	2.12		
	10.28	2.02		
	10.20	1.55		
\$	10.13	\$ 1.47		
\$	10.00	\$ 1.34		
	9.55	1.31		
	9.47	1.23		
\$	7.59			
\$	7.57	9.43	1.20	
\$	7.53			
\$	7.49	9.39	1.16	
\$	7.46			
\$	7.44			
\$	7.40	9.36	1.13	
\$	7.38			
\$	7.36			
\$	7.34			
\$	7.32	9.31	1.08	
\$	7.29			
\$	7.27			
\$	7.24			
\$	7.22	9.28	1.05	
\$	7.21	\$ 9.25		
\$	7.19			
\$	7.17	9.22	1.02	
\$	7.10	\$ 9.15	\$ 12.55	
A.M.	A.M.	P.M.		
DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SAT.		
◆522	◆32	◆16		

STATIONS	FIRST CLASS			
	12	638	24	10
	P.M.	P.M.	P.M.	P.M.
HARRISBURG (East. Reg.)	6.55		\$ 9.26	E 9.40
BANKS.....	6.40		9.11	9.25
VIEW.....	6.33		9.04	9.19
PORT.....	6.19		8.52	9.06
MIFFLIN.....	6.01		8.34	8.48
LEWISTOWN.....	\$ 5.46		\$ 8.18	
LEWIS.....	5.43		8.13	8.35
MOUNT UNION.....			F 7.51	
JACKS.....	5.21		7.49	8.13
HUNTINGDON.....	\$ 5.11		\$ 7.37	8.03
SPRUCE.....	4.59		7.26	7.53
FORGE.....	4.49		7.16	7.43
TYRONE.....	\$ 4.46		\$ 7.13	
GRAY.....	4.43		7.10	7.40
ANTIS.....	4.36		7.02	7.33
ALTOONA.....	{ % 4.30		% 6.55	% 7.25
	\$ 4.25		\$ 6.45	E 7.15
SLOPE.....	4.23		6.40	7.10
MG.....	4.12		6.28	6.58
GALLITZIN (AR).....	4.02		6.18	6.48
CRESSON (MO).....	4.00	Will Not	6.15	6.45
NY.....	3.50	Run	6.04	6.35
SO.....	3.43	Nov. 26.	5.56	6.27
C.....	3.33		5.46	6.17
JOHNSTOWN.....	\$ 3.29		\$ 5.40	E 6.10
SC.....	3.24		5.35	6.04
JD.....	3.12		5.23	5.51
TORRANCE.....	3.02		5.13	5.41
DERRY (DR).....	2.55	D 5.35	5.06	5.34
LATROBE (KR).....	\$ 2.47	\$ 5.27	\$ 4.58	5.29
GREENSBURG.....	\$ 2.34	\$ 5.14	\$ 4.45	E 5.15
RADEBAUGH (RG).....	2.31	F 5.11	4.41	5.08
GRAPEVILLE.....		F 5.08		
JEANNETTE.....		\$ 5.05		
PENN.....		\$ 5.01		
MANOR.....		\$ 4.57		
SHAFTON.....		\$ 4.54		
IRWIN.....		\$ 4.52		
LARIMER (CP).....	2.23	\$ 4.49	4.32	5.00
ARDARA.....		\$ 4.46		
N. TRAFFORD (Turtle Crk. Br.)				
TRAFFORD (SZ).....	2.20	\$ 4.42	4.29	4.56
PITCAIRN.....		\$ 4.39		
WILMERDING (WG).....	2.16	\$ 4.35	4.25	4.52
TURTLE CREEK.....		\$ 4.32		
EAST PITTSBURGH.....		\$ 4.30		
BESSEMER (R).....	2.13	\$ 4.23	4.22	4.49
BRADDOCK.....		\$ 4.21		
COPELAND.....		\$ 4.19		
HAWKINS.....		\$ 4.17		
SWISSVALE (WK).....	2.08	\$ 4.14	4.16	4.44
EDGEWOOD.....		\$ 4.12		
WILKINSBURG.....		\$ 4.10		
HOMEWOOD.....		\$ 4.07		
CM.....	2.05	4.06	4.13	4.41
EAST LIBERTY.....		\$ 4.04	\$ 4.10	
ROUP.....				
SHADYSIDE (DV).....	2.02	\$ 3.59	4.07	4.38
PITTSBURGH.....	\$ 1.55	\$ 3.52	\$ 4.00	E 4.30
Leave	P.M.	P.M.	P.M.	P.M.
	SAT. ONLY 12	DAILY EX. SAT. & SUN. #638	DAILY EX. SAT. 24	DAILY EX. SAT. & SUN. 10

FIRST CLASS					
642	502	644	914	924	528
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run	Will Not Run
Nov. 26.	Nov. 26.	Nov. 26.	Nov. 26.	Nov. 26.	Nov. 26.
D 6.25		D 6.33			
S 6.13		S 6.25			
S 6.01		S 6.13			
S 5.55		6.08			
F 5.52					
S 5.50		S 6.05			
S 5.46		S 6.00			
S 5.42					
S 5.38		S 5.56			
S 5.36		D 5.53			
S 5.33					
S 5.29	D 6.00				D 6.40
S 5.26	S 5.58	5.49			S 6.37
	S 5.55				S 6.34
S 5.22	S 5.51	5.45			S 6.30
S 5.19					S 6.28
S 5.17	S 5.45				S 6.26
S 5.14	S 5.42	5.43			S 6.23
S 5.12	S 5.40				S 6.21
S 5.10	S 5.38				S 6.19
S 5.08	S 5.36				S 6.17
S 5.06	S 5.34	S 5.38			S 6.14
S 5.04	S 5.32	S 5.36			S 6.12
S 5.02	S 5.30	S 5.34			S 6.10
S 4.59	S 5.26				S 6.07
S 4.58	5.25	5.31	5.55	6.00	6.05
S 4.56	S 5.23	S 5.30	S 5.53	S 5.58	S 6.03
S 4.54	S 5.20		S 5.50	S 5.55	S 6.00
S 4.52	S 5.18	S 5.27	S 5.48	S 5.53	S 5.58
S 4.45	S 5.10	S 5.20	S 5.40	S 5.45	S 5.50
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
DAILY EX. SAT. & SUN. #0642	DAILY EX. SAT. & SUN. #0502	DAILY EX. SAT. & SUN. #0644	DAILY EX. SAT. & SUN. #0914	DAILY EX. SAT. & SUN. #0924	DAILY EX. SAT. & SUN. #0528

STATIONS	FIRST CLASS			
	18	22		
Arrive	A.M.	A.M.		
HARRISBURG (East. Reg.)	E 12.05	\$ 3.15		
BANKS.....	11.50	3.00		
VIEW.....	11.44	2.54		
PORT.....	11.31	2.41		
MIFFLIN.....	11.12	2.23		
LEWISTOWN.....		\$ 2.09		
LEWIS.....	10.57	2.05		
MOUNT UNION.....				
JACKS.....	10.34	1.43		
HUNTINGDON.....	10.24	1.33		
SPRUCE.....	10.12	1.21		
FORGE.....	10.02	1.11		
TYRONE.....				
GRAY.....	9.59	1.08		
ANTIS.....	9.50	1.00		
ALTOONA.....	* 9.40	* 12.52		
	E 9.15	\$ 12.45		
SLOPE.....	9.10	12.42		
MC.....	8.58	12.30		
GALLITZIN (AR).....	8.48	12.20		
CRESSON (MO).....	8.45	12.17		
NY.....	8.33	12.06		
SO.....	8.25	11.58		
C.....	8.15	11.48		
JOHNSTOWN.....	E 8.05	\$ 11.40		
SG.....	7.51	11.37		
JD.....	7.38	11.24		
TORRANCE.....	7.28	11.14		
DERRY (DR).....	7.20	11.07		
LATROBE (KR).....	7.15	\$ 10.58		
GREENSBURG.....	E 7.05	\$ 10.45		
RADEBAUGH (RG).....	6.55	10.40		
GRAPEVILLE.....				
JEANNETTE.....				
PENN.....				
MANOR.....				
SHAFTON.....				
IRWIN.....				
LARIMER (CP).....	6.47	10.32		
ARDARA.....				
N. TRAFFORD (Turtle Crk. Br.)				
TRAFFORD (SZ).....	6.43	10.29		
PITCAIRN.....				
WILMERDING (WG).....	6.38	10.25		
TURTLE CREEK.....				
EAST PITTSBURGH.....				
BESSEMER (R).....	6.34	10.22		
BRADDOCK.....				
COPELAND.....				
HAWKINS.....				
SWISSVALE (WK).....	6.29	10.17		
EDGEWOOD.....				
WILKINSBURG.....				
HOMWOOD.....				
CM.....	6.26	10.14		
EAST LIBERTY.....		\$ 10.10		
ROUP.....				
SHADYSIDE (DV).....	6.23	10.07		
PITTSBURGH.....	E 6.15	\$ 10.00		
Leave	P.M.	P.M.		
	DAILY	DAILY		
	EX. SUN.			
	18	22		

FIRST CLASS					
4					
A.M.					
\$ 4.29					
4.14					
4.08					
3.55					
3.37					
3.24					
3.02					
2.52					
2.42					
2.32					
2.29					
2.22					
* 2.15					
\$ 2.09					
2.06					
1.55					
1.45					
1.42					
1.32					
1.25					
1.15					
1.10					
12.57					
12.47					
12.40					
12.35					
12.24					
12.16					
12.13					
12.09					
12.06					
12.01					
11.57					
11.54					
\$ 11.47					
P.M.					
DAILY					
4					

STATIONS	FIRST CLASS			
	◇49 DAILY	#029 DAILY		
	A.M.	A.M.		
Leave				
PITTSBURGH (Pgh. Div.)..	# 1.29	# 2.12		
FEDERAL STREET.....	1.33	2.16		
BELLEVUE.....	1.39	2.22		
AVALON.....				
BEN AVON.....		Will Not		
EMSWORTH.....		Run		
GLENFIELD.....		Nov. 27,		
GLEN OSBORNE.....		Dec. 25,		
SEWICKLEY.....		Dec. 26.		
EDGEWORTH.....				
SHIELDS.....				
LEETSDALE.....	1.48	2.31		
AMBRIDGE.....				
BADEN.....	1.53	2.36		
FREEDOM.....				
WEST CONWAY.....	1.57	2.40		
ROCHESTER.....	1.59	2.42		
NEW BRIGHTON.....				
BEAVER FALLS.....				
WOOD (Lake Div.).....	2.09	2.52		
EAST PALESTINE.....	2.26	3.09		
LEETONIA.....	2.38	3.21		
SALEM.....				
CP.....	2.58	3.41		
ALLIANCE.....				
WALL.....	2.59	3.42		
FAIRHOPE.....	3.11	3.54		
WANDLE.....	3.17	4.00		
CANTON.....	\$ 3.18			
McKINLEY.....	3.19	4.02		
REED.....	3.24	4.07		
MASSILLON.....				
MACE.....	3.29	4.12		
ORRVILLE.....	3.41	4.24		
SMITHVILLE.....	3.46	4.29		
WOOSTER.....				
BIG RUN.....	3.56	4.40		
LAKEVILLE.....	4.07	4.52		
MOHICAN.....	4.13	4.58		
LUCAS (Western Reg.).....	\$ 4.23	5.09		
CRESTLINE.....	\$ 4.51	5.33		
	4.58	5.40		
Arrive	A.M.	A.M.		
	49	29		

FIRST CLASS					
55 DAILY	53 DAILY	#427 DAILY EX. SAT. & SUN.	#045 DAILY EX. SUN. & MON.		◇23 DAILY
A.M.	A.M.	P.M.	P.M.		P.M.
\$ 7.35	\$ 11.15	\$ 5.30	E 7.50		\$ 11.30
7.39	11.19	\$ 5.34	7.54		11.34
7.45	11.25	\$ 5.39	8.00		11.40
		\$ 5.42			
		\$ 5.44	Will Not		
		\$ 5.47	Run		
		\$ 5.50	Nov. 27,		
		\$ 5.53	Dec. 26,		
	\$ 11.34	\$ 5.55	Jan. 2.		\$ 11.48
		\$ 5.57			
		\$ 5.59			
7.54	11.38	\$ 6.02	8.10		11.53
		\$ 6.04			
7.59	11.43	\$ 6.09	8.15		11.58
		\$ 6.14			
8.03	11.47	\$ 6.15	8.20		12.02
8.05	\$ 11.51	\$ 6.17	8.23		\$ 12.05
		\$ 6.23			
\$ 8.11	\$ 11.59	D 6.25			\$ 12.13
8.18	12.10				12.23
8.35	\$ 12.29		8.37		12.40
8.47	12.41		8.54		12.52
\$ 8.56	\$ 12.52		9.06		\$ 1.00
9.11	1.07	Will Not	9.26		1.14
\$ 9.14	\$ 1.14	Run			\$ 1.18
9.15	1.15	Nov. 26.	9.27		1.20
9.28	1.29		9.39		1.33
9.34	1.35		9.45		1.39
\$ 9.42	\$ 1.47		E 10.16		\$ 1.48
9.43	1.49		10.18		1.51
9.48	1.55		10.23		1.56
	\$ 2.03				
9.53	2.06		10.28		2.01
10.06	\$ 2.24		10.41		2.13
10.11	2.30		10.46		2.18
\$ 10.21	\$ 2.40				F 2.25
10.25	2.45		10.58		2.31
10.36	3.05		11.08		2.42
10.42	3.13		11.14		2.48
10.52	3.27		11.24		3.00
\$ 11.28	\$ 4.11		E 12.05		\$ 3.32
11.35	4.26		12.15		3.39
A.M.	P.M.	P.M.	A.M.		A.M.
55	53	427	45		23

STATIONS	FIRST CLASS			
	50	424	54	52
	A.M.	A.M.	A.M.	P.M.
Arrive				
PITTSBURGH (Pgh. Div.)	\$ 4.45	\$ 8.15	\$ 8.30	E 2.00
FEDERAL STREET	4.41	D 8.10	8.26	1.55
BELLEVUE	4.35	\$ 8.02	8.20	1.49
AVALON		\$ 8.00		Will Not
BEN AVON		\$ 7.57		Run
EMSWORTH		\$ 7.54		Nov. 28,
GLENFIELD				Dec. 27,
GLEN OSBORNE		\$ 7.45		Jan. 3.
SEWICKLEY		\$ 7.44	\$ 8.09	
EDGEWORTH		\$ 7.41		
SHIELDS				
LEETSDALE	4.26	\$ 7.38	8.07	1.40
AMBRIDGE		\$ 7.34		
BADEN	4.21	\$ 7.29	8.02	1.35
FREEDOM		\$ 7.24		
WEST CONWAY	4.17	\$ 7.22	7.57	1.31
ROCHESTER	4.15	\$ 7.19	7.55	1.29
NEW BRIGHTON		\$ 7.15		
BEAVER FALLS		\$ 7.12	\$ 7.47	
WOOD (Lake Div.)	4.05		7.42	1.19
EAST PALESTINE	3.41		7.23	12.49
LEETONIA	3.27		7.09	12.35
SALEM			\$ 7.00	E 12.26
CP	3.07	Will Not	\$ 6.45	12.11
ALLIANCE		Run	\$ 6.44	E 12.08
WALL	3.06	Nov. 26.	6.41	12.03
FAIRHOPE	2.54		6.29	11.51
WANDLE	2.48		\$ 6.23	11.45
CANTON	\$ 2.46		\$ 6.21	E 11.38
McKINLEY	2.26		6.17	11.34
REED	2.21		6.12	11.29
MASSILLON				
MACE	2.16		6.07	11.24
ORRVILLE	2.04		5.55	E 11.12
WOOSTER				E 10.55
BIG RUN	1.49		5.40	10.50
LAKEVILLE	1.38		5.29	10.39
MOHICAN	1.32		5.23	10.29
LUCAS (Western Reg.)	1.22		5.13	10.19
CRESTLINE	\$ 12.55		\$ 4.45	% 9.45
	\$ 12.45		\$ 4.35	E 9.25
Leave	A.M.	A.M.	A.M.	A.M.
	DAILY	DAILY	DAILY	DAILY
	◇50	EX. SAT. & SUN. #427	◇54	EX. MON. & TUE. #52

FIRST CLASS			
22	48	28	
P.M.	A.M.	A.M.	
\$ 9.35	\$ 12.11	\$ 1.34	
9.31	12.08	1.30	
9.25	12.02	1.24	
		Will Not	
		Run	
		Nov. 26,	
		Dec. 24,	
		Dec. 25.	
9.15			
9.11	11.53	1.15	
9.07	11.48	1.10	
\$ 9.02	11.44	1.06	
\$ 8.59	11.42	1.04	
\$ 8.53			
8.48	11.33	12.54	
F 8.18	11.14	12.35	
\$ 8.04	11.02	12.23	
\$ 7.55			
\$ 7.37	10.42	12.03	
\$ 7.36	10.41		
7.31	10.38	12.02	
7.19	10.26	11.50	
\$ 7.14	10.20	11.44	
\$ 7.12	10.18		
7.07	10.16	11.42	
7.02	10.11	11.38	
\$ 6.56			
F 6.52	10.06	11.33	
6.40	9.54	11.21	
\$ 6.23			
6.18	9.39	11.07	
6.08	9.28	10.57	
6.01	9.22	10.51	
5.51	9.12	10.41	
% 5.23	% 8.48	% 10.19	
\$ 5.13	\$ 8.41	\$ 10.12	
P.M.	P.M.	P.M.	
DAILY	DAILY	DAILY	
22	◇48	± 28	

STATIONS	FIRST CLASS			
	31	3	#013	#0715
	DAILY	DAILY	DAILY	DAILY
Leave	A.M.	A.M.	EX. MON.	EX. SAT. & SUN.
PITTSBURGH	\$ 1.03	\$ 3.57	\$ 10.20	\$ 5.30
FOURTH AVE.				\$ 5.34
MONON	1.08	4.02	10.26	5.35
SMITHFIELD ST.				\$ 5.36
CORLISS	1.16	4.10	10.34	\$ 5.45
INGRAM				\$ 5.48
CRAFTON				\$ 5.50
IDLEWOOD				\$ 5.52
WAGNER-ROSSLYN	1.21	4.15	10.40	\$ 5.55
CARNEGIE			Will Not	\$ 5.58
RENNERDALE			Run	\$ 6.03
OAKDALE			Dec. 25,	\$ 6.08
NOBLESTOWN			Jan. 1.	\$ 6.10
STURGEON				\$ 6.12
LAUREL HILL	1.36	4.30	10.55	6.14
McDONALD				\$ 6.15
MIDWAY				\$ 6.21
BULGER	1.41	4.35	11.00	\$ 6.25
RACCOON				\$ 6.30
BURGETTSTOWN				D 6.35
CO.	1.58	4.52	11.18	Will Not
WEIRTON JCT.	2.06	5.00	11.26	Run
STEUBENVILLE	\$ 2.13	\$ 5.08	\$ 11.31	Nov. 26.
MINGO JCT.	2.21	5.17	11.39	
ACRE	2.35	5.30	11.52	
CUSTER (West. Reg.)	2.50	5.44	12.07	
Arrive	A.M.	A.M.	P.M.	P.M.

CUSTER TO PITTSBURGH

STATIONS	FIRST CLASS			
	A.M.	A.M.	P.M.	P.M.
Arrive	A.M.	A.M.	P.M.	P.M.
PITTSBURGH	\$ 8.13	\$ 8.35	\$ 2.20	\$ 11.23
FOURTH AVE.	D 8.08			
MONON	8.06	8.30	2.15	11.18
SMITHFIELD ST.	\$ 8.04			
CORLISS	\$ 7.58	8.22	2.07	11.10
INGRAM	\$ 7.53			
CRAFTON	\$ 7.49			
IDLEWOOD	\$ 7.46			
WAGNER-ROSSLYN	\$ 7.43	8.17	2.02	11.05
CARNEGIE	\$ 7.40		Will Not	
RENNERDALE	\$ 7.34		Run	
OAKDALE	\$ 7.29		Dec. 26,	
NOBLESTOWN	\$ 7.25		Jan. 2.	
STURGEON	\$ 7.22			
LAUREL HILL	7.20	8.02	1.47	10.50
McDONALD	\$ 7.18			
MIDWAY	\$ 7.13			
BULGER	\$ 7.09	7.57	1.42	10.46
RACCOON	\$ 7.05			
BURGETTSTOWN	\$ 7.00			
CO.	Will Not	7.38	1.20	10.27
WEIRTON JCT.	Run	7.30	1.12	10.19
STEUBENVILLE	Nov. 26.	\$ 7.21	E 1.05	\$ 10.12
MINGO JCT.		7.17	12.57	10.07
ACRE		7.04	12.34	9.54
CUSTER (West. Reg.)		6.51	12.30	9.41
Leave	A.M.	A.M.	P.M.	P.M.
	DAILY	DAILY	DAILY	DAILY
	EX. SAT. & SUN.		EX. MON.	
	#0714	032	#14	4

FIRST CLASS					
07					
DAILY					
P.M.					
E 9.30					
9.35					
9.45					
9.50					
10.06					
10.12					
10.32					
10.39					
10.46					
11.00					
11.18					
P.M.					

EASTWARD

FIRST CLASS					
A.M.					
\$ 12.58					
12.53					
12.45					
12.40					
12.25					
12.20					
12.01					
11.53					
11.45					
11.33					
11.20					
P.M.					
DAILY					
030					

STATIONS	FIRST CLASS WESTWARD		FIRST CLASS EASTWARD	
	#0941 DAILY EX. SAT. & SUN.		#0924 DAILY EX. SAT. & SUN.	
	Leave A.M.		Arrive P.M.	
	Will Not Run Nov. 28.		Will Not Run Nov. 28.	
KISKIMINETAS JCT.	\$ 7.06		F 6.52	
FREEPORT.	\$ 7.09		\$ 6.46	
HARRIS.	7.13		6.44	
BEALE.	7.15		6.42	
NATRONA.	\$ 7.16		\$ 6.38	
BRACKENRIDGE.	\$ 7.20		\$ 6.35	
TARENTUM.	\$ 7.23		\$ 6.32	
HIGGINS.	7.26		6.29	
CREIGHTON.	\$ 7.27		\$ 6.28	
SPRINGDALE.	\$ 7.32		\$ 6.23	
CHESWICK.	\$ 7.37		\$ 6.19	
ACME.	7.39		6.18	
HARMAR.	7.42		6.16	
BLAWNOX.	\$ 7.46		\$ 6.11	
ASPINWALL.	\$ 7.50		\$ 6.07	
UY.	7.52		6.05	
CM.	7.57		6.00	
PITTSBURGH.	\$ 8.10		\$ 5.45	
	Arrive A.M.		Leave P.M.	
	941		924	

ALADDIN TO PITTSBURGH

STATIONS	FIRST CLASS SOUTHWARD		FIRST CLASS NORTHWARD	
	#0913 DAILY EX. SAT. & SUN.		#0914 DAILY EX. SAT. & SUN.	#0924 DAILY EX. SAT. & SUN.
	Leave A.M.		Arrive P.M.	Arrive P.M.
	Will Not Run Nov. 28.		Will Not Run Nov. 28.	Will Not Run Nov. 28.
ALADDIN.				\$ 6.54
SCHENLEY.				F 6.52
KISKIMINETAS JCT.	\$ 7.08		\$ 6.45	
GARVERS FERRY.	\$ 7.12		\$ 6.41	
BRAEBURN.	\$ 7.21		\$ 6.35	
ARNOLD.	\$ 7.28		\$ 6.29	
NEW KENSINGTON.	\$ 7.32		\$ 6.25	
PARNASSUS.	\$ 7.35		\$ 6.19	
BARKING.	F 7.41		F 6.16	
OAKMONT.	\$ 7.48		\$ 6.09	
VERONA.	\$ 7.51		\$ 6.06	
DN.	7.52		6.05	
UY.	8.03		5.58	
CM.	8.06		5.55	
PITTSBURGH.	\$ 8.20		\$ 5.40	
	Arrive A.M.		Leave P.M.	Leave P.M.
	913		914	924

STATIONS	WESTWARD FIRST CLASS		EASTWARD FIRST CLASS	
	#039 DAILY		#038 DAILY	
	A.M.		P.M.	
YOUNGSTOWN.	\$ 6.00		\$ 7.20	
DIVISION STREET.	6.05		7.14	
GIRARD.	6.07		7.10	
BELMONT STREET.	6.12		7.04	
NILES.				
DETOUR.	6.17		6.58	
BOANNA.	6.19		6.55	
NILES JCT.	6.21		6.53	
NEWTON FALLS.	6.29	B&O RR	6.44	
RAVENNA.	6.43		6.29	
RAVENNA.	6.48	Y&R	6.27	
RAVE.	6.51	Connection	6.23	
BRADY.	6.54		6.20	
HUDSON.	\$ 7.06		\$ 6.10	
MACEDONIA.	0 7.15		0 6.01	
WHEELLOCK.			5.58	
BEDFORD.	0 7.24		0 5.52	
HARVARD AVENUE.	0 7.34		0 5.43	
HARVARD.	7.35		5.41	
ERIE CROSSING.	7.36		5.40	
WOODLAND AVENUE.	0 7.39		0 5.37	
CLEVELAND.	\$ 7.45		\$ 5.35	

AKRON BRANCH—NORTHWARD

STATIONS	FIRST CLASS		
	B. & O. 8	B. & O. 10	B. & O. 6
	A.M.	P.M.	P.M.
ARLINGTON.	6.34	7.29	11.22
JO.	6.31	7.26	11.19
AKRON.	\$ 6.30	\$ 7.25	\$ 11.18
CROSIER STREET.	6.03	7.07	11.10
LAMBERT.	5.59	7.03	11.07
BARBERTON.		\$ 6.58	
BN.	5.57		11.05
CLINTON.			
WARWICK.	5.50	6.47	10.59
	A.M.	P.M.	P.M.
	DAILY	DAILY	DAILY

AKRON BRANCH—SOUTHWARD

STATIONS	B. & O. 9 DAILY	B. & O. 5 DAILY	B. & O. 7 DAILY
	A.M.	A.M.	A.M.
ARLINGTON.	11.38	2.36	9.35
JO.	11.41	2.39	9.38
AKRON.	\$ 12.13	\$ 2.48	\$ 9.54
CROSIER STREET.	12.15	2.50	9.56
LAMBERT.	12.20	2.54	10.00
BARBERTON.	P 12.22		
BN.	12.23	2.56	10.02
CLINTON.			
WARWICK.	12.30	3.03	10.09
	A.M.	A.M.	A.M.

	FIRST CLASS		
	#571 DAILY EX. SUN.	573 SUN. ONLY	575 DAILY
	A.M.	A.M.	P.M.
HARRISBURG (Phila.Reg.)	\$ 11.25	\$ 11.25	\$ 11.35
ROCKVILLE	11.36	11.36	11.46
MILLERSBURG	E 12.00	\$ 12.01	F 12.10
SUNBURY	\$ 12.31 % 12.43	\$ 12.34	\$ 12.41 % 12.51
KASE	12.45	12.36	12.53
MONTANDON			F 1.00
MILTON	\$ 1.00	\$ 12.51	F 1.07
WATSONTOWN			F 1.13
MONTGOMERY			F 1.21
MUNCY	\$ 1.20	\$ 1.11	
EAST ALLENS	1.30	1.21	1.39
WEST ALLENS	1.40	1.31	1.49
WILLIAMSPORT (Williamsport Br.)	\$ 2.05 % 2.20	\$ 1.55 % 2.05	\$ 2.20 % 2.40
LINDEN	2.30	2.16	2.50
JERSEY SHORE	E 2.39	F 2.27	
McELHATTAN	2.51	2.37	3.11
LOCK HAVEN	\$ 2.57 % 3.03	\$ 2.45	\$ 3.17 % 3.22
DROCTON	3.35	3.15	3.55
RENOVO	\$ 3.37 % 3.47	\$ 3.17 % 3.24	\$ 3.58 % 4.12
DRURY	3.48	3.25	4.13
CT	4.04	3.41	4.29
DF	4.26	4.03	4.51
HY	4.33	4.10	4.57
SC	4.39	4.16	5.03
JN	4.51	4.28	5.16
EMPORIUM	\$ 4.55 % 5.17	\$ 4.35 % 5.42	\$ 5.17 % 5.42
NR	5.23	5.03	6.07
PORT ALLEGANY	\$ 5.34	\$ 5.14	\$ 6.20
CLERMONT JCT.	5.47	5.25	6.30
CR	5.49	5.27	6.32
ELDRED	\$ 5.54	\$ 5.30	
SN	6.03	5.37	6.41
WH	6.04	5.38	6.42
OW	6.09	5.43	6.48
OLEAN	\$ 6.12 % 6.30	\$ 5.50 % 6.16	\$ 6.53 % 7.03
AD	6.32	5.52	7.05
HINSDALE	6.40	5.59	7.12
FRANKLINVILLE	\$ 6.57	F 6.16	7.27
MACHIAS	7.04	6.22	7.32
LAKE	7.05	6.23	7.33
ARCADE	F 7.16	6.33	
BUCK	7.19	6.35	7.45
CHAFFEE	7.21	6.37	7.47
PERRY	7.26	6.42	7.52
WALES	7.34	6.49	7.59
EAST AURORA	\$ 7.40	\$ 6.55	\$ 8.05
HUBBARD	7.43	6.59	8.09
CJ	7.54	7.10	8.19
DM	7.58	7.14	8.22
FW	8.01	7.18	8.26
SS 49A (NYC)	8.04	7.22	8.29
BUFFALO	\$ 8.15	\$ 7.35	\$ 8.40
	P.M.	P.M.	A.M.
	571	573	575

	FIRST CLASS			
	570	572	576	574
	P.M.	P.M.	P.M.	A.M.
	\$ 5.43 5.32	\$ 5.40 5.29	\$ 6.40 6.25	\$ 4.20 4.09
	\$ 5.00	\$ 5.05	\$ 5.55	
	% 4.28		% 5.30	% 3.17
	\$ 4.18	\$ 4.33	\$ 5.20	\$ 3.07
	4.15	4.29	5.18	F 3.05
	\$ 4.03	\$ 4.17	\$ 4.58	F 2.55
			4.57	F 2.46
	\$ 3.42	\$ 3.57	\$ 4.29	
	3.30	3.45	4.15	2.25
	3.20	3.35	4.05	2.15
	% 3.05	% 3.30	% 3.50	% 2.00
	\$ 2.50	\$ 3.12	\$ 3.35	\$ 1.40
	2.33	2.55	3.18	1.20
	\$ 2.16	\$ 2.47	\$ 3.09	
	2.07	2.36	2.55	12.57
	2.01		2.49	12.51
	\$ 1.56	\$ 2.30	\$ 2.44	\$ 12.45
	1.24	1.56	2.12	12.13
	% 1.22	% 1.54	% 2.10	% 12.11
	\$ 1.12	\$ 1.47	\$ 2.00	\$ 12.01
	1.11	1.46	1.59	12.00
	12.52	1.29	1.42	11.42
	12.32	1.09	1.22	11.25
	12.24	1.01	1.14	11.17
	12.18	12.55	1.08	11.11
	12.06	12.44	12.56	10.59
	\$ 12.05	\$ 12.43	\$ 12.55	% 10.58
				\$ 10.29
	11.37	12.13	12.28	9.59
	\$ 11.30	\$ 12.06	\$ 12.21	\$ 9.52
	11.17	11.55	12.08	9.39
	11.15	11.53	12.06	9.37
	\$ 11.13	\$ 11.51	\$ 12.04	9.35
	11.06	11.43	11.57	9.29
	11.05	11.42	11.56	9.27
	10.58	11.36	11.50	9.22
	% 10.55	\$ 11.32	% 11.45	% 9.19
	\$ 10.45		\$ 11.34	\$ 9.08
	10.43	11.28	11.32	9.04
	10.35	11.20	11.24	8.56
	\$ 10.19	\$ 11.05	\$ 11.09	8.42
	E 10.11	10.57	E 11.01	8.36
	10.09	10.55	10.59	8.35
	9.58	10.46	10.48	8.24
	9.52	10.43	10.42	8.22
	9.49	10.40	10.39	8.20
	9.43	10.34	10.33	8.15
	9.36	10.27	10.26	8.08
	\$ 9.31	\$ 10.22	\$ 10.21	\$ 8.02
	9.28	10.18	10.18	7.59
	9.18	10.08	10.08	7.49
	9.15	10.05	10.05	7.46
	9.13	10.03	10.03	7.43
	9.11	10.01	10.01	7.41
	\$ 9.00	\$ 9.50	\$ 9.50	\$ 7.30
	A.M.	A.M.	A.M.	P.M.
	DAILY EX. SAT.&SUN.	SUN. ONLY	SAT. ONLY	DAILY
	570	572	576	574

STATIONS	WESTWARD FIRST CLASS		EASTWARD FIRST CLASS	
	581 DAILY		580 DAILY	
	A.M.		P.M.	
EMPORIUM	\$ 5.35		\$ 10.10	
ST. MARYS	\$ 6.16		\$ 9.37	
CAP	6.24		9.27	
RIDGWAY	\$ 6.35		\$ 9.18	
	6.46		9.08	
BURG	6.56		9.00	
JOHNSONBURG	\$ 7.02		\$ 8.57	
KANE	\$ 7.30		\$ 8.28	
SHEFFIELD	B 7.56		A 7.52	
CLARE	8.08		7.41	
OTTS	8.14		7.34	
WARREN	\$ 8.20		\$ 7.31	
IRV	8.28		7.16	
YOUNGSVILLE	B 8.32		A 7.12	
SPRING	8.51		6.57	
MS	9.02		6.50	
CORRY	\$ 9.10		\$ 6.48	
EYE	9.11		6.38	
LOVE	9.13		6.35	
UNION CITY	\$ 9.27		\$ 6.24	
ELM	9.57		5.53	
ERIE	\$ 10.05		\$ 5.45	
	A.M.		P.M.	

WILLIAMSPORT BRANCH WILLIAMSPORT TO LINDEN—WESTWARD

STATIONS	FIRST CLASS			
	5741 DAILY	575 DAILY	573 SUN. ONLY	Nos. 573-5730 Will Run Nov. 26, Dec. 25, Jan. 1.
	A.M.	A.M.	P.M.	
LINDEN		2.50	2.16	
EAST LINDEN	2.10			
RIVER	2.09	2.49	2.15	
NEWBERRY	2.05	2.44	2.10	
WILLIAMSPORT	% 2.00	% 2.40	% 2.05	
	A.M.	A.M.	P.M.	
No. 571 Will Not Run Nov. 26, Dec. 25, Jan. 1.	571 DAILY EX. SUN.	5701 DAILY EX. SAT. & SUN.	5721 SUN. ONLY	5761 SAT. ONLY
	P.M.	P.M.	P.M.	P.M.
LINDEN	2.30			
EAST LINDEN		3.15	3.30	4.00
RIVER	2.29	3.14	3.29	3.59
NEWBERRY	2.25	3.10	3.24	3.55
WILLIAMSPORT	% 2.20	% 3.05	% 3.20	% 3.50
	P.M.	P.M.	P.M.	P.M.

LINDEN TO WILLIAMSPORT—EASTWARD

STATIONS	574 DAILY	5750 DAILY	5730 SUN. ONLY	5710 DAILY EX. SUN.
	A.M.	A.M.	P.M.	P.M.
LINDEN	1.20			
EAST LINDEN		1.54	1.35	1.45
RIVER	1.21	1.55	1.36	1.46
NEWBERRY	1.31	2.06	1.44	1.54
WILLIAMSPORT	\$ 1.40	\$ 2.20	\$ 1.55	\$ 2.05
	A.M.	A.M.	P.M.	P.M.
	570 P.M.	572 P.M.	576 P.M.	
LINDEN	2.33	2.55	3.18	
EAST LINDEN				
RIVER	2.34	2.56	3.19	
NEWBERRY	2.42	3.04	3.27	
WILLIAMSPORT	\$ 2.50	\$ 3.12	\$ 3.35	
	P.M.	P.M.	P.M.	
	DAILY EX. SAT. & SUN.	SUN. ONLY	SAT. ONLY	

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Lewistown*	8.00 AM to 9.00 PM	8.00 AM to 9.00 PM	8.00 AM to 9.00 PM
Huntingdon*	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM	Closed
Tyrone*	8.00 AM to 7.30 PM	10.30 AM to 7.30 PM	10.30 AM to 7.30 PM
Altoona	Continuously	Continuously	Continuously
Johnstown	8.40 AM to 1.10 AM	8.40 AM to 1.10 AM	8.40 AM to 1.10 AM
Latrobe*	6.00 AM to 12.30 AM	5.30 AM to 12.30 AM	5.30 AM to 12.30 AM
Greensburg*	5.30 AM to 11.45 PM	5.30 AM to 11.45 PM	5.30 AM to 11.45 PM
Jeannette*	6.00 AM to 3.00 PM	Closed	Closed
Irwin*	6.30 AM to 3.30 PM	Closed	Closed
Wilmerding*	7.15 AM to 9.00 AM 10.30 AM to 11.15 AM 12.15 PM to 2.30 PM 4.00 PM to 4.15 PM	Closed	Closed
East Pittsburgh*	8.15 AM to 5.15 PM	Closed	Closed
Braddock*	7.00 AM to 10.00 AM 2.45 PM to 3.00 PM	Closed	Closed
Swissvale*	7.15 AM to 4.15 PM	Closed	Closed
Edgewood*	6.15 AM to 11.00 AM 12.01 PM to 3.15 PM	Closed	Closed
Wilkinsburg*	7.00 AM to 4.00 PM	Closed	Closed
East Liberty*	7.00 AM to 6.00 PM	Closed	Closed
Pittsburgh	7.00 AM to 1.01 AM	7.00 AM to 1.01 AM	7.00 AM to 1.01 AM
Freeport*	6.30 AM to 3.30 PM	Closed	Closed
Tarentum*	7.00 AM to 11.30 AM	Closed	Closed
Aspinwall*	7.00 AM to 9.00 AM 1.30 PM to 4.00 PM	Closed	Closed
Oakmont*	7.30 AM to 11.59 AM 2.00 PM to 5.30 PM	Closed	Closed
New Kensington*	7.00 AM to 4.00 PM	Closed	Closed
Sewickley*	7.30 AM to 4.00 PM	Closed	Closed
Rochester*	6.30 AM to 10.00 AM 11.00 AM to 3.30 PM	Closed	Closed
Beaver Falls*	7.00 AM to 11.00 AM 12.01 PM to 4.00 PM	Closed	Closed
Fourth Ave.*	5.00 PM to 6.00 PM	Closed	Closed
Corliss*	7.30 AM to 4.30 PM	Closed	Closed
Burgettst'n*	1.01 PM to 4.30 PM	Closed	Closed
Steubenville	6.15 AM to 12.01 AM	6.15 AM to 12.01 AM	6.15 AM to 12.01 AM

Station	Monday to Friday	Saturday	Sunday
East Palestine*	8.00 AM to 12.00 Noon 1.01 PM to 5.00 PM	Closed	Closed
Salem*	7.30 AM to 12.00 Noon 1.01 PM to 5.30 PM	Closed	Closed
Alliance*	8.00 AM to 11.00 PM	Closed	Closed
Canton#	8.30 AM to 7.30 PM	4.00 PM to 7.30 PM	4.00 PM to 7.30 PM
Massillon*	8.00 AM to 7.30 PM	Closed	Closed
Orrville*	8.00 AM to 12.00 Noon 1.01 PM to 5.00 PM	Closed	Closed
Wooster*	9.00 AM to 7.00 PM	Closed	Closed
Ravenna*	8.00 AM to 12.00 Noon 1.01 PM to 5.00 PM	Closed	Closed
Hudson	5.30 AM to 5.10 PM	5.30 AM to 5.10 PM	5.30 AM to 5.10 PM
Bedford*	8.00 AM to 12.00 Noon	Closed	Closed
Cleveland*	7.15 AM to 10.30 AM 2.30 PM to 6.00 PM	Closed	Closed
Youngstown#	8.00 AM to 12.00 Noon 1.01 PM to 5.00 PM	Closed	Closed
Buffalo	7.00 AM to 2.00 AM	7.00 AM to 2.00 AM	7.00 AM to 2.00 AM
East Aurora*	8.00 AM to 5.00 PM	Closed	Closed
Arcade*	8.00 AM to 5.00 PM	Closed	Closed
Machias*	8.00 AM to 5.00 PM	Closed	Closed
Franklinville*	8.00 AM to 5.00 PM	Closed	Closed
Olean	5.30 AM to 10.30 PM	5.30 AM to 10.30 PM	5.30 AM to 10.30 PM
Eldred*	8.00 AM to 5.00 PM	Closed	Closed
Port Allegany*	8.00 AM to 6.00 PM 11.00 PM to 7.00 AM	10.00 AM to 6.00 PM 11.00 PM to 7.00 AM	10.00 AM to 6.00 PM 11.00 PM to 7.00 AM
Emporium*	9.00 AM to 6.00 PM	Closed	Closed
Erie	8.00 AM to 9.00 PM	8.00 AM to 9.00 PM	8.00 AM to 11.00 PM
Union City*	8.00 AM to 10.00 AM 2.00 PM to 5.00 PM	Closed	Closed
Corry	8.00 AM to 5.00 PM 6.00 PM to 8.00 PM	8.30 AM to 10.30 AM 6.00 PM to 8.00 PM	8.30 AM to 10.30 AM 6.00 PM to 8.00 PM
Warren	7.15 AM to 10.00 PM	7.15 AM to 9.15 AM 7.30 PM to 9.30 PM	7.15 AM to 9.15 AM 7.30 PM to 9.30 PM
Sheffield*	1.00 PM to 5.00 PM	Closed	Closed
Kane*	6.45 AM to 10.45 AM 7.00 PM to 3.00 AM	7.00 PM to 3.00 AM	Closed
Johnsonburg*	8.00 AM to 5.00 PM	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM
Ridgway*	6.00 AM to 10.00 PM	6.00 AM to 10.00 PM	2.00 PM to 10.00 PM
St. Marys*	8.00 AM to 11.30 PM	5.15 AM to 7.15 AM 10.00 PM to Midnight	5.15 AM to 7.15 AM 10.00 PM to Midnight
Renovo*	8.00 AM to 11.45 AM 12.45 PM to 5.00 PM	Closed	Closed

Station	Monday to Friday	Saturday	Sunday
Lock Haven*	1.00 PM to 4.00 PM	Closed	Closed
Williamsport	8.00 AM to 5.00 PM	Closed	Closed
Muncy*	8.00 AM to 5.00 PM	Closed	Closed
Watsonstown*	8.00 AM to 5.00 PM	Closed	Closed
Milton*	8.00 AM to 5.00 PM	Closed	Closed
Sunbury*	10.00 AM to 1.00 PM 2.00 PM to 5.00 PM	Closed	Closed
Millersburg*	8.00 AM to 11.59 AM	Closed	Closed

NOTES—

*Closed New Year's, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving and Christmas.

During Daylight Saving Time, offices will open and close one hour earlier than indicated above.

#Open 4.00 PM to 7.30 PM Holidays.

FREIGHT SERVICE BETWEEN WAYNESBURG AND WASHINGTON

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

The time shown conveys no time-table authority.

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

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

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

U. S. MAIL WORK

STATIONS	WESTWARD					EASTWARD		
	31	19	25	13	3	10	28	50
Port Royal			CD 1-4					
Mifflin			CD 1-4					
Lewistown				D-N 1-2		D-N 1-2	D-1	
Mapleton			CD 1-4					
Huntingdon				D-N 1-2				
Petersburg			CD 1-4					
Cresson		D-N	CD-1 N-J					CD N-1
Johnstown				D 1-2				
Torrance		D-N						
Greensburg					D-1 N			
Grapeville			D-1-4					
Steubenville (just east of Wash. St.)	D-K							
	29 (2)	55	53	45	23	54	22	50
E. Palestine			E					
Salem	1 D	E	E		E	E	E	
Alliance		E	E	E	E	E	E	
Canton	K	E	E	E	E	E	E	E
Massillon		2 D	E			D	E	
Orrville	1 M	1-2-3-4 D	E			1 D		
Wooster	M	E	E		10 D	D	E	
Loudonville		1-4 CD	CD					
	EASTWARD					WESTWARD		
	580	570 576				581	571	
Farrandville		E					D	
McElhattan							D	
Jersey Shore							E	
Montgomery							CD	
Millersburg							E	
Wilcox						1 D		
Sergeant						2 D		

U. S. MAIL WORK

STATIONS	EASTWARD				WESTWARD			
	580	570 576			581	571		
Ludlow					1 CD			
Sheffield	1CD				1CD FJ			
Clarendon					2 D			
Irvinton					1 D			
Youngsville	2 C				FG 1 CD			
Pittsfield					1 D			
Garland					1 D			
Spring Creek					1 D			
Elgin	1 CD				1 CD			
Waterford	2 C				G			
	SOUTHWARD				NORTHWARD			
	570 576				571			
Turtle Point	CD				J			

NOTES—U. S. MAIL WORK

- C—Mail caught from crane only.
D—Mail delivered only.
CD—Mail caught and delivered.
E—Train stops. Mail received or delivered or both.
F—Train stops, Sunday only, mail received or delivered or both.
G—Train stops. Holidays only, mail received or delivered or both.
J—Train stops, on request of Mail Clerk, to receive or deliver or both.
K—Reduce speed to 15 miles per hour.
M—Reduce speed to 50 miles per hour, daily except Sunday and Monday.
N—Reduce speed to 25 miles per hour.
1—Daily, except Sunday.
2—Daily, except Monday.
3—Daily, except Saturday.
4—Daily, except Holidays.
5—Saturday, except Holidays only.
6—Monday only.
7—Sunday only.
8—Day after Holidays.
9—Daily, except day after Holidays.
10—Monday, Tuesday and second day after Holidays.

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

U.S. letter box is located on platform at Olean. Train must not start until postal clerk has made collection.

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

NOTE 7. Movements over this crossing are restricted to daylight hours only.

NOTE 8. Every movement of a locomotive, car or train across the highway at the crossing shall be stopped clear of the highway and shall not proceed thereafter until a member of the train crew, equipped with a red flag during daylight hours and with a lighted red lantern and a lighted white lantern during the hours of darkness, has entered upon the highway and properly warned the traveling public of the approach of said locomotive, car or train.

NOTE 9. A member of the crew must manually operate the highway traffic lights. Highway traffic light controls must be restored to normal after movement has cleared crossing.

1103-C2. At the following locations, special precaution must be taken with respect to the operation of automatic highway crossing protection, as indicated:

Trains or engines must stop before passing over the following highway crossings at grade and a member of the crew must manually operate the highway traffic stop light.

Lewistown, Lewistown Secondary track:

Main Street, U. S. Route 22.

Lewistown, Maitland Industrial track (Formerly S. & L. Branch) U. S. Route 322 crossing, 1857 feet east of junction with Milroy Secondary track.

Lewistown, Furnace Industrial track (Wayne and Hale Streets) U. S. Route 22 crossing, 2761 feet east of junction with Lewistown Secondary track.

Clearfield, Clearfield Secondary track:

Market Street, Locust Street, Bridge Street.

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

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

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

In case of failure to highway traffic signals a member of the crew must protect the crossing in advance of each movement over the crossing.

1103-C3. Between CP and SHAFTON:

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

1103-C4. 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-C5. Due to rust on rails at the following locations the track circuits which operate Automatic Highway Crossing Protection may not function properly:

Allegheny Division

H & P Secondary Track.

Pittsburgh Division

Alexandria Crossing, 1500 feet east of Alexandria Station.

Alfarata Crossing.

Unity Industrial Track, U. S. Route 30.

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

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

Coal Lick Industrial track, Uniontown:

West Main, West Fayette and West Berkley Streets.

Wheeling Secondary track, Street crossings at Wellsburg.

Northern Division

Spring Siding

State Route #77—Spring Creek

Scale Track

Grier St., Williamsport, Pa.

Selinsgrove Secondary Track

Routes 25 and 522, Kreamer, Pa.

Selinsgrove Secondary Track

Pine St., Selinsgrove, Pa.

Selinsgrove Secondary Track

Walnut St., Selinsgrove, Pa.

Canandaigua Track

East St., Canandaigua, N. Y.

Haas Lead

4th St., Sunbury, Pa.

Haas Lead

Awl St., Sunbury, Pa.

Kips, eastward siding

Mill St., South Danville, Pa.

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

1103-C7. Movements over North Beeson Avenue, East Main Street and Church Street crossing, located 1280, 1580 and 2015 feet south of VA, are protected by Street Traffic Signals. Switches for operation by trainmen are located on poles 65 feet north of North Beeson Avenue, 100 feet north of Main Street and 161 feet south of Church Street marked "P. R. R." The Operation of any of the control switches will set the Traffic Signals to show red when viewed from North Beeson Avenue, Main Street or Church Street and green from the track. A second operation of any of the control switches will restore the Traffic Signals to their normal operation. Before trains are moved over the crossing, trainmen will operate nearest control switch to give proper indication, and when train has cleared the crossing, restore signals to normal, by operating the nearest control switch.

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

1103-C8. When pushing cars in advance of the engine over crossings between VA and Dunbar Street, 3500 feet south of VA, Southwest Industrial Track, with the exception of East Fayette Street where Special Instruction 1103-C1 applies and between VA and Miller Avenue, 1.0 mile south of VA, Coal Lick Industrial Track, a member of the crew must be sent ahead to protect street traffic.

1103-C9. 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-C10. Peters Creek Jct., Crossing State Route No. 837 P. & W. Va. R. R., Clairton Branch, Highway Crossing Signals are manually controlled. Control push buttons are located on poles east and west side of crossing. Trainmen will push button before movement is started over the crossing and hold same until movement over the crossing is completed.

1103-C11. Enginemen on southward trains stopped at New Kensington must sound whistle signal, Rule 14(g) when ready to proceed and 9th Street crossing must not be fouled until gates have been lowered.

1103-C12. Trains and engines on joint N.K.P. and P.R.R. drill track, must stop before passing over highway grade crossing known as Third Street, 1163 feet west of Mile Post 32, Powhatan Secondary Track, and a member of the crew must manually operate the crossing protection.

Control push buttons are located on the highway crossing signal mast west side of crossing.

After control button has been operated and protection is afforded, trains and engines may proceed over crossing.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD—NORTHWARD

The time shown conveys no timetable authority.

STATIONS	VC-1 (4)	LCL-5 (3-6-9)	SWC-1 (1)	LCL-9 (3-6-9)	LCL-7 (3-6-9)	LCL-3 (3-6-9)	TT-3 (3-6-9)	WC-5 (1)	WC-7 (1)	LCL-1 (3-6-9)	BC-7 (4)	TT-1 (3-6-9)	CIN-1 (1)	ED-3 (3-6-9)	CB-1 (3-6-9)	WC-11 (1)	PWC-1 (3)	PG-5 (1)	SW-1 (1)	PD-1 (3-9)	DJ-3 (3-6-9)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Banks.....	2.30	2.45	3.15	3.00	3.45	4.45				5.00		6.55		8.55	12.30			12.30			
Antis.....	5.00	6.00	5.45	5.30	6.15	7.05				7.30		9.15		12.40	2.50			3.30			
Slope.....	5.45	7.15	6.30	6.15	7.00	7.30				8.30		10.00		1.40	3.20			4.45			
JD.....	7.35	9.25	8.10	7.55	8.40	9.10				10.10		11.41		4.10	4.55			7.00			
Truxall.....														5.00				7.52			
Derry.....	7.45	9.45	8.30	8.15	9.00	9.30				10.30		12.01			5.15						
SZ.....	8.25		9.10	8.55	9.40	10.10				11.10					5.55						
WG.....				4.15	2.45	10.45				3.15					6.30		10.30			2.00	2.30
Pitt.....										3.55		1.20									
CM.....				4.45											6.50					2.20	
East Conway.....		1.20										2.25		7.40				11.10			
West Conway.....	12.15	10.00						5.00	3.00			3.00	5.30	5.45		10.15			12.45		
Wood.....	12.40			6.15				5.30		5.15		3.25		6.15	7.55					4.00	
Mace.....																					
Custer.....		12.35			3.35	12.15		8.40		8.35		6.10	8.15	10.15	10.20	12.50	4.00		3.30		4.15
Lucas.....				9.35																7.05	
Alliance.....	2.40																				
Cleveland.....	4.45																				
Arrive	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Holidays. (6) Daily except day after Holidays.
(7) Daily except Saturday. (8) Saturday only. (9) To operate as required. (10) During Daylight Savings time operates one hour earlier than time shown.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD—NORTHWARD

The time shown conveys no timetable authority.

STATIONS	HC-1 (1)	CE-5 (1)	STATIONS	BF-3 (1)	BF-5 (1)	CBF-1 (1)	BC-7 (1)	CSB-8 (1)
Leave	P.M.	A.M.		P.M.	A.M.	A.M.	P.M.	A.M.
Banks.....	5.30		Buttonwood.....					5.45
Antis.....	10.00		Buffalo.....	6.00	5.00	8.00	10.00	
Slope.....	11.00		Northumberland.....					
JD.....	1.30		Newberry.....					
Truxall.....	2.32		Corry.....			4.45		
Derry.....			Renovo.....	12.01	11.00			
SZ.....			Rockville.....	5.30	4.15			
WG.....			Oil City.....			2.30		
Pitt.....			Brady.....			9.30		
CM.....			Lock Haven.....				3.00	2.00
East Conway.....	5.00		Tyrone.....					
West Conway.....			Altoona.....				6.20	11.45
Wood.....	6.55		Conway.....			6.00		
Mace.....	10.55							
Custer.....								
Lucas.....								
Alliance.....								
Cleveland.....	2.45							
Arrive	A.M.	P.M.		A.M.	P.M.	P.M.	A.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Holidays. (6) Daily except day after Holidays.
(7) Daily except Sat. (8) Daily except Wed. (9) Tuesday and Thursday only. (10) During Daylight Savings time operates one hour earlier than time shown. (11) Wednesday and Saturday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD—SOUTHWARD

The time shown conveys no timetable authority.

STATIONS	CE-4 (3)	AST-2 (1)	CG-2 (1)	SW-2 (1)	SW-6 (1)	ED-4 (3)	DJ-2 (1)	CB-2 (3-6)	CSB-8 (1)	CS-8 (1)	TT-8 (3-6-9)	CE-2 CP-8 (1)	TT-2 (3-6-9)	CIN-2 (1)	NF-6 (2-3-6)	SW-8 (1)	TT-4 (3-6-9)	CG-8 (1)	CNY-4 (1)	WPB-4 (1)	TT-6 (3-6-9)
Arrive	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Banks.....	9.00	10.25	2.50		9.20	6.50	3.10	1.35	3.00	6.00	7.55	8.00	7.55		9.15	9.00	9.00	1.00	11.00	2.30	10.40
Antis.....	5.45	7.00	10.40		5.00	3.50	11.50	11.15	11.45	12.01	3.40	4.30	5.30		6.35	6.35	9.00	8.00	10.30	8.15	
Slope.....	4.40	6.25	9.40		4.25	3.05	11.15	10.50	12.45	11.15	3.00	3.30	4.45		5.35	6.10	8.00	7.15	9.30	7.25	
JD.....									9.45	8.30		12.15	2.20						6.30		
Truxall.....										7.40		11.20							5.40		
Derry.....	1.15	4.05	6.50		1.45	12.20	8.55	8.45	9.25	1.00	2.00		2.00		3.00	4.15	5.20	4.05		5.10	
SZ.....		3.25	6.10		12.55		8.15	8.05		12.10					2.20	3.25	4.40			4.30	
WG.....		2.35	5.10		11.55		7.20	7.30		11.10					1.20	2.35	3.40				
Pitt.....	12.15					11.15			7.00		12.35							2.45			
CM.....								7.10							12.50						
East Conway.....						10.30			6.00	5.00		7.30	11.25					1.45	2.30		
West Conway.....	6.20			5.15		7.50			11.10		10.50	2.35	10.50	10.05		4.30					
Wood.....	6.00			7.30				6.05		10.50	9.15	2.15	10.30		11.20						
Mace.....												10.40									
Custer.....		12.01	2.15	2.35	8.55	5.10								7.25		2.05	11.50	12.40			
Lucas.....						4.07		3.35		6.05	6.00		7.45		8.24						
Alliance.....	4.35																				
Cleveland.....	12.15											7.00									
Leave	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Holidays. (6) Daily except day after Holidays.
(7) Daily except Sat. (8) Daily except Wed. (9) Tuesday and Thursday only. (10) During Daylight Savings time operates one hour earlier than time shown. (11) Wednesday and Saturday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD—SOUTHWARD

The time shown conveys no timetable authority.

STATIONS	GRE-2 (1)	ED-2 (4)	NW-88 (1)	TT-10 (3)	CH-2 (1)	STATIONS	BF-4 (1)	BNY-16 (1)	CBF-2 (1)
Arrive	P.M.	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.
Banks.....			5.05	5.00	11.15	Buttonwood.....			
Lock Haven.....						Buffalo.....	12.30	5.00	10.00
Antis.....			12.50	2.35	7.00	Northumberland.....			
Slope.....			11.50	2.10	4.30	Newberry.....			
JD.....					12.30	Corry.....			2.15
Truxall.....					11.40	Renovo.....	10.00	1.30	
Derry.....			8.30	11.55		Rockville.....	3.00	6.00	
SZ.....			7.50	11.15		Oil City.....			7.30
WG.....			6.50	10.35		Brady.....			11.30
Pitt.....						Lock Haven.....			
CM.....				10.15		Tyrone.....			
East Conway.....		12.30		9.15	7.30	Altoona.....			
West Conway.....	9.20			8.15		Conway.....			12.45
Wood.....	9.00	12.10							
Mace.....									
Custer.....			3.55						
Lucas.....	4.25	7.15		5.15					
Alliance.....									
Cleveland.....									
Leave	P.M.	P.M.	P.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 Holidays. (6) Daily except day after Holidays.
(7) Daily except Sat. (8) Daily except Wed. (9) Tuesday and Thursday only. (10) During Daylight Savings time operates one hour earlier than time shown. (11) Wednesday and Saturday.

SPECIAL INSTRUCTIONS

GENERAL RULES

Uniforms

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

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

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

A black four-in-hand or black clip-on bow tie of dacron-wool material with square ends, 4½ inches long and 1¾ inches wide may be worn.

Passenger trainmen in suburban commuter service may perform their duties without uniform coats and vests during the period May 15 to September 15, inclusive, or at any time when outside temperature exceeds 80 degrees. They must wear a clean, plain white broadcloth shirt with long or short elbow-length sleeves (trainmen who have objectionable markings on the forearm, tattoos, etc., must not wear short elbow length sleeves), black belt, black hose and black shoes.

Paraphernalia must be carried in such manner as to assure a neat appearance at all times.

Employees Permitted to Ride on Engines, etc. All Divs.

100O-1A. Referring to Rule O, the following designated employes will be permitted to ride on freight trains and engines.

Train Dispatchers.

Movement Directors.

Train Masters and Asst. Train Masters in the discharge of their duties.

Yardmasters in their districts.

Supervisors of C. and S., Assistants, C. and S. Inspectors,

Foremen and Maintainers in their district.

Supervisors of Track, Assistants and Foremen in their districts.

Maintenance of Equipment Mechanics in discharge of their duties.

Rules Examiners.

Supervisor of Structures and Assistants.

Railroad Police Officers in discharge of their duties.

Transportation Supervisors.

Other persons must hold proper transportation issued by the Superintendent.

It is desired that not more than three men ride in the cab of an engine hauling a passenger train.

Under no circumstances are more than four men to be allowed to ride in the operating cab of an engine hauling a passenger train, two men in addition to the crew.

Personal Injuries.

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

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

100R-2A. Medical Officers and Surgeons. All examinations in the Medical Department are performed by appointment only, except in case of emergency.

Location	Name and Address	Telephone Number
Mifflin	Robert P. Banks (Surgeon) 117 North Main St. Mifflintown, Pa.	Bell 76 Res. Bell 158
Lewistown	C. B. McClain (Surgeon) 18 North Main St.	8-5623 8-4733
	S. J. Marthouse, M.D. (Part-time Medical Officer) 18 North Main St. By appointment	8-3844

Location	Name and Address	Telephone Number
Huntingdon	F. S. Mainzer (Surgeon) 302 8th St.	Mi-3-4960 Mi-3-2290
	Philip F. Dunn, M.D. (Part-time Medical Officer) 601 Penn St. By appointment	Mi-3-0540
Tyrone	Irving L. Shonberg (Surgeon) 1057 Logan Ave.	MU 4-4462 MUTual 4-4096
	Norman B. Ream, (Surgeon) 218 East 10th St.	MU 4-1052 MU 4-1855
Bellefonte	LeRoy D. Locke, M.D. (Part-time Medical Officer) 126 North Allegheny St. Bellefonte, Pa.	EL 5-2436
Osceola Mills	Peter Guillard, (Part-time Medical Officer) Curtin St.	ED 9-6592
Altoona	P. P. Denning (Medical) (Part-time Medical Officer) 9th Ave. & 12th St. Daily except Saturday, Sunday and Holidays 8:30 A.M. to 5:00 P.M.	P.R.R. 531
	C. E. Snyder (Surgeon) 1201 6th Ave.	WI 2-2798
Pittsburgh	H. G. Ferri, M.D. (Medical Officer) Office, 228 Pennsylvania Station 8:30 A.M. to 5:00 P.M. Daily except Saturday, Sunday and Holidays NOTE—When Medical Officer's of- fice is closed, surgical attention, if necessary, may be arranged through the Train Dispatcher's office at Pitts- burgh.	(Co. phones) 720 729
	John L. Hamilton (Surgeon) Office, Allegheny General Hospital Res., Glenshaw	846 (Co. phone) FA 2-0100 HU 6-5755
	William M. McNaugher (Surgeon) Office, Clark Bldg., 717 Liberty Ave. Res., 6850 Reynolds St.	ATlantic 1-4882 MONTrose 1-0237
	James A. Cowan, Jr. (Surgeon) Office, Clark Bldg., 717 Liberty Ave. Office, Allegheny General Hospital 391 Maple Dr., Greensburg	ATlantic 1-4882 FAirfax 2-0100 TEmples 7-1135
	Murray F. McCaslin (Oculist) Office, Carlton House, 550 Grant St.	ATlantic 1-4198
Wilkinsburg	Wm. M. McNaugher (Surgeon) Office, Clark Bldg., 717 Liberty Ave., Pittsburgh. Res., 6850 Reynolds St.	ATlantic 1-4882 MONTrose 1-0237
Pitcairn	Milton D. Bosse, (Part-time Medical Officer) for emergency service, peri- odic and return to duty ex- aminations. 502 Broadway	DRexel 2-4400
Greensburg	H. Albert McMurray (Surgeon) Office, First National Bank Bldg. Res., 138 Underwood Ave., Gbg.	TEmples 7-4990 TEmples 7-2200

Location	Name and Address	Telephone Number
Latrobe	Homer R. Mather (Surgeon) Office, Mellon National Bank Bldg. Res., Main & Sylvan St.	KEystone7-4771 BEverly 8-8128
	J. H. Hamill (Surgeon) Office, Mellon National Bank Bldg. Res., Stader Apartments	KEystone7-4751 KEystone7-5639
Derry	John F. Blair (Surgeon and Part-time Medical Officer) Office and Res., 200 S. Chestnut St.	OXbow 4-2765
	O. P. Oliver (Part-time Medical Officer) 113 East 2nd Ave.—By Appointment	OXbow 4-2781
Johnstown	R. P. Zimmerman (Surgeon) 1111 Franklin St. Res., 105 Helen St., Southmont	535-3645 255-3100
	B. E. Longwell (Surgeon) Office, 340 Locust St. Res., 334 Gardner St., Southmont	7-4186 9-0175
	Ralph W. Morrison, Jr. (Part-time Medical Officer) Res. and Office, 425 Coleman Ave. By Appointment	9-5993
Conemaugh	F. P. Dostal (Surgeon) Office and Res., 300 Greeve St.	Johnstown 5-4146
Ebensburg	Robt. C. Magley (Surgeon) Office and Res., 214 W. Sample St.	GRGreenlee 2-7320
Punxsutawney	C. J. Seitz (Surgeon) Office, 402 W. Mahoning St. Res., Punxsutawney R. D. 2	938-7310
Patton	John A. Murray (Surgeon) Office and Res., 456 Magee Ave.	ORange 4-8977
Monongahela	Philip F. Vaccaro (Surgeon and Part-time Medical Officer) 205 Trust Bldg. 2nd and Main Street	258-7919 258-7921
	Michael Vaccaro (Part-time Medical Officer) 426 W. Main Street To be called upon in the absence of Dr. Philip F. Vaccaro)	258-7700
N. Charleroi (W. Monessen)	A. S. Sickman (Surgeon) Office, 502 Lincoln Ave. Res., 516 Lincoln Ave.	Hudson 3-6519
Brownsville	Ralph F. Garofalo, M.D. (Part-time Medical Officer) Snowden Square Brownsville, Pa.—By Appointment	STate 5-5471
Youngwood	A. D. Barnhart (Surgeon) Res., Fourth and Chestnut Sts.	WAlker 5-7101
	Theodore A. Schultz (Part-time Medical Officer) Res. and Office, 7 North Fourth St. By Appointment	WAlker 5-7101
Connellsville	D. S. Newill (Surgeon) Office, 210 National Bank & Trust Bldg. Res., Breakneck Road	Market 8-4750
Uniontown	J. E. Shelby (Surgeon) Office, 54 West Fayette St. Res., 18 Barton Mill Road	GE-76931 GE-86637
Indiana	T. W. Kredel (Surgeon) 39 South Ninth Street	Office 465-5012 Res. 465-6730
Blairsville	Samuel Cohen (Surgeon and Part-time Medical Officer) Office, 50 W. Market St. Res., Wm. Penn Highway	459-9191 459-6107

Location	Name and Address	Telephone Number
Vandergrift	W. J. Lace (Surgeon) 175 Washington Ave.	Office 600 Residence 156
Natrona Heights	R. W. Heineman (Part-time Medical Officer) Box 347, R. D. 1, Burtner Road Natrona Heights, Pa.	ACademy 4-3222
Butler	Edward C. Lutton (Surgeon) Office, 127 East Cunningham Street Res., R. D. No. 5, Butler	7-4990 2-4000
Oakmont	Charles E. Piper (Surgeon) 440 Henke Bldg. Delaware and Allegheny Aves.	VAndyke 8-5151
	F. W. Nicklas (Surgeon) 347 Delaware Ave.	VAndyke 8-5050
Kittanning	Sidney G. Sedwick (Surgeon) Office and Residence, 114 South McKean St.	1481
Conway	H. W. Brabson (Surgeon) 549 State Street Baden	Union 9-9161
	H.F. Grazier (Medical Officer) 8:30 A.M. to 5:00 P.M.	329 SPruce 5-0922
Rochester	G. M. Durschinger (Surgeon) Res. and Office, 101 Hinds St. (If no answer, call)	SP 5-0716 SP 4-2540
E. Liverpool	William J. Horger (Part-time Medical Officer) 1100 Pennsylvania Ave. By Appointment	FULTon 5-7394
Carnegie	W. J. Connelly (Surgeon) Office, 111 E. Main St. Res., 826 Washington Ave.	BRowning 6-1775
Houston	David N. Ingram (Surgeon) Office, First National Bank Bldg. Res., Mill Seat Pl.	Canonsburg SHERwood 5-5010 SHERwood 5-5012
Burgettstown	A. O. Hindman (Surgeon) Office, 31 Main St. Res., 17 Lincoln Ave.	WHitney 7-3332 WHitney 7-3331
Weirton	J. L. Thompson (Surgeon) Office, Weirton Steel Co., Emergency Hospital Res., 3841 Palisades Drive	680 1283
Steubenville	Sanford Press (Part-time Medical Officer) 8:00 A. M. to 4:00 P. M. By Appointment Penna Station, North Sixth Street	PRR 262 Atlantic 2-4891
	Paul Mesaros and Laura Mesaros (Surgeons) 2017 Sunset Blvd.	Atlantic 2-3535
	Lester Stein (Surgeon) For the handling of eye injuries. 224 North Fourth Street	Atlantic 2-7671
Bellaire	J. F. Wilkinson (Surgeon) Office and Res., 4403 Jefferson St.	OR 6-0305
Bridgeport	Charles V. Lee (Surgeon) 306 Main St.	Off. 635-9671 Res. 633-1428
Wheeling	Francis J. Gaydosh (Part-time Medical Officer) Office, 302 McLain Bldg. Twelfth and Market Sts. Office Hours: By appointment, except for Return-to-work Examinations. Res., 24 Maple Ave.	CE 2-6306 or CE 3-1000 CE 3-4363

Location	Name and Address	Telephone Number
Cleveland, O.	★T. P. Day, M.D. (Division Medical Officer) Office, 8604 Kinsman Road Daily except Saturday, Sunday and Holidays 8:00 A.M. to 5:00 P.M. By Appointment	861-1175 Extension 518
	Kent L. Brown, M.D. (Surg.) Office, Medical Bldg., Room 405 10515 Carnegie Ave. Res., 18600 S. Woodland If no answer, call Medical Bureau By Appointment	CEdar 1-7778 WYoming 1-4371 CEdar 1-8400
	R. E. Holmberg, M.D. (Assist. Surgeon) Office, 10465 Carnegie Ave. Res., 2256 Woodmere Drive	SWeetbr 1-4662 FAirmnt 1-2035
Akron, Ohio	E. L. Mollin, M.D. (Surgeon) Office, 666 West Market St. Res., 2301 Parker Ave.	BLack'ne 3-7152 UNiv 4-1319
	★Wm. Murphy, M.D. (Medical Officer) Office, Med. Arts Bldg., 550 E. Market St. Res. Medical Center By Appointment	FRanklin 6-0028 UNiv 4-6182 FRanklin 6-6801
Alliance, Ohio	Ray R. Mosely, M.D. (Surgeon) Office, 133 South Linden Ave. Res., 425 East Milton Ave.	TA 3-6271 TA 3-2293
Ashtabula, O.	★S. L. Altier, M.D. (Medical Officer) Office, 806 Lake Ave. By Appointment	Woodland 40-471
	★R. S. Millberg, M.D. (Medical Officer) Office, 4425 Main St. By Appointment	WYman 3-3121
	W. B. Millberg, M.D. (Surgeon) Office, 4425 Main St.	WYman 3-3121
Cambridge, O.	★J. A. L. Toland, M.D. (Medical Officer) Office, 729 North Eighth St. By Appointment	2-1611
	M. J. Boyle, M.D. (Surgeon) Office, 213 North 11th St. Res., 509 North 7th St.	3-1881 2-6831
Canton, Ohio	J. D. Botti, M.D. (Surgeon) Office, 1320 Market Ave., N.	GLendale 4-2337
	Paul Wasson, M.D. (Oculist) Office, 800 McKinley Ave. (If no answer, call)	GLendale 2-8884 GLendale 5-9200
	★T. W. Frame, M.D. (Medical Officer) Hours: 7:30 A.M. to 4:00 P.M. Monday, Wednesday, Thursday, Friday By Appointment	GLendale 6-8261 Ex. 262

Location	Name and Address	Telephone Number
Dover, Ohio	★R. E. Rinderknecht, M.D. (Medical Officer) Office, 404 Walnut St. By Appointment	42-630
Linesville, Pa.	H. H. Walker, M.D. (Surgeon) Office, 302 West Erie St. Res., 411 West Erie St.	22-551 22-551
Marietta, O.	N. M. LaBarre, M.D. (Surgeon) Office, 822 Third St. Res., 629 Third St.	FR 3-5786 FR 3-3694
Massillon, O.	P. A. Paulson, M.D. (Surgeon) Office, First Nat'l. Bank Bldg. Res., 346 Commonwealth Ave. (If no answer, call)	TE. 3-3956 TE. 3-5079 TE. 2-7411
New Castle, Pa.	W. B. Bannister, M.D. (Surgeon) Office, Temple Bldg. Res., 16 King Avenue	OLiver 8-8201 OLiver 4-4790
	R. G. Campbell, M.D. (Oculist) Office, 225 E. Washington St. Res., 229 Hazelcroft Ave.	OLiver 2-4831 OLiver 4-2201
	G. R. Cunningham, M.D. (Medical Officer) 203 Johnson Bldg. 243 East Washington Street By Appointment	Oliver 2-5380
Niles, Ohio	L. C. Ralston, M.D. (Surgeon) Office and Res., 423 Robbins Ave.	OLympic 2-4358
	★R. H. Ralston, M.D. (Medical Officer) Office, 421-423 Robbins Ave. By Appointment	OLympic 2-4358
Orrville, O.	★Wm. C. Beam, M.D. (Medical Officer) Office, 135 East Market St. By Appointment	MU 2-5911
Salem, Ohio	★E. P. Schaefer, M.D. (Medical Officer) Office, 412 N. Lincoln Ave.	ED 7-9411
Sharon, Pa.	Ransford Riddle, M.D. (Oculist) Office, W. State St. and Porter St. Res., 310 Buhl Blvd.	DI 6-4214 DI 6-6947
	Thomas V. Murray, M.D. (Surgeon) Office, 912 East State St.	Diamond 2-6891
	★Wayne Hobbs, M.D. (Medical Officer) Office, 912 East State St. By Appointment	Diamond 2-6891
Wooster, O.	Adrian J. Hartzler, M.D. (Surgeon) Office, 122 East North St. (If no answer, call)	AN 2-9851 AN 2-8651

Location	Name and Address	Telephone Number
Youngstown, Ohio	P. B. Cestone, M.D. (Assist. Surgeon) 905 Central Tower (Office) Res., 4016 Shelby Rd. Medical Bureau	RIverside 3-9037 STerling 2-7265 RIverside 4-4513
	★E. Weltman, M.D. (Medical Officer) Office, 619 Home Savings and Loan Bldg. Hours: Mon. and Wed. 8:00 A.M. to 11:00 A.M.	RIverside 3-1014
Buffalo, N. Y.	James A. Werick Part-Time Medical Officer Office, Seneca and Louisiana Sts. Hours: 8 A.M. to 12:00 Noon Mon. 8 A.M. to 11:00 A.M. Wed. 8 A.M. to 12:00 Noon Thurs. 2:30 P.M. to 4:30 P.M. Friday	TL 2-5820 Ext. 220
	Donald M. Wilson Part-time Medical Officer Office, Seneca & Louisiana Sts. Hours: 9:00 A.M. to 11:30 A.M. Tuesdays, 1:30 P.M. to 3:30 P.M. Fridays	
	Dr. Philip B. Wels (Surgeon) Office, 1275 Delaware Ave. Res., 126 Meadow Road	TT 2-6788 TR 5-4434
	Jack W. Herrmann (Surgeon) Office, 73 High St. Res., 162 Brantwood Road	TT 4-3333 TF 5-1111
	Carrol J. Shaver (Surgeon) Offices, 5489 Broadway Lancaster, N. Y. 154 Cazenovia St. Res., 112 Greenaway Road	NT 3-6683 TA 2-0339 TF 4-1857
	I. J. Koenig (Oculist) Office, (Hotel Westbrook), 675 Delaware Ave. Res., 6939 Old Lake Shore Road, Lakeview, N. Y.	TT 3-9907 NA 7-7264
	John M. Godfrey Part-Time Medical Officer 201 S. Union St.	FR 2-0141 FR 2-2822
	N. P. Johnson (Surgeon) Office, So. Union & E. Henley St. Res., Windfall Rd.	FR 2-0141 FR 2-4969
Port Allegany, Pa.	R. A. Niles (Surgeon) Office, Main Street Res., Main Street	642-2830 642-2420
Rochester, N. Y.	A. A. Fisher (Surgeon) Part-Time Medical Officer Office, 415 Park Ave. Res., 53 Pickford Drive	GI 2-1410 GI 2-1213
Erie, Pa.	L. A. Lasher (Surgeon) Part-Time Medical Officer Office and Res., 1611 Peach St.	GL 2-3998 GL 2-3114
	R. L. Lasher (Ass't. Surgeon) Part-Time Medical Officer Office and Res., 1611 Peach St.	GL 2-3998
	Dr. J. Elmer O'Brien (Surgeon) 302 East 10th Street, Erie, Pa.	GL 2-3912
	J. H. Delaney (Oculist) 138 West 9th St.	GL 2-3788
	J. Donald Lasher (Ass't. Surgeon) Part-Time Medical Officer Office and Res., 1611 Peach St.	GL 2-3998

Location	Name and Address	Telephone Number
Corry, Pa.	E. H. Harmon (Surgeon) 8 East Park Pl.	2-0525 2-0520
Reynoldsville, Pa.	M. B. Brandon (Surgeon) Office, 6 No. 3rd St. Res., 702 Grant St.	Oldfield 5921 Oldfield 5521
	A. A. DeVittorio Part-Time Medical Officer 6 No. 3rd St.	Oldfield 5921
Warren, Pa.	Quay McCune Part-Time Medical Officer 514 West Third Avenue	Randolph 3-4510
	L. E. Chapman (Surgeon) 1911 Penna. Ave., East	Randolph 3-1113
	W. M. Cashman (Surgeon) Office, 514 3rd Ave., West Res., 108 3rd Ave., West	Randolph 3-4830 Randolph 3-4831
Ridgway, Pa.	W. W. Thompson (Surgeon) Part-Time Medical Officer Office, 107 Center St. Res., 110 South Street	PRospect 2-3841
Emporium, Pa.	J. E. Blackburn Part-time Medical Officer 312 West Fourth St.	2-6123
	J. L. Hackett (Surgeon) Office and Res., 8 W. 4th Street	383
Renovo, Pa.	John M. Dwyer Part-Time Medical Officer 844 Huron Ave.	923-0400
	Frank P. Dwyer (Surgeon) 165 Sixth St.	923-0753
	R. A. Werts (Surgeon) 1002 Huron Ave.	923-0110
Wilkes-Barre, Pa.	C. A. Miller (Surgeon) Part-Time Medical Officer Res., 17 West Union St. Office, 17 West Union St.	Valley 3-1027 Valley 3-8767
Shamokin, Pa.	J. R. Vastine (Surgeon) Part-Time Medical Officer 302 E. Sunbury St.	648-4663
Oil City, Pa.	A. W. Goodwin Part-Time Medical Officer 19 Seneca St.	645-6361
	Clinton A. Hays (Surgeon) Office, 403 Wolf's Head Bldg. Res., Maple Ave., Hasson Hghts, M.R. 4	645-4921 646-5471
Titusville, Pa.	H. S. Anderson (Surgeon) Office, 110 N. Franklin St. Res., 225 West Elm St.	2-0161 3-5461
Tionesta, Pa.	F. J. Bovard (Surgeon) Office, Elm St. Res., Vine St.	23 107
Phillipston, Pa.	W. J. Hoffman (Surgeon) Part-Time Medical Officer Office, Broad Street Res., 808 Robinson Street	Lakewood 63441 Lakewood 64331
Lock Haven, Pa.	K. S. Brickley (Surgeon) 35 W. Main St.	4014
	John H. Moore Part-time Medical Officer 111 Woodward Ave.	748-7758 748-6787
	David W. Thomas, Jr. (Surgeon) 112 W. Main St.	2834
Elmira, N. Y.	Ross E. Hobler (Surgeon) Part-Time Medical Officer 426 West Clinton St.	RE 39-682 RE 39-362

Location	Name and Address	Telephone Number
Penn Yan, N. Y.	Glenn C. Hatch (Surgeon) 165 Main Street	75
Canandaigua, N. Y.	P. N. Standish (Surgeon) Part-Time Medical Officer 134 N. Main Street Res., W. Lake Road	1650 405
Newark, N. Y.	Evan Tansley (Surgeon) Part-Time Medical Officer Medical Center	Deerfield 1-3310
Williamsport, Pa.	W. G. Hamm Part-Time Medical Officer 610 W. Fourth St.	323-3963
	Robert S. Yasui (Surgeon) Bidelspacher Building	326-5878
	C. L. Youngman (Surgeon) 445 William St.	322-7303
	W. D. Todhunter (Surgeon) 711 Rural Avenue	322-9766
Montgomery, Pa.	W. E. Turner (Surgeon) 41 N. Main St.	KI 7-2441 KI 7-2501
Watsonstown, Pa.	F. R. Adams (Surgeon) Brimmer Ave.	538-3771
Berwick, Pa.	E. A. Glenn (Surgeon) 2nd & Chestnut Sts.	PL 2-5313
Milton, Pa.	G. C. Davis (Surgeon) 33 Arch St.	PI 2-4245
Northumberland, Pa.	P. N. Friedline (Surgeon) 205 King St.	GR 3-3342
Sunbury, Pa.	J. H. C. Wentzel Part-Time Medical Officer 36 N. Fourth St.	Atlantic 6-2401
	G. A. Deitrich, Jr. (Surgeon) 28 N. 3rd St.	AT 6-6201
	J. H. Landau (Surgeon) 70 Fairmount Ave.	AT 6-2503
	R. M. Johnston (Oculist) 12 North Front St.	AT 6-5934
Danville, Pa.	H. L. Foss (Surgeon) Geisinger Hospital	BR 5-1000
Catawissa, Pa.	C. L. Johnston (Surgeon) 238 Main St.	EL 6-7325
Nanticoke, Pa.	A. J. Abbott (Surgeon) 203 E. Green Street	RE 5-1140

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

Where time is shown, office will open and close one hour earlier during Daylight Saving Time.

100R-2B. Medical Officers will make pre-employment, periodic, special and return to duty from furlough examinations. Each employee notified to report for Medical examination will contact conveniently located Medical Officer direct for appointment, unless otherwise instructed.

100R-3A. Locations of Hospitals

Location	Name and Address	Telephone Number
Lewistown	Lewistown Hospital Highland Ave.	8-5411
Huntingdon	J. C. Blair Memorial Hospital	Mi 3-2290
Tyrone	Tyrone Hospital Clay Ave. Extension	MU 4-1255
Phillipsburg	Philipsburg State Hospital	DI 2-3320
Clearfield	Clearfield Hospital Turnpike Ave.	PO 5-6581
Bellefonte	Centre County Hospital Willowbank St.	EL 5-4801
Altoona	The Altoona Hospital Howard Ave. & 7th St.	WI 4-0811
Roaring Spring	The Nason Hospital Park Ave.	Bell 80
Cumberland	Sacred Heart Hospital 215 Decatur St.	Parkview 2-7200
Pittsburgh	Allegheny General 320 East North Ave., N. S.	Fairfax 2-0100
	St. Joseph's 2117 East Carson St.	Hubbard 1-0500
Wilkinsburg	Columbia 312 Penn Ave.	FRemont 1-8600
Greensburg	Westmoreland Pittsburgh St.	TEmples 7-0100
Latrobe	Latrobe Second Ave.	KEystone 7-7771
Johnstown	Conemaugh Valley Memorial 1086 Franklin St.	536-3521
Windber	Windber Hospital Association Somerset Ave.	867
Punxsutawney	The Adrian	938-4500
Spangler	Miner's	760
McKeesport	McKeesport 1500 5th Ave.	HObart 6-4000
Monongahela	Memorial West Chess St.	Blackburn 8-4800
Brownsville	General Church St.	State 5-7200
Connellsville	State East Murphy Ave.	2400
Mt. Pleasant	Frick Memorial Main St.	2337
Uniontown	Uniontown West Berkley St.	83531
Indiana	Indiana	HOpins 3-0261
Butler	Butler County Memorial East Brady St.	2731

Location	Name and Address	Telephone Number
Tarentum	Allegheny Valley Freeport Road	ACadamey 4-5100
New Kensington	Citizen's General 651 Fourth Ave.	Edison 7-3541
Kittanning	Armstrong County South McKean St.	43-1411
Sewickley	Valley Blackburn Road	741-6600
Rochester	General 500 Pinney St.	SP 4-6060
New Brighton, Pa.	Beaver Valley General Penn Avenue	N.Brighton1020
East Liverpool	City West 5th St.	FU 5-7200
Washington	Washington Leonard Ave.	BA 5-7000
Steubenville	Gill Memorial 726 N. Sixth St.	AT 2-3671
	Ohio Valley Ross Park	AT 2-4541
Martins Ferry	Martins Ferry 83 North Third St.	ME 3-1100
Bellaire	The City 47th St.	OR 6-6772
Wheeling	Wheeling 109 North Main St.	CE 3-4455
	Ohio Valley General 20th and Eoff Sts.	CE 2-1122
Weirton	Weirton General Weircrest	Weirton 680
Akron, Ohio	City 525 East Market St.	POrtage 2-5131
Alliance, Ohio	City 207 E. College St.	TA 1-1000
Ashtabula, O.	Ashtabula General 2420 Lake Ave.	2-3112
Bedford, Ohio	Bedford Municipal 44 Blaine Ave.	BEdford 2-1000
Canton, Ohio	Mercy 723 Market Ave., N. W.	GL 3-4541
Cambridge, O.	Guernsey Memorial North Clark St.	4-5691
Cleveland, O.	St. Lukes 11311 Shaker Blvd.	SWeetbr 1-1000
Dover, Ohio	Union Reeves Heights, Iron Ave.	4-2107
Greenville, Pa.	Greenville North Main St.	23

Location	Name and Address	Telephone Number
Marietta, O.	Marietta Memorial Matthew St.	FR 3-1731
Massillon, O.	City Amherst St., N. E.	TE 2-7411
New Castle, Pa.	Jameson Memorial West Leasure Ave.	OLiver 4-7751
	New Castle Phillips and Mercer Sts.	OLiver 2-7731
Ravenna, O.	Robinson Memorial 460 South Chestnut St.	AXminster 6-6467
Salem, Ohio	City 1995 E. State St.	Salem 3435
Sharon, Pa.	Sharon General 740 East State St.	7-7701
Warren, Ohio	Trumbull Memorial East Market St.	4-2176
Wooster, Ohio	Community 1761 Beall Ave.	AN 3-6010
Youngstown, Ohio	Southside Oak Hill Ave. and Francis St.	RIverside7-0751
	Northside Gypsy Lane and Goleta Ave.	RIverside7-1431
	St. Elizabeth 1044 Belmont St.	RIverside6-7231
Buffalo, N.Y.	Emergency Hospital of the Diocese of Buffalo 108 Pine Street, Buffalo, N.Y. 14204	TL 4-4850
	Buffalo General 100 High St.	TT 6-5600
	So. Buffalo Mercy Hosp. 565 Abbott Rd.	TA 2-5000
	Millard Fillmore Hosp. 3 Gates Circle	TT 2-8000
Olean, N. Y.	Kenmore Mercy Hosp. 2950 Elmwood Ave.	TR 7-5000
	Olean General North Main St.	FR 2-0181
	St. Francis West State Street	FR 2-5300
Port Allegany Pa.	Port Allegany Community Pine Street	2-2541
Salamanca, N. Y.	City 32 Academy St.	480
Rochester, N. Y.	Genesee 224 Alexander St.	Monroe 1870
Dunkirk, N. Y.	Brooks Memorial 10 West 6th St.	EM 6-1111
Erie, Pa.	St. Vincent's 24th and Sassafras St.	GL 2-6811
	Hamot 2nd and State Sts.	GL 2-6991
Corry, Pa.	Corry Memorial 612 W. Smith St.	3-5201

Location	Name and Address	Telephone Number
Warren, Pa.	Warren General Crescent Park	Randolph 3-3300
Kane, Pa.	Community Kane, Pa.	837-8585
	Kane Summit Thompson Park	837-6767
Ridgway, Pa.	Elk County General Cor. Euclid and Hospital Sts.	PR 6-6111
St. Marys, Pa.	Andrew Kaul Memorial Manrus Street	Terminal 4-2831
Renovo, Pa.	Renovo 9th and Huron Ave.	923-1000
Lock Haven, Pa.	Lock Haven Hospital 4th and Nelson Sts.	748-7721
Williamsport, Pa.	Williamsport City 777 Rural Ave.	322-7861
	Divine Providence 1100 Grampian Blvd.	326 4191
Elmira, N. Y.	Arnot-Odgen Memorial Roe Avenue	RE 4-5221
Montour Falls, N. Y.	Schuyler Rel. Ass'n Schuyler Street	3131
Pen Yan, N. Y.	Sail. and Sold. Memorial 418 Main Street	307
Canandaigua, N. Y.	Thompson Memorial 120 N. Main Street	798
Sodus, N. Y.	Myers Community	4251
Berwick, Pa.	Berwick Mulberry Street	PL 2-4551
Sunbury, Pa.	Sunbury Community N. 11th Street	AT 6-5811
Danville, Pa.	Geisinger Memorial Popular Street	BR 5-1000
Bloomsburg, Pa.	Bloomsburg East First Street	ST 4-3880
Nanticoke, Pa.	State West Washington Street	RE 5-5000
Wilkes-Barre, Pa.	Wyoming Valley 149 Dana Street	Valley 4-4621
Shamokin, Pa.	State Uniontown	648-4621
Franklin, Pa.	Franklin City 1 Spruce Street	328
Oil City, Pa.	Oil City East Bissell Avenue	4-1211
Titusville, Pa.	Titusville City 406 West Oak Street	22-243
Brookville, Pa.	Brookville South Main Street	425
DuBois, Pa.	Maple Avenue Maple Avenue	700
	DuBois South Main Street	788

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

First-Aid Boxes:

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

Stretchers:

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

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

OPERATING RULES

STANDARD TIME

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

TIME-TABLES

Letters and Characters

1004-A. All Divns. The following letter and characters in schedules indicate:

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

1004-B1.

- †—Will run on specified dates shown on scheduled pages.
- No baggage service between Harrisburg and Altoona.
- O—Stops to receive or discharge coach commuter passengers only, boarding train at Ravenna, Ohio, or points west thereof, daily except Saturday and Sunday.
- P—Stop on signal to receive or discharge passengers to or from Willard and points West, or to or from Pittsburgh and points East.

ENGINE WHISTLE SIGNALS

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

Track	Between	And
No. 1 Secondary No. 1 River Branch No. 1 Bayard Branch No. 1 Secondary track	Rose Clayport Vanport WG	Antis Yellow Creek Rochester Spring Hill
No. 101 Secondary	Reed	McKinley
Hall Secondary	Kenny	OB

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

No. 2 Secondary No. 2 River Branch No. 2 Bayard Branch	Antis Yellow Creek Rochester	Rose Clayport Vanport
No. 12 Secondary Track	Yard Limit Board 1217 ft. east of Mile Post 4	Cross-over 1400 feet east of Mile Post 7
Hall Secondary	OB	Kenny

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

H. & P. Secondary track Morrison Cove Secondary No. 5 Clearfield Secondary track A Secondary track No. 0 No. 0 No. 0 Secondary track	Alexandria Brook Gray Park Deer MO Perry E. E. Pit track Conemaugh yard WG JK UY Wagner Jacks Run Island Ave. Jct. River SF Divn. Post (Lake Div.)	Pete Holly Wilson Vail Hunt AR WG AO Spring Hill W CM OB Esplen Pennsylvania Ave. Branch Wye Rochester
No. 1 Main Line-Lake	Mile Post 68	Alliance
No. 1 Y. and R. Connection	Rave	Ravenna (B.&O.R.R.)
Single Alliance Branch	CP	North Sebring
Single Bayard Branch	Fairhope	Mile Post 62
N. 1 P Y & A Branch	Mile Post 77	Detour
Single Akron Branch	Clark	Hudson
Mahoning Secondary	Mile Post 56	Bayard
Tuscarawas Secondary	Minerva	Bayard

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

H. & P. Secondary track Morrison Cove Secondary C Secondary track Clearfield Secondary track No. 1 South Fork Branch No. 2 Brilliant Branch Scully No. 2 O. C. Bridge No. 2 O. C. Bridge No. 3 Yellow Creek Secondary New Portage Secondary No. 2 Low Grade Branch	Pete Holly Hunt Vail W CM OB Esplen Pennsylvania Ave. Branch Wye Rochester	Alexandria Brook Deer Park JK UY Wagner Jacks Run Island Ave. River SF Divn. Post (Lake Div.)
---	---	---

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

Track	Between	And
No. 2 Main Line-Lake	Alliance	Mile Post 68
No. 2 Y. and R. Connection	Ravenna (B.&O.R.R.)	Rave
Single Alliance Branch	Boanna	Mile Post 78
Single Bayard Branch	Mile Post 62	Fairhope
Single Akron Branch	Hudson	Clark
Mahoning Secondary	Bayard	Mile Post 56
Tuscarawas Secondary	Bayard	Minerva

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

No. 101 Secondary	OD Inter. Station	East Austinburg
-------------------	-------------------	-----------------

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

No. 102 Secondary	East Austinburg	OD Interlocking Station
-------------------	-----------------	----------------------------

— — — — — o — Flagman return from west for trains on Black Lick Secondary track at KY.

— — — — — o — Flagman return from north for trains on Susquehanna Secondary track at DF.

1014 (1)-A2. Referring to Rule 14(1):

Enginemen of Diesel engines will sound Engine Whistle Signal Rule 14(1) approaching track gangs and other points where men may be at work on or about the track.

1014(I)-A3. Enginemen of northward trains and engines will sound whistle signal, Rule 14(I) approaching Cabin 7 Yard Office, Oil City.

1014(I)-A4. Enginemen will sound engine whistle signal, Rule 14(I) approaching tunnels and prolong or repeat it until tunnel is reach.

1014(I)-A5. Rule 14(I) will not apply at the following locations:

SUNBURY—Within city limits between Bridge 137.26 east of Creek and Bridge 285.86 east of Northumberland. Grade crossings between Adam, and SF.

WATSONTOWN—Within borough limits between 616 feet east of Mile Post 271 and 535 feet west of Mile Post 270.

LOCK HAVEN—Within city limits between 1519 feet east Mile Post 223 and 233 feet west of Mile Post 221; or 439 feet west of Mile Post 54 on Bald Eagle Branch.

WILKES-BARRE—Grade crossing east of Carey Avenue.

1014(1)-A6. Rule 14(1) will apply:

Morrison Cove Secondary Track, Holly, (South of) Pedestrian crosswalk, 3565 feet south of Mile Post 8, leading to Samuel Rea Shop, with whistle posts located 1000 feet on either side of crossing.

For the crossing just east of Pitcairn station only between the hours of 7:00 A. M. and 6:40 P. M.

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

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

1014(1)-A7. Rule 14'(1) (— o —), will not be prolonged or repeated, except in an emergency approaching following crossings at grade:

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

1014(1)-A8. Approaching the first public grade crossing at Steubenville, and need not be sounded at other crossings while passing through Steubenville.

1014(1)-A9. Referring to Rule 14, Engine whistle will not be used to sound crossing alarm with the limits of following Boroughs:

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

1014(1)-A10. Portable whistle sign (yellow disc on which is shown the letter W in black) will be placed approximately 1250 feet in advance of locations where trackmen are working on main and secondary tracks, as follows; and Rule 14(1) will apply.

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

1014-A11. When it is necessary for trains to stop to make minor repairs, the engineman will give four short blasts of engine whistle at the last block station, and in addition, communicate with operator by trainphone stating that such stop is to be made. The operator in turn will call the enginehouse and car inspection forces to meet the train.

TRAIN SIGNALS

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

1019-A1. Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads when on this Region.

1019-A2. Train and engines using Running tracks between Elm and Dock Jct. will display markers in accordance with Rule 19. When not equipped to so display markers, a red flag by day and a white light by night will be displayed on rear of train.

1019-A3. In the application of Rule 19, authorized reflector discs may be used as markers during daylight hours on Allegheny and Pittsburgh Divisions and on Lake Division continuously. In territory listed below on Northern Division.

Rochester Secondary Track
Sodus Bay Secondary Track

1019-A4. In the application of Rule 19, authorized flashing type lamps may be used as markers. Markers will be extinguished by day when weather conditions permit.

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

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

USE OF SIGNALS

1027-A1. (All Divns.) In the application of Rule 27, Track Cars, Highway Rail Cars or equipment of a type which may not operate signals or shunt track circuits, may pass unlighted, numbered, fixed signals in Automatic Block Signal System territory without stopping, when it is known the block in advance is clear. When it is not known that the block in advance is clear, such equipment may pass unlighted, numbered, fixed signals, without stopping and proceed at reduced speed.

1035-A1. (All Divns.) In application of Rule 35, the following signals will be used by flagmen:

Day Signals—A red flag, torpedoes and fusees.

Night Signals—A white light, torpedoes and fusees.

Fusees and Torpedoes

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

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

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

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

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

1037-A1. The number of track to be used by train for Shire Oaks Yard will be displayed in South window at H for northward trains. When no indication is given, trainmen must obtain instructions by telephone before entering the yard tracks.

1038-A1. In the application of Rule 38, lights may be omitted on reflectorized speed signs.

Slide Protection Fence

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

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

1043-A1. Slide protection fences in service:

Between	Location
Allegheny Division	
Signal Bridges Nos. 2722 and 2713	AO-Conemaugh
Signal Bridges Nos. 2547 and 2572	Lilly-BC
2700 feet west of Mile Post 14 and Bridge 15.17	BI-Atlas*
Pittsburgh Division	
Mile Post 42 and Mile Post 43	Hyde Park-Leechburg*
1464 feet north of Mile Post 22 to 3110 feet south of Mile Post 23	Allegheny Branch
695 feet north of Mile Post 21 and 2730 feet north of Mile Post 23	
905 feet north of Mile Post 51 and a point 3075 feet north of Mile Post 51	California-West Brownsville Jct.
Northern Division	
Mile Post 168 and Mile Post 169 (East of Driftwood)	Westward SP Signal No. 1695 east of slide fence.
Mile Post 172 and Mile Post 173 (East of Sinnemahoning)	Westward SP Indicator Signal east of slide fence.
	Eastward SP Indicator Signal west of slide fence.
Mile Post 174 and Mile Post 175 (East of Grove)	Eastward SP Signal No. 1732 west of slide fence.
Mile Post 181 and Mile Post 183 (West of Keating)	Eastward SP Signal No. 1804 west of slide fence.
Mile Post 202 and Mile Post 204 (Hyner)	Westward SP Signal No. 2045 east of end of slide fence.
	Eastward SP Signal No. 2024 west of slide fence.
Mile Post 205 and Mile Post 207 (Ritchie)	Westward SP Signal No. 2071 east of slide fence.
	Eastward SP Signal No. 2046 west of slide fence.
Mile Post 208 and Mile Post 209 (Glen Union)	Westward SP Signal No. 2091 east of slide fence.
	Eastward SP Signal No. 2070 west of slide fence.
Mile Post 217 and Mile Post 219 (Farrandsville)	Westward SP Signal No. 2185 east of slide fence.
	Eastward SP Signal No. 2178 west of slide fence.
Mile Post 264 and Mile Post 265 (Montgomery)	Westward movement protected by SP home signal Monty, east of slide fence.
	Eastward SP Signal No. 2362 west of slide fence and Eastward Home Signal for Monty.
Mile Post 135 and Mile Post 137 West of Selinsgrove Jct.	Westward SP Signal No. 1327 east of slide fence.
	*Eastward home signals at Creek Interlocking west of slide fence.
Mile Post 124 and Mile Post 126 East and West of Mile Post 125	Westward SP Signal No. 1231, east of slide fence.
	Eastward SP Signal No. 1252, west of slide fence.
Mile Post 98 and Mile Post 99 East of East Ferry	Westward SP Signal No. 977, east of slide fence.
	*Eastward home signals at East Ferry, west of slide fence.

*Restricting signal may be caused by a slide.

Between	Connected with
M.P. 121 and M.P. 126 North of Petro	Southward SP Signal No. 1215 north of slide fence. Northward SP Signal No. 1258 south of slide fence.

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

SUPERIORITY OF TRAINS

1072-A2. Eastward and southward trains are superior by direction to trains of the same class in the opposite direction, unless provided by train order, except on the Elmira Branch, West Seneca Branch and Allegheny Branch, northward trains are superior by direction to trains of the same class in the opposite direction.

GENERAL ORDERS

Bulletin Boards, Employees' Registers, Standard Clocks

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

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X		Lewistown, Yard Office	Eastern
X	X		Mount Union, Agent's Office, Freight Station	
X	X		Huntingdon, Oil House Office	Eastern
X	X		Osceola Mills, Engine House	
X	X		Osceola Mills, Yard Office	
X	X		Bellefonte, Yard Office	
X	X		Tyrone, Yard Office	Eastern
X	X		Hollidaysburg, Yard Master's Office	
X	X	X	East Altoona, Asst. Yard Master's Office, Farm	Western Maryland
X	X	X	Altoona, Brush Eastbound	
X	X	X	Altoona, Crew Dispatcher's Office, Rose	Eastern WM RR
X	X		Altoona, Asst. Yard Master's Office, Scales	
X	X		Altoona, Asst. Yard Master's Office, South	Eastern WM RR
X	X	X	Altoona, Passenger Station	Eastern
X	X	X	Cresson, Crew Dispatcher's Office	CT&D RR
X	X	X	South Fork, Yard Office	
X	X	X	Conemaugh, Engine House	
X	X	X	Yard Master's Office, Woodvale	
X	X	X	Derry, Yard Master's Office	
X	X	X	Jeannette, Yard Master's Office	
X	X	X	Pitcairn, Crew Dispatcher's Office	Western C&N Div (B&O RR)
X	X	X	Yard Master's Office, Westward Class, Yard	
X	X	X	Yard Master's Office, Eastward Class, Yard	
X	X		Asst. Yard Master's Office, Eastward Hump	
X	X		Asst. Yard Master's Office, Westward Hump	

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Wilkinsburg, Yard Master's Office	
X	X	X	Pittsburgh, Crew Dispatcher's Office, 115 Pennsylvania Station	Western C&N (B&O) RR Akron (B&O RR) Monongahela Ry.
X		X	Train Dispatcher's Office	
X	X	X	Crew Office, Box 4, Penna. Sta. Pgh.	
X	X		Asst. Yard Master's Office, West End, Yard C	
X		X	Cherry Tree, WS (NYC RR)	CT&D RR
X	X	X	Thirtieth Street, Yard Master's Office	Monongahela Ry.
X	X	X	Thomson, Yard Master's Office	
X	X	X	Wilson, Yard Master's Office	
X	X	X	Shire Oaks, Asst. Trainmaster's Office	Monongahela Ry.
X	X	X	Donora, Agent's Office	
X	X	X	West Brownsville Junction, Yard Master's Office	Monongahela Ry.
X	X	X	Youngwood, Yard Master's Office	
X	X	X	Uniontown, Freight Station	
X			South Brownsville (Monongahela Ry.), Yard Master's Office	
X	X	X	Blairsville, Yard Master's Office	
X	X	X	Kiskiminetas Jct., Yard Master's Office	Bessemer & L. Erie
X			W RR, West Winfield	
X	X	X	Sharpsburg, Freight Station	
X	X	X	Stock Yards, Yard Master's Office	
X	X	X	Pittsburgh, Yard Master's Office, 16th St.	
X	X	X	Pittsburgh, Yard Master's Office, 43rd St.	
X	X	X	Verona, Yard Office	
X	X	X	New Kensington, Yard Office	Unity Railways Co.
X	X	X	Island Avenue, Yard Office	Western
X	X		Economy, Yard Office	
X	X	X	Conway, Main Yard Office Conway, No. 4 Yard Office	Western C&N Div. B&O RR Akron Div. B&O RR Wheeling Div. B&O RR
	X	X	Conway, Engine House	
X	X	X	Conway, No. 5 Yard Office	
X			Conway, No. 0 Hump Yard Office	C&N Div. B&O RR
X	X		Midland, Freight Station	
X	X	X	Wellsville, Engine House	
X			PC&Y RR, McKees Rocks	
X	X	X	Scully, Yard Master's Office	Western, C&N Div. B&O RR
X	X		Canonsburg, Freight Station	
X	X		Washington, Old Chestnut Street Passenger Station	
X	X	X	Weirton Jct., Yard Master's Office	Western, C&N Div. B&O RR

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Weirton, Freight Station	
X	X	X	Chester, Freight Station	
X	X	X	Mingo Jct., Engine House	Western, C&N Div. B&O RR Nickel Plate Road
X	X		Mingo Jct., Scale Office	
X	X		Mingo Jct., Yard Office (300 yard)	
X	X		Mingo Jct., Yard Office (400 yard)	
X	X	X	Benwood, Yard Office	
X	X	X	Martins Ferry, Freight Station	
X	X		Georgetown—Fueling Station	Western
X	X		Salem Passenger Station	
X	X		Alliance Station—Trainmen's Room	
X	X		Canton—Republic Steel Co. Alloy Division Yard Office	
X	X		Canton, YMCA Bldg.	Western
X	X	X	Canton, Crew Dispatcher's Office	Western
X	X		Massillon, Republic Steel Co. Yard Office	
X	X		Mace, Yard Office	
X	X	X	Orrville, Yard Office	Western
X	X		Wheelock, Yard Master's Office Ford Yard	
	X		Rockside, Yard Office	
X	X	X	Cleveland, Kinsman Road Crew Clerk's Office	Western Akron-Chicago Div. B&O RR NKP RR E-L RR NYC RR
X	X		Cleveland, Kinsman Road Yard Master's Office—Westbound	
X	X	X	Cleveland, Passenger Station Baggage Room	Akron-Chicago Div. B&O RR
X	X		Cleveland, East 33rd Street Ass't Yard Master's Office	
X	X		Cleveland, West Breakwater Yard Master's Office	
X	X		New Philadelphia, Yard Master's Office	
X	X	X	Cambridge Shop, Gang Foreman's Office	Newark Div. B&O RR
X	X	X	South Akron, Yard Master's Office	Western Akron-Chicago Div. B&O RR
X	X	X	Cherry Street, Enginehouse	Akron-Chicago Div. B&O RR NYC RR
X	X		Moravia, Yard Office	
X	X		Wheatland, Yard Office	Akron-Chicago Div. B&O RR NYC RR
	X		Westinghouse Plant, Yard Office	
X	X		Sharpsville, Yard Office	
X	X	X	West Haselton, Yard Office	Akron-Chicago Div. B&O RR
X	X	X	Girard, Yard Office	
X	X	X	Niles, Yard Office	Akron-Chicago Div. B&O RR NYC RR
X	X		Ashtabula, Beach Yard Office	

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	West Street, Yard Office	NYC RR
X			N&SS RY, Cleveland	
X			NKP RR, Cleveland (Yard Office)	
X			NKP RR, Cleveland (Engine House)	
X			NYC RR, East Youngstown	
X			NYC RR, Rockport	
X			NYC RR, Collinwood (Crew Dispr. Office) (Eng. Dispr. Office)	
X			NYC RR, Minerva	
X			B&O RR, New Castle Jct.	
X			B&O RR, Haselton	
X			B&O RR, De Forest Jct.	
X			B&O RR, Painesville	
X			B&O RR, Cleveland	
X			B&O RR, Cleveland Union Terminal	
X			B&O RR, Lorain (Yard Office)	
X			B&O RR, Lorain (Engine House)	
X			B&O RR, Akron Jct.	
X			B&O RR, Rittman (Locker Room)	
X			B&O RR, Massillon	
X			B&O RR, Canton	
X			B&O RR, Holloway	
X			B&O RR, Willard	
X			B&O RR, Newark	
X	X	X	Buffalo, Station Master's Office, NYC RR	NKP RR NYC RR
X	X		Buffalo, Babcock Street Yard Office	
X	X		Buffalo, Burrows Lot Yard Office	
X	X		Buffalo, Penn Yard, Yard Office	LV RR
X	X		Buffalo, Alabama Street Yard Office	NYC RR
X	X		Tift Yard Office	LV RR
X	X		Ebenezer Jct., Yard Office	
X	X	X	Ebenezer, Crew Dispatcher's Office	NKP RR NYC RR E-L RR LV RR
X	X	X	Olean, Crew Dispatcher's Office	
	X	X	Port Allegany Passenger Station	
X	X	X	Emporium, Engine House Office	
X	X	X	Rochester, Engine House	LV RR
X	X		Erie, Conductor's Room Union Station	
X	X	X	Erie, Crew Dispatcher's Office	NKP RR NYC RR
X	X		Erie, OD Yard Office	
X	X		Erie, Lake Yard Office	
X	X		Erie, Dock Junction Yard Office	
X	X		Corry, Freight Station	NKP RR
X	X		Warren, Yard Office	

Bulletin Board	Employee Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Ridgway, Passenger Station	
X	X	X	Phillipston, Bunk House	
X	X	X	Oil City, Crew Dispatcher's Office	NKP RR
X	X	X	Oil City, Cabin 7, Yard Master's Office	
X	X		Titusville, Freight Station	
X	X		Reynoldsville, Ass't Train Master's Office	
X	X	X	Renovo, Yard Master's Office, West Yard	Eastern
X	X	X	Renovo, Yard Master's Office, East Yard	Eastern
X	X	X	Lock Haven, Yard Master's Office	Eastern
X	X	X	Newberry, Yard Master's Office	Eastern E-L RR
X	X	X	Williamsport, Yard Master's Office	Eastern
X	X	X	Northumberland, Yard Master's Office	Eastern LV RR
X	X	X	Sunbury, Baggage Room	Eastern
X	X	X	Southport, Yard Master's Office	E-L RR NYC RR
X	X	X	Sodus Point, Yard Office	E-L RR
X	X	X	Weigh Scales, Yard Office	LV RR
X	X	X	Buttonwood, Yard Master's Office	Eastern LV RR D&H RR
X			LV RR, Wilkes-Barre, Yard Office	
X			LV RR, Hazleton, Shop Office	
X			LV RR, Delano, Crew Dispr.	
X			LV RR, Delano, Yard Office	
X			NYC RR, Buffalo, Frontier Yard	
X			NYC RR, East Syracuse, N.Y. Ass't Train Master's Office	E-L RR
X			NYC RR, East Syracuse, N.Y. Terminal Foreman's Office	E-L RR
X			New York Central Railroad, Avis, General Yard Master's Office	
X			New York Central Railroad, Newberry Jct., General Yard Master's Office	
X			New York Central Railroad, Clearfield, Yard Master's Office	
X			NYC RR, Stoneboro	
X			E-L Railroad, Elmira, Yard Master's Office	
X			B&O RR, Buffalo, N.Y.	
X			B&O RR, DuBois	
X			LEF&C, Clarion	
X			NKP RR, Buffalo	
X			NKP RR, Conneaut	

NOTE—X indicates in service.

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

Point	Location of Bulletin Boards
Pitcairn (For Pitcairn-Altoona Pool Crews only.)	Crew Dispatcher's Office. Yard Master's Office Eastward Classification Yard.
Conway (For Conway-Altoona Pool Crews only.)	Conway Main Yard Office No. 4 Yard Office
Renovo	Yard Master's Office, West Yard Yard Master's Office, East Yard
Williamsport	Yard Master's Office, Newberry Yard Master's Office, Williamsport

NOTE—Applies only to conductors and enginemen of eastward freight trains leaving Renovo yard.

Standard Clocks

1075-A3. Standard Clocks at Other Points:

Train dispatcher's office.

Open block stations.

GENERAL ORDER ZONES (ALL DIVISIONS)

1075-A4. General order zones are as follows:

Zone A—Entire Allegheny Division

Zone B—Entire Pittsburgh Division

Zone C—Entire Lake Division

Zone D—Entire Northern Division

General Orders

1075-A5. All Divns. 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.

Pennsylvania Railroad trains originating in Cleveland enroute to points via the Akron-Chicago Division of B. & O. R. R. will communicate with Operator at Harvard or Erie Crossing, advising the number of last B. & O. R. R. General Order in their possession.

Trains originating in or entering South Akron yard enroute to points via the Akron-Chicago Division of B. & O. R. R. at Ravenna will communicate with Operator at JO, advising the number of last B. & O. R. R. General Order in their possession.

Southward Pennsylvania Railroad trains enroute to points via Akron-Chicago Division of B. & O. R. R. will obtain Form A from Operator at BN Block Station.

Trains enroute to points via Akron-Chicago Division of B. & O. R. R.—Mace to Warwick will obtain Form A from operator at Mace Block Station.

At Marietta trains must obtain Form A before entering the Newark Division of B. & O. R. R. from Operator at West Marietta, Belpre Train Order Station when West Marietta is closed. Phone connection with B. & O. R. R. at Pattin siding and 2nd St. opposite freight station.

MOVEMENT OF TRAINS

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

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

SZ for Eastward trains to Turtle Creek Branch.

UY for Northward trains on Allegheny Branch.

DN for Northward and Southward trains on Allegheny Branch.

AJ for Southward trains on Allegheny Branch.

CR for southward trains.

NR for northward trains.

LOVE for westward trains on Main Line-Erie.

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 operator at initial stations or junctions.

STARTING TRAINS

1084-A1. Pittsburgh Div. At Pittsburgh Station when starting signal has been cleared, eastward trains will be started by rear Brakeman, giving communicating signal from last car in train. Westward trains will be started by proper signal from Conductor.

Ushers, before clearing the starting signal for a passenger train which has been reported ready, will assure themselves that all passengers admitted through the gate are aboard the train or within sight of a member of the train crew. For trains loading on tracks 1-2-3 and 4, an understanding will be had by Usher at the gates and Usher in lower concourse before starting signal is displayed. Where there is doubt or uncertainty due to poor visibility or other reason, the starting signal must be withheld until it is known passengers are aboard.

Passenger Trainmen must know that all passengers admitted to the platform for their train, are aboard before communicating signal is given to start.

The system of train ready indicators operates as follows:

Two minutes before train is ready to leave, Conductor will operate train ready indicator which will indicate to the Train Director at "Pitt" and the Usher at gate, by operating foot-push button located on riser of platform adjoining track train is ready to leave from. Receipt of signal will be indicated by amber light displayed on platform indicator under train shed and by a similar amber light displayed on indicator at train gates. If amber light is not displayed, Conductor will notify Usher that train is ready to leave. Gate Usher will, at the proper time, close gate and clear starting signal, resulting in green light being displayed in lieu of amber light at respective indicators. In case starting signal does not display green aspect at proper time, Conductor will ascertain if gate Usher is withholding signal, if not, train may proceed.

After train has departed, Gate Usher will restore starting signal to normal position.

The Baggage Department will notify the Conductor when all U. S. Mail and baggage has been loaded.

Yard Limits

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

Track	Between	And
H & P Secondary Track	2500 feet East of Frank	Holly
Morrison Cove and Bedford Secondary Tracks	2328 feet North of Brook	East Freedom
Bedford Secondary Track	3843 feet North of Creek	3077 feet South of Ford
Bedford Secondary Track	2500 feet North of State	Jct. of P. R. R. and W. M. Ry. Tracks South of State Line
Mt. Dallas Secondary Track	Creek	1176 feet North of Dallas

Track	Between	And
Bald Eagle Branch	Lock Haven (Northern Div.)	520 feet West of Post (Nor. Div.)
Bellefonte Secondary Track	Miles	534 feet East of White (Nor. Div.)
Moshannon Secondary Track	Mills	Coal
Clearfield Secondary Track	6500 feet North of Clearfield	Field
	1455 feet North of Burg	1814 feet South of Burg
	1300 feet North of Maple	4721 feet South of Mills
Cresson Secondary Track	EP	0.5 mile north of EP
	1.2 miles south of Ebensburg Jct.	Mile Post 8
	Mile Post 10	Mile Post 13
	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.
	Mile Post 30	Mile Post 33
	0.4 mile south of McGees Jct.	0.5 mile north of McGees Jct.
	1.0 mile south of Punxsutawney	RU
Black Lick Secondary Track	KY	1.1 miles west of Ebensburg Jct.
	Mile Post 10	Mile Post 13
	1.0 mile east of Nantyglo	0.7 mile west of Nantyglo
	1.2 miles east of Vintondale	Mile Post 25
	Mile Post 35	Mile Post 39
Susquehanna Secondary Track	Mile Post 41	ZD
	Bradley Jct.	Mile Post 13
	Mile Post 19	Mile Post 24
Irvona Branch	0.3 mile south of Cherry Tree	Cherry Tree Jct., N.Y.C.R.R.
	Cresson	2.0 miles north of Cresson
South Fork Branch	1.3 miles south of Irvona Jct.	0.6 mile north of Irvona Jct.
Paint Creek and Shade Creek Branches	South Fork	W
Turtle Creek Branch	Paint Creek Branch Jct.	0.1 mile south of Reitz No. 5 switch on Shade Creek Br.
Redstone Secondary Track	Trafford	BY
	RS	0.2 mile north of RS
Southwest Secondary Track	0.2 mile south of Linn	BF
	0.4 mile north of County Jct.	0.7 mile south of Youngwood
	1.2 miles north of Scottdale (Mile Post 16)	1.8 miles south of Scottdale (Mile Post 19)
	1.4 miles north of Connellsville (Mile Post 23)	0.8 mile south of Dunbar (Mile Post 29)
	0.4 mile north of RS (Mile Post 36)	VA

Track	Between	And
Allegheny Branch	UY	500 feet north of Mile Post 12
	Mile Post 16	Mile Post 20
	3350 feet north of Mile Post 26	Mile Post 32
	3500 feet south of FD	1866 feet south of Mile Post 47
Butler Secondary Track	Mile Post 61	Brady
	JB	WA
Terminal Branch	Mile Post 20	VO
	WT	NY
Washington Secondary Track	Glenn	2640 feet west of Mile Post 4
	Mile Post 7	Mile Post 9
	MO	Mile Post 17, east of Meadow Lands
	WS	WH
Weirton Secondary Track	CY	WN
Wheeling Secondary Track	Weirton Jct.	Mile Post 9, west of Brook
	West End Beech Bottom Siding	East end Short Creek Siding
	Mile Post 18, east of East Warwood	UN
New Cumberland Branch	Weirton Jct.	WN
New Cumberland Secondary Track	WN	Mile Post 3, east of East Weirton
	One half mile east of East Toronto	One half mile east of Moscow
Powhatan Secondary Track	NG	HS
	One fourth mile east of Ohio Jct.	One fourth mile west of Wegee
Mahoning Secondary Track	Mile Post 57	PN
P Y & A Secondary Track	1584 feet west of Mile Post 64	150 feet west of Mile Post 67
Marietta Branch	1253 feet west of Mile Post 114	GR
	2750 feet north of Mile Post 52	1050 feet south of Mile Post 59
	Mile Post 34	Mile Post 40
Akron Secondary Track	Marietta	Mile Post 3
	500 feet north of Mile Post 36	1470 feet north of Mile Post 40
Dover Secondary Track	2000 feet south of Mile Post 102	430 feet south of Mile Post 28 (Tuscarawas Secondary track)
	JH	500 feet north of Mile Post 85
E & P Branch	Castle	1600 feet west of Mile Post 51
	1600 feet west of Mile Post 66	2640 feet west of Mile Post 73
Main Line (Northern Div.)	Port Allegany Mile Post 95	2000 feet south of Mile Post 99
	CR	Clermont Jct.
Williamsport Branch	Newberry	100 feet west of Mile Post 243
West Seneca Branch	GJ	GB

Track	Between	And
Chautauqua Branch	Brocton BM	769 feet north of Mile Post 52
	Mayville 1184 feet north of Mile Post 64	2012 feet south of Mile Post 66
	Corry Mile Post 89	1545 feet south of Mile Post 97
	Titusville 785 feet south of Mile Post 119	29 feet south of Mile Post 121
	1786 feet south of Mile Post 132	Bridge
Oil City Secondary Track	Bridge	Mile Post 5
Salamanca Secondary Track	Olean 2314 feet north of Mile Post 112	AD
Rochester Secondary Track	Term	1007 feet south of Mile Post 6
Main Line— Erie	Erie	1217 feet east of Mile Post 4
	Union City 1493 feet east of Mile Post 24	2000 feet east of Mile Post 27
	Corry 4376 feet east of Mile Post 35	5048 feet east of Mile Post 37
	Warren 2765 feet east of Mile Post 66	1013 feet east of Mile Post 68
	Sheffield Mile Post 78	4196 feet east of Mile Post 79
	Kane 4247 feet east of Mile Post 93	55 feet west of Mile Post 96
	Johnsonburg M. P. 109	Mile Post 111
	Ridgway 2347 feet east of Mile Post 116	4296 feet east of Mile Post 118
	St. Marys 2530 feet east of Mile Post 127	800 feet east of Mile Post 130
	Emporium 4879 feet east of Mile Post 147	4466 feet east of Mile Post 149
Allegheny Branch	Brady	Mile Post 61
Low Grade Secondary Track	Brady	2025 feet east of Mile Post 2
	Lawsonham 205 feet east of Mile Post 5	2644 feet east of Mile Post 6
	New Bethlehem 2640 feet east of Mile Post 18	100 feet east of Mile Post 23
	Summerville 4889 feet east of Mile Post 32	3018 feet east of Mile Post 34
	Brookville 1853 feet east of Mile Post 40	Mile Post 43
	Reynoldsville 2574 feet east of Mile Post 54	3843 feet east of Mile Post 56
	Falls Creek—DuBois 1340 feet east of Mile Post 61	721 feet east of Mile Post 67
	Driftwood 100 feet east Mile Post 108	DF (Main Line)
	Newberry	3178 feet north of Mile Post 2
	Ralston 100 feet south of Mile Post 23	600 feet north of Max
Elmira Branch	Leolyn 1600 feet south of Mile Post 32	400 feet north of Mile Post 34
	Canton 2300 feet south of Mile Post 38	2250 feet south of Mile Post 40
	Troy 2022 feet south of Mile Post 51	1466 feet south of Mile Post 53

Track	Between	And
Elmira Branch (cont'd)	Sned 1562 feet north of Mile Post 60	630 feet south of Mile Post 62
	Southport Mile Post 69	321 feet north of Shannon
	Horseheads HO	Mile Post 4
	Watkins Glen 54 feet north of Mile Post 15	1287 feet south of Mile Post 19
Sodus Bay Secondary Track	Penn Yan 2250 feet north of Mile Post 39	2720 feet north of Mile Post 40
	Stanley 378 feet south of Mile Post 51	2050 feet north of Mile Post 1
	Newark 2700 feet south of Mile Post 16	3058 feet north of Mile Post 19
	Sodus Point 650 feet north of Mile Post 31	Sodus Point
Bald Eagle Branch	Lock Haven	520 feet west of Post
Wilkes-Barre Branch	Wilkes-Barre 1464 feet west of Mile Post 58	Log
Shamokin Secondary Track	Kase	2879 feet west of Mile Post 2
	Crowl	2865 feet west of Mile Post 20
	Mount Carmel 1004 feet west of Mile Post 25	5071 feet east of Mile Post 26

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

Track	Between	And
ALLEGHENY DIVISION		
No. 1	Slope	Alto
No. 1 and No. 2	South Fork	JK
PITTSBURGH DIVISION		
No. 2	SZ	WG
O. C. Bridge No. 3 & 4	Pennsylvania Ave.	Island Avenue Jct.
No. 1 and No. 2	Kenny	Signal No. 12, south of South Duquesne
No. 1 and No. 2	Signal No. 171, north of Wilson	Signal No. 202, north of West Elizabeth
No. 1 and No. 2	Floreffe	II
NORTHERN DIVISION		
Main Line No. 1 and No. 2	2200 feet south of Mile Post 69	SS49A
Main Line No. 1 and No. 2	1976 feet south of Mile Post 69	826 feet north of Mile Post 72
Main Line—Erie No. 1 and No. 2	Mile Post 62	Otts
Allegheny Branch No. 1 and No. 2	Bridge	RH

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

Non-Interlocked Railroad Crossing at Grade

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

Location	Signals, Ect. Governing Movements over Crossings		Requirements	Note
	Type	Indication or Position		
Moshannon Sec. Trk. Betz Jct. NYC RR	Stop board	Stop	Stop before crossing. It must be known that crossing is clear before using.	1
Phillipsburg Industrial Trk. Loch Lomond Jct. NYC RR	Stop board	Stop	Stop before crossing. It must be known that crossing is clear before using.	1
Johnstown, C&BL RR	Fixed Signal	More favorable than approach	Stop unless signal is received from switch-tender in addition to fixed signal.	8
McKeesport Secondary Track: Crossing with P&LE RR	None	None	Stop before crossing. It must be known that crossing is clear before using.	
McKeesport Secondary Track: Crossing with B&O RR	None	None	Stop before crossing. It must be known that crossing is clear before using.	
Southwest Secondary Track: 528 feet south of SY Crossing with B&O RR	None	None	Stop before crossing. It must be known that crossing is clear before using.	3
Indiana Sec. Trk. Indiana Wye B&O RR	Fixed Signal	More favorable than stop	Cross without stopping.	4
Wheeling Sec. Trk. Follansbee Siding Follansbee Wheeling Steel Corporation	Target	Horizontal Vertical	Stop Cross without stopping.	2-7
Powhatan Sec. Trk. Tiltonville, Connection to New Year Nickel Plate Road	Target	Horizontal	Stop before crossing.	5
Bridgeport, B&O RR	Target	Horizontal	Stop before crossing.	6
Bellaire, B&O RR	Target	Horizontal	Stop before crossing.	6
Alliance, Over Mahoning Secondary Track	Target Position Light Sig.	Vertical More favorable than stop	Cross without stopping.	9-A-B-C
	Target	Vertical	Stop before crossing. For movements against current of traffic:	9-A-B-C
Alliance, Over Main Line-Eastern	Target	Horizontal	Stop before crossing.	C
Alliance, NYC RR	Target	Horizontal	Cross without stopping. For movements with current of traffic.	C-E-B-F
	Target	Horizontal	Stop before crossing. For movements against current of traffic:	C-E-B-F
Cleveland, West of Cuyahoga River Bridge B&O RR	Target	Vertical	Cross without stopping.	C-D P
Center Street, B&O RR	None	None	Stop	G

Location	Signals, Ect. Governing Movements over Crossings		Requirements	Note
	Type	Indication or Position		
Center Street, 1000 feet west: E-L RR	Target Position Light Sig.	Vertical More favorable than stop	Cross without stopping.	C-E-H-B
	Target	Vertical	Stop before crossing. For movements against current of traffic:	C-E-H-B
Center Street, 1800 feet west: B&O RR	Target Position Light Sig.	Vertical More favorable than stop	Cross without stopping.	C-E-H-B
	Target	Vertical	Stop before crossing. For movements against current of traffic:	C-E-H-B
Crab Creek: B&O RR	Target Position Light Sig.	Vertical More favorable than stop	Cross without stopping.	C-E-B
	Target	Vertical	Stop before crossing. For movements against current of traffic:	C-E-B
Youngstown, 2015 feet east of station: E-L RR	Target Position Light Sig.	Vertical More favorable than stop	Cross without stopping.	C-E-B P
	Target	Vertical	Stop before crossing. For movements against current of traffic:	C-E-B P
Austintown: E-L RR	Target Position Light Sig.	Vertical More favorable than stop	Cross without stopping.	C-E-B P
	Target	Vertical	Stop before crossing. For movements against current of traffic:	C-E-B P
Youngstown, Canfield Industrial track: LE&E RR	Target	Vertical	Stop before crossing.	C-I
Niles, B&O RR	Target	Vertical	Stop before crossing.	C-J
New Castle, Bridge No. 48.88 E-L RR	Target	Vertical	Stop before crossing.	C-K
New Castle, Moravia Street: P&LE RR	Target	Vertical	Cross without stopping.	C P
New Castle, Bridge No. 49.57 E-L RR	Target	Vertical	Stop before crossing.	C-K
Minerva, NKP RR	Target	Horizontal	Cross without stopping.	C-L P
Minerva, NYC RR	Target	Horizontal	Stop before crossing.	C-M P
Oneida, NKP RR	Target	Horizontal	Stop before crossing.	C P
Mineral City, B&O RR	Target	Horizontal	Cross without stopping.	C-D P
Valley Junction, NKP RR	Position Light Sig.	More favorable than stop	Stop before crossing.	N
Dover, B&O RR	Target	Horizontal	Stop before crossing.	C
Cambridge, B&O RR	Target	Vertical	Stop before crossing.	C
Albin, B&O RR	Gate	Across B&O RR	Stop before crossing.	
Arlington, B&O RR	Position Light Sig.	More favorable than stop	Cross without stopping.	D
Barberton, A&BB RR	Target	Horizontal	Stop before crossing.	C-O P
South Akron Yard, A&BB RR	Target	Horizontal	Stop before crossing.	C-O P

Location	Signals, Etc., Governing Movements over Crossings		Requirements	Note
	Type	Indication or Position		
Main Line FW E-L RR BC RR	Semaphore	More favorable than stop	Stop before crossing.	T
Terminal Running Track Rochester B&O RR	Target	Horizontal	Stop before crossing.	4-T
Erie, Pa. Tenth Street Track leading to Hammermill Paper Co. plant: NYC RR	Target	Diagonal	Cross without stopping.	C-Q
Erie, Pa. Tenth Street Track leading to Uniflow Co. plant: NYC RR	Target	Diagonal	Cross without stopping.	C-R
Erie City Track, west of Chestnut Street NYC RR	Target	Vertical	Cross without stopping.	C-R
Ridgway Secondary Track Brockway E-L RR	Position Light	More favorable than stop	Stop before crossing.	S-T
Elmira LV RR	Target	Normal "Clear" for PRR Trains		U

NOTE 1. Referring to Rule 9:

Night signals will not be displayed.

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

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

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

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

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

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

NOTE 7. Wheeling Steel Corporation crews must secure permission from the Operator at Weirton Jct. to cross P. R. R. tracks.

After securing permission they will remove derail and set signal in horizontal position. When crossover movement has been completed they will restore signal and derail to normal position and report clear to the Operator at Weirton Jct.

NOTE 8. Trains or engines over C. & B. L. R. R. Crossing during the hours no switchtender is on duty, will, after protection is provided, pass Stop signal and proceed over the crossing.

NOTE 9. CC sign indicates point where trains must stop when route crossing is not clear.

NOTE A. If the target at Alliance, is inoperative for any reason, or lights not burning, operator will be located on the ground and trains and engines will be governed by hand signal from him to use crossing.

NOTE B. Train and engines moving against the current of traffic must stop before crossing.

NOTE C. At night, the position of target is indicated by two red lights.

NOTE D. Trains must approach under control, prepared to stop unless it is known the crossing is clear and target is in proceed position. A speed of ten (10) miles per hour must not be exceeded over crossing.

NOTE E. Trains and engines moving with the current of traffic must approach crossing prepared to stop, when signal is in proper position and it is known crossing is clear may proceed without stopping at a speed not exceeding 15 miles per hour.

NOTE F. N. Y. C. R. R. trainmen will, after using crossing, return the target to position for movement of trains on the Pennsylvania R. R.

If the target should be found set for N. Y. C. R. R. movement, Pennsylvania trainmen will, after assuring themselves that the crossing is clear of approaching N. Y. C. R. R. trains, set the target for Pennsylvania movement and proceed.

NOTE G. Crossings in charge of Train Director. All trains must stop and not proceed until a hand signal from Train Director, a red flag by day, red light by night, is received.

NOTE H. Erie-Lackawanna Railroad target located 1000 feet west of Center Street and B. & O. target located 1800 feet west of Center Street equipped with electric locks.

To operate target use horizontal lever, equipped with latch.

Normal position of lever is UP with target vertical.

Center position of lever, target diagonal, all trains stop.

Reverse position of lever is DOWN with target horizontal.

Indication lights located on target pole.

Lights are normally burning.

Westward light out, indicates train approaching on P. R. R. westward track.

Eastward light out, indicates train approaching on P. R. R. eastward track.

R light burning, indicates lever unlocked allowing lever and target to be moved from vertical to horizontal position.

N light burning, indicates lever unlocked allowing lever and target to be restored to vertical or normal position.

To change target from vertical to horizontal position employees must:

Operate lever to center position.

If eastward and westward lights are burning, the R indication light will display a light and lever may be thrown to Reverse position.

If either the eastward or westward or both lights are not burning when lever is placed in Center position wait 4 minutes, then R light will display a light and lever may be moved from Center to Reverse position.

After movement has been made over P. R. R. track and crossover switches are in normal position lever must be placed in Center position, wait 80 seconds until N light displays a light then move lever to Normal Position.

NOTE I. The normal position of target at Youngstown, Canfield Industrial track, will be for L. E. & E. R. R. trains.

End of Circuit signs located approximately 70 feet east and west of crossing, trains and engines must stop clear of these signs.

Indicator light located adjacent to target operating lever, indicates when burning, that no L. E. & E. R. R. trains are approaching the crossing.

Crossing target is ground lever type, equipped with electric lock. To change target from horizontal to vertical position P. R. R. employees will:

First—Unlock and remove switch lock from keeper.

Second—If indicator light is not burning, wait three minutes for timing device to operate.

Third—Throw ground lever to opposite position.

After movement of train over crossing is completed, the ground lever must be restored to normal position, lock inserted and locked.

NOTE J. Crossing target operates in three positions governing movements on Ward Switch over B. & O. R. R., with the following indications:

Horizontal—Clear route for Baltimore & Ohio Lake Branch trains.

Diagonal—Stop for all trains.

Vertical—Clear route for trains using the Ward Switch.

Derails on Ward Switch, one 35 feet south of the Baltimore & Ohio Lake Branch main track crossing, one 90 feet north on the Ward Switch, and one 90 feet north on the Erie-Lackawanna connection, connected with target signal in a horizontal position which indication gives the right to Baltimore & Ohio R. R. trains to proceed over crossing at a speed of 10 miles per hour without making the statutory stop.

No. 1 lever of a two-lever stand, operating the target and derails, is provided with three switch locks—one B. & O. R. R., one Erie-Lackawanna R. R., and one P. R. R.

Crews using the Ward Switch to cross over the Baltimore & Ohio Branch main track will:

First—Unlock and throw No. 1 lever to the halfway position, which places the target in the diagonal or stop position.

Second—Throw No. 2 lever, which removes the derails from the Ward Switch.

Third—Complete the movement of No. 1 lever, this locks the derails in the reverse position and places the target in the vertical position.

After crews using the Ward Switch have completed their movements, the levers and derails must be restored to the normal position for movement of Baltimore & Ohio R. R. trains.

NOTE K. At New Castle, Bridge No. 48.88 and Bridge No. 49.57, the targets governing movement over Erie-Lackawanna Railroad Crossing will be handled by train crews. Targets must not be placed in proceed position for a P. R. R. train if an Erie R. R. train, in either direction, is within the stop post limits.

NOTE L. When target is in proper position, Pennsylvania trains in both directions and N. Y. C. R. R. southward trains may proceed without stopping at a speed not exceeding fifteen (15) miles per hour.

NOTE M. After using crossing trainmen will return target to position for movement of trains on the N. Y. C. R. R.

NOTE N. Train or engines must stop before crossing, and when proceed indication (Rule 281, Fig. A) is displayed will proceed over crossing.

When stop indication (Rule 292, Fig. A) is displayed, engineman or conductor will communicate by telephone with and obtain instructions from N. K. P. R. R. Train Dispatcher at Brewster, Ohio.

NOTE O. After using crossing trainmen will return target to position for movement of train on the A. B. & B. R. R.

NOTE P. If target should be found set for Foreign Railroad movement, Pennsylvania trainmen will, after assuring themselves that crossing is clear of approaching Foreign Railroad trains, set the target for Pennsylvania movement and if proper signal is received, will proceed.

NOTE Q. Normal position of target is for P. R. R. movement.

NOTE R. At night position is indicated by two red lights. Normal position of target is for N.Y.C.R.R. movement. Trainmen of P.R.R. trains using this crossing will operate crossing target, leaving same in normal position after using.

NOTE S. Trains may cross when proper signal is displayed. Signal is controlled by knife switch in telephone shelter box, north end of Brockway station. Normal indication of signal is STOP when knife switch is in center position. Throw switch to right to clear signal for P.R.R. movements; to left for E.-L. R.R. movement. Before operating knife switch, employees must assure themselves that crossing is not occupied.

NOTE T. Stop must be made within not less than 200 feet or more than 800 feet of crossing.

NOTE U. At Elmira a green light or green banner displayed toward Pennsylvania Railroad movements at the Lehigh Valley Railroad crossing will be an indication for Pennsylvania Railroad movement to proceed over the crossing.

A red light or red banner displayed toward Pennsylvania Railroad movements at the Lehigh Valley Railroad crossing will be an indication for Pennsylvania Railroad movements to stop.

If the crossing signal is in stop position and it is known that the crossing is clear, Pennsylvania Railroad trains must stop, restore the signal to normal position and proceed.

Stop signs with red lights located 100 feet north and 130 feet south of crossing.

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

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

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

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

Track	Crossing	Location	Protection actuated by trains operating on tracks	Note
Main Line	Route 603	McVeytown	Wharf Side Track	
H&P Secondary	Route 866	Williamsburg	Long Side Track, Storage and Station Track	1
	Route 203		High Street	1
Clearfield	Route 322	Blue Ball	General Refractories Track	1
Pittsburgh Yard	Liberty Ave.	Pittsburgh	Penn-Duquesne Warehouse	2
	14th Street			
	16th Street			
Black Lick	Chestnut St.	Nanty-Glo	Black Lick and Interchange	
Cresson Secondary	Magee Ave.	Patton	Siding and Two Storage Tracks	3
South Fork	Route 222	Windber	South Fork Secondary	3
Southwest Secondary	Route 31 just south of MP 12	Tarr	Delivery Track	
	Oliver Road	750 feet north of Redstone Junction	Oliver Road Wye Track	4
	Ruth's Crossing	Scottdale	Siding and Storage Tracks	
			U.S. Casket Company	
U. S. Cast Iron Pipe Co.				
Peters Creek Industrial	State Route No. 51	3320 feet South of M. P. 2	Industrial tracks	3
Monongahela Secondary	Mingo County Road 1880 ft. north of MP 28	Courtney	Center Storage Track	3
	Spring Str.	California	Monongahela Running Track	
	Washington	Donora		
	Fourth Street	West Monessen		
	State Str.	Belle Vernon		
	Pgh. Steel Company North private	Allenport		
	Pgh. Steel Company South private Locust St.			
	Pgh. Steel Company North private	Allenport	Allenport Storage Track	7
	Pgh. Steel Company South private Locust St.			
	Main Line Conemaugh	Howard St.	Roscoe	Monongahela Running Track	6
Center Ave.		Blawnox	Blawnox Co. Track	3
Butler St.		Springdale	West Penn Power Co. Track Old Coach Track	3
Center St.		Tarentum	Yard Track	3
Lock St.				
Corbett St.				
Bridge St.				
Morgan St.		Brackenridge	Yard Track	3

Track	Crossing	Location	Protection actuated by trains operating on tracks	Note
Main Line Conemaugh Continued	Mile Lock Lane	Brackenridge	Allegheny Ludlum Steel Co. Track	3
	Phila. Ave.	Natrona	Yard Track-Allegheny Ludlum	3
	Federal St.			
Main Line Eastern	True Train	Island Avenue	"O" track and Team track to Preble Avenue	5
Allegheny Branch	Stirling Lumber Co. Crossing	Verona	Hill Extension Track Specialty Steel Products Co. track. Verona Industrial Track.	3
	Grant St.	Verona	Yard Tracks	
	College Ave. Washing'n Av. Penna. Ave. Hulton Road	Oakmont	Industrial Track	3
	Third St. Fourth St. Fifth St.	Parnassus	New Kensington Industrial Track	3
	Seventh St. Eighth St. Ninth St.	New Kensington		
	Drey Street	Arnold	Industrial Track	3
	Route 128	FD	Pittsburgh Plate Glass Co. Track Southward Siding	3 9
	Chestnut St. Monteith St. Union Ave.	Kittanning	Kittanning Industrial Track	3
Bayard Branch	State Route 7	Wellsville	McLain Brick Industrial Track	3
River Branch	Stewart St. State Route 152, 1850 ft. east of MP 6	Empire	Storage Track and Union Clay Mfg. Co. Tracks south of No. 1 eastward Track.	9
	Daniel Street	Toronto	Retail Track	3
	Main Street	Toronto	Retail Track	3
Main Line Panhandle	Union Ave. 1000 ft. east of MP 15	Oakdale	Oakdale Siding Eastward movements.	3
	Logan St., 725 feet east of MP 43	Steubenville	Yard track, first track north of No. 2 westward track.	3-5
	Washington St., 800 feet west of MP 43		First four yard tracks, north of No. 2 westward track.	3-5
	Slack St., 1700 feet east of MP 44		Industrial tracks, first and second tracks north of No. 2 westward track.	3-5
	Chestnut St., 675 feet east of MP 1 PC&Y RR	Carnegie	Industrial track, first track south of No. 105 Secondary track.	3
Washington Secondary	College St., 2250 feet east of MP 14	Canonsburg	Industrial track, first track north of Secondary track.	
	Pike St., 1550 feet east of MP 14		Industrial track, first track south of Secondary Track.	
	Central Ave., 375 feet west of MP 14		Industrial track, first track north of Secondary Track.	
	Jefferson Ave., 775 feet west of MP 14		Industrial track, first track south of Secondary Track.	
	Strabane Ave., 1500 feet east of MP 15	Houston	Three Industrial tracks, first, second and third tracks north of Secondary Track and Industrial track, first track south of Secondary Track.	
	Main St., 1470 feet west of MP 15		Industrial track, first track south of Secondary Track.	
	Nineteenth St., 300 feet east of MP WJ-7	Wellsburg	Industrial track, first track north of single track and Industrial track, first track south of Secondary Track.	3
	Fifth St., 625 feet west of MP WJ-8		Industrial track, first track south of Secondary Track.	3

Crossing	Location	Protection actuated by trains operating on tracks	Note
Cove Road crossing, State Rt. 22, 500 ft. west of CY	Weirton Jct.	Yard track, first track north of single track. Weirton Steel track second track north of single track.	3
Monroe Street, 1050 feet west of MP 40	New Galilee	Switching track.	3-9
Elm Street	Columbiana	First track north of No. 2 westward track.	9
Chestnut Street	Leetonia	House track, south of No. 1 eastward track.	3-9
Walnut Street	Leetonia	Erie-Lackawanna RR Interchange track.	3-9
Mill Street 800 feet east of MP 70	Salem	First track south of No. 1 eastward track and first track north of No. 2 westward track.	9
New Garden Ave. 200 feet east of MP 70	Salem	First track south of No. 1 eastward track and first track north of No. 2 westward track.	9
Wilson Street 1600 feet west of MP 70	Salem	First track south of No. 1 eastward track and first track north of No. 2 westward track.	9
Pershing Ave. 1150 feet west of MP 70	Salem	First track south of No. 1 eastward track and first and second tracks north of No. 2 westward track.	9
State Street	Salem	First track south of No. 1 eastward.	9
15th Street	Sebring	First track south of No. 1 eastward.	3
12th Street	Sebring	Industrial track and Station track.	3-9
Freedom Ave. 2125 feet west of MP 83	Alliance	Freight House track north of Alliance Industrial track and industrial track south of No. 1 eastward track.	9
Lincoln Ave. 475 feet west of MP 84	Alliance	Alliance Industrial track.	3
Chapel Street 1270 feet east of MP 95	Louisville	Team track north of No. 2 westward track.	3-9
Chapel Street 1270 feet east of MP 95	Louisville	House track south of No. 1 eastward track.	3-9
Main Street 700 feet west of MP 95	Louisville	Louisville Industrial track and Dougherty Feed Co. track north of Louisville Industrial track.	3-9
Broadway Rd.	Canton	No. 1 Yard lead track and switching track.	3-9
Carnahan Ave. 1550 feet west of MP 100	Canton	First and second tracks south of No. 1 eastward track and first track north of No. 4 westward track.	9
4th Street N.E. 500 feet east of MP 101	Canton	First track north of No. 4 westward track.	9
3rd Street N.E. 100 feet east of MP 101	Canton	First track north of No. 4 westward track.	9
2nd Street N.E. 400 feet west of MP 101	Canton	First and second tracks south of No. 1 eastward track and first track north of No. 4 westward track.	9
Tuscarawas Street E. 650 feet west of MP 101	Canton	First track north of No. 4 westward track.	9
Cherry Ave., S.E. 2850 feet west of MP 101	Canton	First track south of No. 1 eastward track.	9

Crossing	Location	Protection actuated by trains operating on	Note
Cleveland Ave. S.W. 500 feet east of MP 102	Canton	First track north of No. 4 westward track.	9
Marion Ave. S.W. 1050 feet west of MP 102	Canton	First track south of No. 1 eastward track and first and second tracks north of No. 3 westward track.	9
Camden Ave. S.W. 2400 feet west of MP 102	Canton	First track north of No. 3 westward track.	9
16th Street S.E. 3725 feet west of MP 108	Massillon	Industrial track.	3-9
3rd Street S.E. 2050 feet west of MP 109	Massillon	First track south of No. 1 eastward track and first and second tracks north of No. 2 westward track.	9
Earls	Newman	Eastward siding.	9
Smithville Road	Smithville	Westward siding.	9
Liberty Street South Street	Wooster	Storage track and Freight House track.	3-9
Golla	Lakeville	First track south of No. 1 track.	3-9
Spring Street 1750 feet east of MP 157	Loudonville	First track south of No. 1 eastward track and first track north of No. 2 westward track.	9
Dando's Rd.	Hammonds-ville	Industrial Track.	3-9
Market Street	Minerva	Industrial Track	3-9
State Street U.S. Routes 16 & 36	Newcomers-town	Eastward and westward Wye tracks.	3-9
State Route 26	Marietta	Storage Track.	8-9
Graham Rd.	Silver	Siding.	
Hudson Dr. Front St.	Cuyahoga Falls	Silver Siding.	
Snyder Ave.	Barberton	Siding.	
Washington Street	Lowellville	McCullough Track.	3-9
Grant St.	New Castle	Storage Track.	3-9
Council Ave.	Wheatland	Storage Track.	8
Liberty St. Main St. Jackson St.	Jamestown	Storage Track.	8
Erie St.	Linesville	Storage Track.	8
Union Ave.	Alliance	CP 3 track.	3-9
Broadway Ave. Summit St. Mahoning Ave.	Alliance	Siding.	
Summit St.	Alliance	Storage Track.	8-9
North Rockhill Road	Alliance	Industrial Track.	3-9
Barlow Road	Hudson	General Motors Industrial Track.	3-9
Highland Road	Twin	Storage Track.	3-9
Marquette Road	Cleveland	Yard Track.	3-9
Hazelmere	Lake	Lake Siding.	3
Franklin	Olean	Crude Track.	3
Fourth Street		AD-1 Running Scale Track.	3

Crossing	Location	Protection actuated by trains operating on	Note
Wayne Street	Olean	AD-1 Running Track. Scale Track. I. W. Miller.	3
First Street		Olean Transfer. AD-1 Running. Olean Branch.	3
Mill Street	Port Allegany	Middle Track.	3
Jay	Lock Haven	Industrial Track.	3
Thomas Ave.	Montgomery	Clinton Siding.	3
Main St.	Dewart	Siding.	3
8th Street	Watson town	Switching and Storage Track.	3
4th Street	Watson town	Switching, Storage and Freight House Track.	3
Main St.		Switching and Storage Track.	3
Centre	Milton	Milton Siding.	3
Cameron		Milton Siding.	3
Woodlawn			
Court			
Chestnut			
Church	Sunbury	Sunbury Siding.	
Walnut			
Linden			
Spruce			
Pottsville	Herndon	Boyles Siding.	
Cascade Street	Erie	Dock Junction Industrial Track.	3
Raspberry		Dock Junction Industrial Track.	
Depot	Waterford	Spur Track.	3
Market Street	Union City	Union City Siding. Freight House Track.	3
Lovell	Love	Love Storage.	
Fifth Ave. Mead Ave.	Corry	Aero Supply Co. Thumb Track. Freight House. MS Siding. Scale Track.	A 3
First Avenue		Freight House. MS Siding. Depot Track. Hole Track.	3
Center Street		MS Siding. Depot Track. Hole Track.	3
Penna.		McInnis Steel Co.	3
State Highway No. 77	Spring Creek	Spring Siding.	3
Main Street	Warren	Flexible Coupling Co. Track.	3
Mohawk Avenue		Otto Siding. Warren Gravel Pit Track. Warren Planing Mill Track.	3
Brown	Clarendon	Clare Siding.	3
Railroad Street		Brown Track. House Track.	3
Main Street	Johnsonburg	Public Track.	3
Fourth	St. Marys	St. Marys Siding.	3
Poplar Diamond Streets	Newberry	No. 7 lead Track and Newberry Siding.	
Grier Street	Williamsport	Long Siding Track and Industrial Track.	
5th Ave and 7th Ave		Station Track and Yard Lead	G
West Fourth Street and Rose Street		MAIN and Industrial Track	H
Highland	Brocton	Lawson Spur	3
Chautauqua St.	Mayville	Milk Track.	3

Crossing	Location	Protection actuated by trains operating on	No.
North Center St.	Corry	Gravel Pit Track.	3
Main Street	Spartansburg	Siding and Mill Track.	3
Main	Hydetown	Station Track.	3
Perry Street	Titusville	Titusville Siding. Team Track.	3
Union Street	Oil City	House Track. Junction NYC RR Track.	3
Main Street	Emlenton	Emlenton Track.	3
St. Petersburg Road	Foxburg	Foxburg Storage Track.	3
Pittsburgh Avenue	Dock Jct.	Drill Track. Lake View Forge Track.	B
Green Garden Road	Dock Jct.	City Track. Yard Storage Track.	3-C
Mill Street	South Danville	Siding.	
Third	Nescopeck	Siding.	
Carey Avenue	Wilkes-Barre	Yard Track.	
Barney Street	Wilkes-Barre	No. 1 Yard Track.	E
Horton Street	Wilkes-Barre	No. 1 Yard Track.	E
Dana Street	Wilkes-Barre	No. 1 Yard Track.	3
Fourth Street	Watkins Glen	Siding.	3-F
Steuben Street	Horseheads	Siding.	3
Walnut Street	Lock Haven	Siding.	
Hanna Street	Lock Haven	Siding.	D
Fourth	Sunbury	Haas Lead.	
Awl	Sunbury	Haas Lead.	
Station	Hall	Industrial Track.	3
Elm	Penn Yan	Industrial Track.	3
East Miller	Newark	House Track.	3

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

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

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

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

Except for emergency operation of wreck or work trains, movements over Liberty Avenue are restricted to four trips daily (two round trip movements) between the hours of 1.00 A.M. and 5.00 A.M.

NOTE 3. Trains and engines must stop on track circuit which extends approximately 70 feet on each side of the crossing and crew must assure themselves that the crossing protection is operating before proceeding over crossing.

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

NOTE 5. See Special Instruction 1103-A6.

NOTE 6. Protection limits extended southward over Spring Switch on Monongahela Running Track to a point 660 feet north of Howard St. Crossing marked by CC sign. Trains or engines moving southward on Monongahela Running track, must avoid passing CC sign until they are ready to occupy Monongahela Secondary track.

NOTE 7. Trains and engines using Pittsburgh Steel Company Industrial track must stop on track circuit and crew must assure themselves that the crossing protection is operating before proceeding over crossing. Cars must not be allowed to stand between CC sign and crossing.

NOTE 8. Track circuits extending 70 feet on either side of crossing operate automatic highway crossing signals and short arm gates.

NOTE 9. In event the automatic crossing protection is not operating, protection must be provided as prescribed by Rule 103.

NOTE A. Westward movements on Aero Supply Co. track approaching Fifth Ave. will stop clear of crossing and member of the crew operate the push-button located at southwest corner of crossing insuring the operation of highway crossing protection for a minimum of 20 seconds before proceeding over crossing.

NOTE B. When low home signal governing westward movement from No. 1 and No. 2 Running Tracks, located 20 feet west of Pittsburgh Avenue crossing displays a Stop Indication, train must stop east of CC sign east of Pittsburgh Avenue.

NOTE C. Westward movement approaching Green Garden Road on City Track, must be prepared to stop before passing over crossing unless automatic protection is operating for at least 20 seconds.

NOTE D. Westward switching movements, which involve fouling of Hanna Street must not be made until permission of the Operator has been obtained to do so, and then only after it is known that the flashing signals have been operating for at least 30 seconds.

NOTE E. Each movement of a locomotive, car or train on the tracks approaching the crossings, at grade, shall come to a complete stop clear of the highways and within the short track circuits, approximately 70 feet east of Barney Street and 70 feet west of Horton Street, and shall not proceed across the highways until a period of at least 20 seconds has elapsed, and until it has been determined that the crossing is clear of vehicles and pedestrian traffic.

NOTE F. Trains and engines using Watkins Glen Siding must not proceed across Fourth Street until it has been determined that the crossing is clear of vehicles and pedestrian traffic.

NOTE G. Westward Movements approaching 5th Avenue on Yard Lead Track, must be prepared to stop before passing over crossing unless automatic protection is operating for at least 25 seconds.

Westward movements approaching 5th Avenue from Passenger Track and Terminal Track to Station Track must be prepared to stop before passing over crossing unless automatic protection is operating for at least 25 seconds.

NOTE H. Eastward movements approaching Rose Street on Industrial Track must stop west of the yellow striped rail points at the telephone box located west of Rose Street. Movement may proceed eastward, after a member of the crew has operated the "Lower" button in the telephone box and crossing protection has operated for at least 25 seconds.

Locations at which Signs Mark Operating Limits of Automatic Crossing Protection

1103-A2A. Northern Div. At the following locations, CC sign indicates point beyond which engines and cars will operate automatic crossing protection:

East Allens, West of—Note 1	Springbrook—Note 4
Newberry—Note 2	Penfield—Note 5
South Wales—Note 3	Newark—Note 6

NOTE 1. When fixed signal 2486, located 2850 feet east of Mile Post 248, displays any aspect other than Rule 281 Fig. A, train must stop west of CC sign east of Mile Post 249, and report to the operator at Newberry.

NOTE 2. Eastward trains of more than 10 cars stopping at eastward home signals at Newberry must stop west of CC sign west of Poplar Street crossing and report to the operator at Newberry.

NOTE 3. Northward trains on No. 1 track stopping for northward home signal at Wales will stop just south of CC sign, south of Warner Hill Crossing.

NOTE 4. Southward trains on No. 2 track with work at Springbrook Public Delivery Track, will stop with their train standing north of CC sign, at Mile Post 10.

NOTE 5. Eastward trains on Low Grade Secondary track with work on Penfield Industrial track will stop with their train standing west of CC sign, east of Mile Post 77. After work has been completed and engine recoupled to train, the entire train must be west of CC sign before proceeding eastward.

NOTE 6. At the following locations, CC signs indicate points beyond which engines and cars will operate automatic crossing protection at Maple Ave., Newark:

1200 feet south of Maple Ave. for northward movement
1164 feet north of Maple Ave. for southward movement

Movements against Current of Traffic

1103-A3. At the following locations automatic highway crossing protection does not operate for movements against the current of traffic:

Location	Crossing	Location of Crossing
Wooster, East of	Shays	Mile Post 133
Loudonville	Jefferson Street	2200 feet east of station

Interrupting Operation of Automatic Highway Crossing Protection Manually. All Divns.

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

Track	Crossing	Location	Location of push button to cut out crossing protection manually	Note
Ally. Div. Main Line	Traffic Route No. 603 (No. 3 track only)	McVeytown	In black box marked "PB" on north side of crossing adjacent to station building.	
Yard Track	Burds, 1000 feet west of DR	Derry	On flashing sign pole, north side of crossing and on instrument case, south side of crossing.	1
Black Lick Secondary	Chestnut Street	Nanty-Glo	On flashing signal post, west side of crossing and on Mine Track, north side of crossing.	2
Southwest Secondary	Ruth's Crossing	Scottdale	In metal box on instrument case, east side of tracks north of crossing and on pipe post west of track.	3
Indiana Secondary	School St. Church St.	Indiana	On relay case at crossing.	
Pgh. Div. Scully Br. (PC&Y)	Chestnut St., 675 feet east of MP 1 (PC&Y)	Carnegie	South side of crossing.	
Washington Secondary Track	College St.	Canonsburg	Standards on north and south side of crossing.	
	Pike St.			
	Central Ave.			
	Jefferson Ave.			
Strabane Ave.	Strabane Ave.	Houston	Relay case at crossing.	
	Pike St.			
Westland Industrial	Third St.	Tiltonville	Relay case, west side of crossing.	
Powhatan Secondary	Cove Road crossing, State Rt. 22	Weirton Jet.	Standards on north and south side of crossing.	
New Cumberland Branch	Elm Street	Columbiana	Adjacent to crossing.	
Lake Div. Main Line—Eastern	Carnahan Ave., N.E. Eighth St., N.E. Fourth St., N.E. Third St., N.E. Second St., N.E. Tuscarawas St. Camden Ave., S.W. Prospect Ave., S.W. Deuber Ave., S.W. Clarendon Ave., S.W. Raff Road	Canton	Adjacent to crossings on Instrument case or Telephone Shelter box.	
	Third Street, S.E.			
	Market St. Spring St.			
	McCracken Rd.			
	320 ft. East of M.P. 113			
	Standards on north and south side of crossing.			
Akron Branch	Portage St. Broad Street Howe Rd.	Cuyahoga Falls	Southwest of crossing. Northeast of crossing. Southwest of crossing.	

Track	Crossing	Location	Location of push button to cut out crossing protection manually	Note
E&P Branch	Home St. Second St. Main St.	Greenville	Adjacent to crossings on Instrument case. Main St. in telephone shelter box.	
	Liberty St. Main St. Jackson St.	Jamestown	Adjacent to crossings on west side of track.	
(Nor. Div.) Main Line	First Street	Olean	In Gate Tower at Union St.	4-5
	King Street		On pipe post adjacent to curb, south side King Street, west side of railroad.	
	Allegany Ave.	Emporium	On instrument case west side of crossing.	5
Haas Lead	Fourth St.	Sunbury	On pole west of Fourth St. for eastward movements.	
	Awl Street		On pole east of Awl Street for westward movements.	
Main Line—Erie	Main Street	Corry	On highway crossing signal mast south side of crossing.	
	Railroad St.	Clarendon	On highway crossing signal mast south side of crossing.	
	Brown Ave.		On highway crossing signal mast north side of crossing.	
	Main Street	Sheffield	At Passenger station. (For westward movement only.)	
	Lafayette St.	St. Marys	Outside door of Passenger station. (For westward movement only.)	8
Running Track 4 Erie	Eighth St.	Erie	On highway crossing signal mast each side of crossing.	7
	Ninth St.		On highway crossing signal mast each side of crossing.	7
	Tenth St.		On highway crossing signal mast each side of crossing.	7
	Eleventh St.		On highway crossing signal mast each side of crossing.	7
Elmira Branch	Main St. Westlake St.	Horseheads	On case at Franklin St. for northward movement only.	
	South St. Main St.	Montour Falls	On case at Main St. for southward movement. On pole 380 feet south of South St. for northward movement.	
Sodus Bay Secondary Track	Highway at Station	Seneca Castle	On north end of station.	
Chautauqua Branch	Perry St.	Titusville	Signal mast west side of track.	
Low Grade Secondary Track	Main St.	Reynolds-ville	On relay case at crossing.	
Sligo Running Track	Route No. 68	Rimersburg	On relay case at station.	

NOTE: 1. A light indication on the operator's desk at DR will inform him whether or not the signals at the crossing are flashing.

When Eastward movements are being made over the crossing from the yard tracks to the main tracks, the operator at DR will start the signals flashing and when train is entirely clear of the crossing he will stop them.

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

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

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

When a movement is being made on the siding over crossing, the trainmen will push 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 and westward trains having work to do at Nanty Glo will cut their train with rear end clear of the track circuit.

NOTE 3. 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 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. When movement is to be made over crossing pushing button marked "Start" will restore the flashing of signals.

NOTE 4. Cut in Push Button located on pipe post adjacent to automatic signal No. 704.

NOTE 5. Before making southward movement on No. 2 track over First Street Crossing after a cross-over movement has been made from No. 1 track to No. 2 track, trainmen will operate Cut in Push Button located on pipe post adjacent to curb, south side of First Street, west side of railroad.

NOTE 6. Cut in Push Button located on highway crossing signal mast east side of crossing is provided for the operation of automatic highway signals when movements are made over crossing on other than main track.

Cut in Push Button must be pushed and held by a member of the crew until the movement has cleared the crossing.

NOTE 7. Cut in Push Buttons located on Highway Crossing Signal mast each side of crossing are provided for the operation of automatic Highway Crossing Signals when movements are made over crossing on other than Running tracks. Cut in Push Button must be pushed and held by a member of the crew until movement has cleared the crossing.

NOTE 8. Westward trains doing work at St. Marys Passenger Station must stop clear of insulated joints, 50 feet east of Lafayette Street, and crew member will operate button to raise crossing gates. Before train moves on crossing LOWER button must be operated and gates must be in position to protect street traffic.

By crossing watchman

South Ellsworth Avenue.....	Salem
Mill Street.....	
New Garden Street.....	
West Wilson Street.....	
West Pershing Street.....	Canton
Cherry Avenue, S. E.....	
Market Street.....	
Cleveland Avenue.....	

Salem

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

Watchman located in tower building located at New Garden Street controls cut-out and cut-in devices for all crossings for use when trains stop enroute and for switching movements.

After stopping enroute on No. 1 or No. 2 main tracks and before proceeding over a crossing on an industrial or yard track, not listed under Special Instruction 1103-A2, movement in either direction over the crossing must not be made until it is known gates are down or a member of crew is placed on crossing to protect movement over it.

Canton

Insulated joints are located at clearance point for crossing protection, 20 feet east of east edge of Market Street on all tracks, westward trains stopping at Canton must stop clear of these insulated joints.

When westward trains are stopped east of Market Street, Canton, and gates have been raised, movement will not start until engineman signals crossing watchman by operating engine bell, which is a signal to lower gates. Trains will not proceed over crossing until gates have been lowered.

Interrupting Operation of Automatic

Highway Crossing Protection Automatically. All Divns.

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

Track	Crossing	Location	Note
Ally. Div. Main Line	Traffic Route No. 603 (tracks 1, 2 and 3)	McVeytown	
	Traffic Route No. 825 (tracks 3 and 4)	Tipton	
	No. 2 track, Philadelphia Ave.	Natrona	
	No. 1 track, Corbet St. No. 2 track, Lock St. No. 1 track, Center St. No. 2 track, Center St.	Tarentum	
	No. 1 track, Butler St.	Springdale*	
	15th St., No. 2 track	Beaver Falls	1
H&P Secondary	No. 1 and No. 2 tracks, Newry St.	Holidaysburg	
Bedford Secondary	State Route No. 47	2500 feet south of Claysburg	2
Morrison Cove Secondary	Traffic Route No. 286	McKee	

Track	Crossing	Location	Note
Clearfield Branch	12th Street 13th Street 14th Street	Tyrone	
Bald Eagle Br.	Traffic Route No. 58	Mill Hall	
Pgh. Div. Allegheny	Union Avenue Market Street	Kittanning	3
Monongahela Secondary	State Street	Belle Vernon	
Bayard Branch	Market Street	East Liverpool	28
River Branch	Loretta Street	Toronto	4
	Clark Street		5
Lake Div. Main Line— Eastern No. 1	Centennial Ave. No. 1 Track	New Galilee	6-12
	Lisbon Road	East of Salem	
	Main Street and Chapel Street No. 1 Track	Louisville	7-8-12
	Liberty Street No. 3 Track South Street No. 1 Track	Wooster	10
E & A Branch	Montgomery Ave.	Cross Cut	11
	Bridge Street	Struthers	9-12
Lake Div. Main Line— Lake	Highland Road	Twin	30-31
	Grace Street	East of Maple	32
	Glendale Ave.	East of Maple	32
Nor. Div. Main Line—	Lein Road	Gravity	13
	Pound Road	Springbrook	14
	Maple Street	Hinsdale	
	Maynard	South Williamsport	
	Eighth, Fourth and Main	Watson town	
	Locust, Walnut, Centre and Cameron Ave.	Milton	27-28
	Church, Walnut, Linden and Spruce	Sunbury	
	Armstrong, Market and Rice	Halifax (East)	
Main Line— Erie	Wilens Crossing west end Warren yard on No. 2 track	Warren	18
	Fraley	Kane	
	St. Marys, Lafayette	St. Marys	23
Williamsport Br	Poplar Street	Newberry	16-28
Wilkes-Barre Branch	Mill	South Danville	
	Main	Catawissa	
	Highway at Station	East Bloomsburg	
	Third	Nescopeck	
	Barney and Horton	Wilkes-Barre	19
	Dana		21
Shamokin Secondary Trk.	Elysburg and Schlagel Roads	Paxinos	22
Elmira Branch	State Highway 14	Fassett	
	Highway south of Station	Hall	
	Seneca, Elm, Clinton and Shepard	Penn Yan	26
	South and Main	Montour Falls	
	Broad, Franklin, Westlake, Steuben, and Main	Horseheads	25
Sodus Bay	Newark	Miller	24
Chautauqua Br.	Main	Spartansburg	15-29
	Sycamore Street	Oil City	
Selinsgrove	Pine	Selinsgrove	
Low Grade	Route 536	Mayport	20
Struthers	Mohawk & Crescent Park Dr.	North of Otts	5-17

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

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

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

NOTE 3. Northward trains stopping south of CC sign south of Union Avenue, and southward trains stopping north of CC sign north of Union Avenue Crossing, must approach the crossing prepared to stop and not pass over the crossing unless the automatic protection is operating.

NOTE 4. Eastward trains on No. 1 track with work at Toronto must stop entire train west of CC sign, west of Loretta Street. Trains having completed work must have entire train west of CC sign before proceeding eastward.

Trains stopping west of CC sign must be prepared to stop before passing over the crossings of Loretta, Daniels, Main and Market Streets unless automatic protection is operating. In the event automatic protection is not operating, protection must be provided as prescribed by Rule 103.

Cars must not be left standing on No. 1 track between CC sign and Myers Street crossing.

NOTE 5. Westward trains on No. 2 track with work at Toronto must stop entire train east of CC sign, east of Clark Street. Trains having completed work must have entire train east of CC sign before proceeding westward.

Trains stopping east of CC sign must be prepared to stop before passing over the crossings of Clark, Market, Main, Daniels and Loretta Streets unless automatic protection is operating. In the event automatic protection is not operating, protection must be provided as prescribed by Rule 103.

Cars must not be left standing on No. 2 track between CC sign and Loretta Street crossing.

NOTE 6. Eastward trains on No. 1 track, stopping west of CC sign west of Centennial Avenue crossing, New Galilee, must be prepared to stop before passing over Centennial Avenue crossing unless automatic protection is operating.

NOTE 7. Eastward trains on No. 1 track, with work at Louisville, must leave rear end of train stand west of CC sign, located north of Louisville Industrial track, 2500 feet west of Main Street crossing.

NOTE 8. Trains working or after having worked at Louisville, must be prepared to stop before passing over Chapel Street and Main Street crossings unless automatic crossing protection is operating.

NOTE 9. Westward trains and engines on No. 2 track stopped east of Bridge Street crossing, will stop engine on track circuit which extends 200 feet east of home signal Struthers, to avoid unnecessary operation of flasher signals and short arm gates.

NOTE 10. Westward trains and engines on No. 3 track, with work at Wooster, stopping east of Liberty Street crossing, must stop engine on track circuit which extends 15 feet east of CC sign west of Mile Post 135 to allow apparatus to interrupt operation of automatic highway crossing protection.

Eastward trains and engines on No. 1 track, with work at Wooster, stopping west of South Street crossing, must stop engine on track circuit which extends 944 feet west of CC sign east of Mile Post 136 to allow apparatus to interrupt operation of automatic highway crossing protection.

NOTE 11. Eastward trains on No. 1 track stopping at Cross Cut, must stop west of CC sign east of Mile Post 48 to allow apparatus to interrupt operation of automatic highway crossing protection at Montgomery Ave.

NOTE 12. In event automatic crossing protection is not operating, protection must be provided as prescribed by Rule 103.

NOTE 13. Northward trains on No. 1 and No. 2 tracks, stopping at Lein Road Crossing for instructions, must stop with head end of train within limits of cut-out circuit indicated by CC signs.

Crossover switches and switch leading from No. 1 track to Gravity Yard must not be reversed until immediately prior to making movement over these switches.

NOTE 14. Southward trains on No. 2 track with work at Springbrook Public Delivery Track, will stop with their train standing north of CC sign, located at Mile Post 10.

NOTE 15. At Sycamore Street, crossing apparatus to automatically interrupt the operation of this highway crossing protection is controlled by track circuit extending to CC sign located 350 feet south of Sycamore Street.

NOTE 16. Automatic cut-out circuit for eastward movements on main track provided at a point 425 feet west of Poplar Street grade crossing, indicated by a CC sign. To avoid unnecessary flashing of lights at Poplar Street and Diamond Street switching movements must remain west of this point whenever practicable.

NOTE 17. Southward trains stopping for southward home signal at Otta must stop just north of CC sign.

NOTE 18. Automatic cut-out circuit for westward movement on No. 2 track provided at a point 570 feet east of Wilers Highway Grade Crossing, indicated by a CC sign, in service.

Westward movements on No. 2 track approaching at slow speed, switching movements, and approaching movement, resumed after having stopped, must be prepared to stop before passing over crossing unless automatic protection is operating.

NOTE 19. Apparatus provided to interrupt the operation of automatic highway crossing protection automatically at Barney Street for Eastward movement on No. 1 Yard Track and at Horton Street for Westward movement.

NOTE 20. To avoid unnecessary operation of automatic highway crossing signals protecting highway grade crossing, Highway Route No. 536 located 350 feet east of MY, eastward trains required to stop at MY will stop west of MY Block-Limit signal. Westward trains required to stop at MY will stop 80 feet east of grade crossing, clear of points where rails are marked with yellow stripe.

NOTE 21. Westward trains and engines must not exceed a speed of 10 miles per hour between CC sign, 440 feet east of Dana Street and Dana Street.

NOTE 22. Eastward trains stopping with work at Paxinos, will stop with their train and engine west of CC sign, located 280 feet east of Mile Post 13, to avoid unnecessary operation of automatic flashers at Elysburg Road.

NOTE 23. Automatic cut-out circuit for westward movement on Main Track, 1320 feet east of Lafayette Street, for Lafayette and St. Marys Streets, and 1310 feet east of St. Marys Street, for St. Marys Street, indicated by CC signs.

Automatic cut-out circuit for eastward movement on Main Track, 868 feet west of St. Marys Street.

NOTE 24. Automatic cut-out circuit for southward movement, 668 feet north of East Miller Street, and for northward movement, 330 feet south of East Miller Street, indicated by CC signs.

Northward movement from Newark house track must stop 70 feet south of East Miller Street and allow automatic crossing signals to operate a minimum of 20 seconds before proceeding over crossing.

NOTE 25. Northward trains on Main Track of 70 cars or less, stopping to do work at Horseheads must leave cars south of CC sign, 1467 feet south of Steuben Street, and after work has been completed and engine recoupled to train, the entire train must be south of CC sign.

NOTE 26. Northward trains with work between Seneca and Clinton Streets, Penn Yan, will stop with their train standing south of a point 430 feet south of Seneca Street where rails are marked with yellow stripe.

Northward trains with work north of Clinton Street, Penn Yan, will stop with their train standing south of a point 225 feet south of Clinton Street where rails are marked with yellow stripe.

Southward trains with work between Clinton and Seneca Street, Penn Yan, will stop with their train standing north of a point 70 feet north of Shepard Street, where rails are marked with yellow stripe, except trains in excess of 14 cars that would obstruct North Avenue while standing north of Shepard Street, will stop with their train standing north of CC sign, located 1598 feet north of North Avenue.

Southward trains with work south of Elm and Seneca Streets, Penn Yan, will stop with their train standing north of a point 151 feet north of Elm Street where rails are marked with yellow stripe.

Movements at slow speed, switching movements and movements resumed after having been stopped must approach Seneca, Elm, Clinton and Shepard Streets prepared to stop before passing over crossing unless automatic protection has been operating for a minimum of 20 seconds.

NOTE 27. Eastward trains making station stop at Milton on Main Track must stop west of CC sign, located 148 feet west of Center Ave. crossing, Milton, to avoid unnecessary flashing of lights at Center Ave.

NOTE 28. Eastward movements on Main Track approaching at slow speed, switching movements, and approaching movement, resumed after having stopped, must be prepared to stop before passing over crossing unless automatic protection has operated a minimum of 20 seconds and crossing area is clear.

NOTE 29. Southward trains on Main Track with work at Spartansburg Mill Track will stop with balance of their train standing north of "CC" Sign. After work has been completed and engine recoupled to train the entire train must be north of "CC" Sign.

NOTE 30. Westward trains and engines on No. 2 track, working or after having worked at Summit Crushed Stone Company, must be prepared to stop before passing over Highland Road crossing unless automatic highway crossing protection is operating.

NOTE 31. Eastward trains and engines on No. 1 track stopped at Twin to use crossover, must stop with entire train west of CC sign, located 580 feet east of Mile Post 103, to allow apparatus to interrupt operation of automatic highway crossing protection.

NOTE 32. Engines stopped on No. 1 track east of Maple Interlocking, will stop on track circuit which extends 360 feet east of interlocking limits, to avoid unnecessary operation of highway flasher signals.

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

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

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

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

Protection for Public Highway Crossings at Grade

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

Track	Crossing	Location	No crossing watchman on duty between the hours of:	Note
Yard	Jefferson St.	Mt. Union	9.00 PM and 1.00 PM Monday thru Friday, and 9.00 PM Friday to 1.00 PM Monday.	
Blairsville Industrial	Market St.	Blairsville	7.00 AM Sunday and 7.00 AM Monday.	1
Wheeling Secondary Track	12th Street	Wellsburg	Continuously	2
Powhatan Secondary Track	Hanover St.	Martins Ferry	10.00 PM and 2.00 PM Sunday Continuously.	3
Powhatan Secondary Track	Center St.	Martins Ferry	10.00 PM and 2.00 PM Sunday Continuously.	3
Main and Industrial	James St.	DN Verona	7.00 AM Saturday to 7.00 AM Monday and 7.00 AM day of Holiday to 7.00 AM day following Holiday.	
Shamokin Secondary Track	Legislative Route 49036	Weigh Scales	4.00 PM and 8.00 AM following day, Monday to Friday and 4.00 PM Friday and 8.00 AM Monday.	4
	Sixth Street Market St.	Shamokin	11.59 PM and 8.00 AM following day, Monday to Friday and 11.59 PM Friday and 8.00 AM Monday.	4
	Eighth St. Liberty St. Washington Street Rock Street Franklin St.	Shamokin	4.30 PM and 8.30 AM following day, Monday to Friday and 4.30 PM Friday and 8.30 AM Monday.	4

During Daylight Saving Time, hours shown above will be one hour earlier.

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

NOTE 2. All trains and engines in either direction between the hours of 8:30 A.M. and 4:30 P.M. must station a member of crew on crossing to protect the movement before passing over it.

NOTE 3. All trains and engines in either direction between the hours of 5:00 A.M. and 2:00 P.M., daily except Sunday, and during all hours on Sunday, must station a member of crew on crossing to protect the movement before passing over it.

NOTE 4. No crossing watchman on duty New Year's Day, Washington's Birthday, Decoration Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. When any of the above holidays fall on Sunday there will be no crossing watchman on duty the following Monday.

Protection For Public Highway Crossings At Grade

1103-B2. City traffic lights are used to provide crossing protection at locations listed below.

Fifth Ave.....	New
Fifth Street.....	Brighton
Moravia Street.....	New
	Castle

These lights are manually controlled and must be operated by member of train or engine crew before movement is started over sidewalk or street and restored to normal after movement has been completed.

1103-B3. Flood lights are used to provide illumination on grade crossing between sunset and sunrise at location listed below:

Caldwell.....Main Street (Route 78)

These lights are manually controlled and must be operated by member of train or engine crew before movement is started over crossing and restored to normal, after movement has been completed.

1103-B4. Northward trains stopping at Machias will arrange to promptly cut train to clear Steffenhagen Road, first highway crossing north of Mile Post 45.

1103-B5. Street crossing east of Water Works, Erie, must be kept open at all times by trains stopped west of Sassafras Street.

1103-B6. Movements over East Avenue, Erie, must be made with the direction of highway traffic on Tenth Street when permitted by the traffic signal.

1103-B7. Control switches for highway traffic signals located on traffic signal poles north and south of Main Street Highway Crossing, Brockway, on the east side of crossing.

Trains and engines, before passing over Main Street Highway Grade crossing, Brockway, must stop clear of this crossing and a member of the crew must manually operate the highway traffic stop light from control switches. Stop lights may be operated from either switch. After highway traffic stop light switch has been thrown and highway traffic is under control, trains and engines may proceed over this crossing. Highway traffic stop light switch must be restored to normal position after crossing is clear.

1103-B8. When the home signal governing southward movements on No. 2 track over E.-L. R.R. Crossing, Olean is in STOP position, southward trains on No. 2 track must STOP at least 100 feet north of Franklin Street crossing to avoid unnecessary operation of Automatic Highway Crossing Signals.

1103-B9. Sign reading "Trains stopping to do work must leave cars east of this sign" located 218 feet east of Green Garden Road, on City Track (Dock Jet.).

Sign reading "Trains stopping to do work must leave cars west of this sign" located 68 feet west of Green Garden Road, on City Track (Dock Jet.).

The purpose of these signs are to prevent unnecessary operation of Highway Crossing gates and signals.

1103-B10. All southward freight trains to pick up cars from AD Storage track will stop clear of Hinsdale Road Crossing, Olean, and will not detach engine until instructions have been received.

1103-B10. Between the hours of 6.45 A.M. and 10.45 P.M., daily, apparatus controlled by watchman in tower at First Avenue, Corry is provided to manually interrupt the operation of the automatic highway crossing protection at Center Street and First Avenue.

During Daylight Saving Time hours shown above will be one hour earlier.

1103-B11. Eastward trains having work at Warren Yard will arrange to stop clear of Wilers Road Crossing and clear of starting circuit for automatic highway crossing signals and gates to avoid unnecessary working of same.

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	Note
Duncan'n Old Line	All crossings	Duncannon	
Newport Old Line	Market St., U. S. Route 34	Newport	
American Viscose Co.	Elizabeth St.	Lewistown	
Furnace Indust.	South Dorcas St., 1465 ft. west of connection to Lewistown second'y track	Lewistown	
	South Main St., U. S. Route 22		
	Alley—2796 ft. west of connection to Lewistown second'y track		
	South Wayne St., 3119 ft. west of connection to Lewistown second'y track		
	South Grand St.		
	South Wayne St., 6992 ft. west of connection to Lewistown second'y track		
Mifflin County Industrial	3900 feet west of point of switch to track	West of Lewistown	
Milroy Secondary	State Route	Reedsville	
Mt. Union Old Line	Washington St., 100 ft. west of Freight Sta.	Mount Union	
Penna. Glass Sand Co., Bridgeport	State Route 376, (Old U. S. Route 22)	West of Mapleton	
East Leg of Wye	Pennsylvania Ave.	Tyrone	
Bald Eagle Branch Trains on Howard Industrial Tracks only.	Walnut St., State Route 589	Howard	
Berwind White Coal Co.	William Penn Highway, U. S. Route 22	Hollidaysburg	
Hollidaysburg & Petersburg	Jones Street—all tracks	Hollidaysburg	
Veeder-Root Inc. Indust. Track	Burns Ave., 1300 ft. east of Main Track switch	Eldo	
Morrison Cove Secondary	Main St., State Route 36, 437 ft. south of Sta.	Roaring Spring	
	State Route 85	Curry	
Bloomfield	Main St., State Route 36, 437 ft. south of Sta.	Roaring Spring	
General Refract.	State Route 220	Claysburg	
New Enterprise Stone & Lime Co.	State Route 281	Ashcom	
Basalt Trap Rock Co.	State Route 118, 3140 ft. east of Jct.	Clover Creek Jct.	
Bellefonte Second'y	Lamb St., 1111 ft. west of Sta.	Bellefonte	
	High St., State Route 550		
	Water St., State Route 346		
White Rock Quarries, Pleasant Gap	State Route 64, State Route 53 and Leg. Route 14024	White	
Moshannon Second'y	State Route 53	Coal Run Jct.	
	State Route 53	Madera	
Big Run Industrial	State Route 53, 369 ft. south of Jct.	South of Jct. Moshannon Second'y Track	

Track	Crossing	Location	Note
Amesville Industrial	State Route 53, 4410 ft. south of Jct.	South of Jct. Moshannon Second'y Track	
Clearfield Second'y	Maple St., State Route 53	Philipsburg	
	Presqueisle St.		
	Pine St., 509 ft north of Sta.		
Philipsburg Ind.	Front St., State Route 322		
Mine Track 336-B	St. Thomas and Forest Sts.	Gallitzin	
Hastings Second'y Track	Bridge St., and Rich Hill Mine Track	Hastings	
McCoy Run	Route 286	Banks Township	
Glen Campbell Indust. Tracks	Route 286	Glen Campbell	
Indust. Track west side of Second'y Tracks	Orvis St.	Spangler	
Spangler Indust.	All Crossings		
Porter Run	U. S. Route 219	Barnesboro	
Walnut Run	U. S. Route 219		
Colonial No. 6, Irvona Branch	Route 53	Reade Township	
Sterling No. 3 Mine	Route 53	Van Ormer	
All tracks	All crossings	Lilly	
Martin	Mountain and Caldwell Aves.	Portage	
No. 0	Main St.		
Beaver Second'y Track Mine Track F-78	S. H. Route 869	Onnalinda	
South Fork and Windber Sec. Tracks	Graham Ave. 21st St. Somerset Ave.	Windber	
Mine Track F-124, Shade Creek Br'ch	Route 55-110	Loyalhanna No. 7	
Main Track	Sunshine Ave.	Central City	
Mine Track F-125, Shade Creek Br'ch	Route 55-110	Reitz No. 4	
Indust. Track Slope (North Side), undergrade	Lincoln St.	Bolivar	
Sand Rock Indust.	Fourth Ave.	Derry	
Derry-to-Donohoe New Line	Burd's Crossing	West of DR	
Latrobe Indust. Track	Ligonier St. Ext. and Route 680	South of KR	
Station Track 410	Depot St.	Greensburg	
Jeannette	All crossings		
Bull Run	All crossings		
Manor	All crossings		
Youghioghenny	All crossings	Irwin to Cereal	
Grable Indust.		Export	
East Pittsburgh	All crossings	Pitcairn	
Denny Indust.	32nd St.	Pittsburgh	
Whitehall	All crossings	North of OB	
McKeesport Secondary	Center St. Huey St.	McKeesport	
Peters Creek Ind.	State St., State Route No. 837	Peters Creek	

Track	Crossing	Location	Note
Dunbar Indust.	Township Road No. 27630	2765 ft. south of Junction with Southwest Second'y Track	
Southwest Industrial	U. S. Route 40	East Fayette St., (3000 ft. south of VA)	
	Church St.	Fairchance	
Hempfield Indust.	State Route 71	1.8 miles south of Sinclair	
		1.9 miles south of Adamsburg Jct.	
Scottdale Second'y	State Route 31 (Main St.)	Mt. Pleasant	
Opossum Run Indust.	7th St.	835 ft. south of Opossum Run Jct.	
	9th St. and West Crawford Ave.	1625 ft. south of Opossum Run Jct.	
Saltsburg Indust.	Washington St., Point St., Market St., (State Route 80)	Saltsburg	
Tarentum Builders Supply	Fourth Ave.	Tarentum	
Bailey Run	State Route 28	Creighton	
Private	State Route 28	Cheswick	
Sun Oil Co.	Boyd Ave.	3400 ft. east of Blawnox	
Black Lick Sec.	State Route 119	Black Lick	
Indiana Second'y	Lyda Coal Co. Tr'k	Black Lick	
	Oakland St.	Indiana	
Indiana Second'y All Tracks	Philadelphia St.	Indiana	
Jamison Coal Siding	State Route 990	875 Feet west of Junction with No. 1 Main Track, Salina.	
Yellow Creek Indust.	State Route 56	3.1 miles north of Homer City	
	State Route 119	Homer City	
Apollo Indust., All Tracks	First St.	Apollo	
Butler Yd., B. & L.E. Interchange Track All Tracks	State Route 422, Monroe St.	Butler	
All Tracks	In Pike & Smallman Sts., between 11th & 29th Sts. 16th & Pike Sts. 16th St. (Other yard tracks) 1.00 A.M. to 1.00 P.M. 21st, 23rd, 24th, 25th, 26th, 27th, 28th, 29th and Railroad Sts., Smallman St. (Note) 51st St., McCandless Ave., 54th St. Mulberry, Spring and Spruce Alley 31st, 38th and 51st St.	Pittsburgh	
Private Track			
Private Track			

NOTE—Movements to or from Small Street industrial track must not occupy 28th Street until it is known that traffic signals are displaying red indication. Telephone on north side of Penn Avenue connected with Crossing Watchman's tower at Liberty Avenue. Trains shifting at Penna. Paper Stock Co. track must notify Watchman when train has cleared or a move is to be made over Penn Avenue or Smallman Street.

Track	Crossing	Location	Note
Allegheny Branch, Scaife Indust.	Allegheny Ave.	Oakmont	
Indian Run	All Crossings	New Kensington	

Track	Crossing	Location	Note
Allegheny Branch, P. H. Murphy General Electric	Constitution Blvd. Constitution Blvd.	New Kensington	
Allegheny Branch, West Penn Power	Constitution Blvd.	Arnold	
Schenley Indust. Track Park Coal Co.	State Route 66	1300 ft. west of end of track	
Allegheny Branch, Pollock Feed Co. Heilman Lumber Co. Murray Corp. (Eljer Div.)	Third Ave. Third Ave. Railroad St.	Ford City	
Duck Run	All Crossings	Kittanning	
Cowanshannoc	Public Road	North of Kittanning	
Team	Cross Street		
Team	State Route 88		
Economy Indust.	11th St and 14th St.	Ambridge	
Lead to—National Electric Products Co.	11th St.		
Lead to—Freedom Oil Works	Lower Rochester Road	Freedom	
Lead to—Shipping-port Sand Co.	Lower Rochester Road	Rochester	
Lead to—American Borax Co.	Lower Rochester Road		
Marino Bros. Iron & Steel Co.	Lower Rochester Road		
Lead to—Dravo Corp'n. (Keystone Div.)	Lower Rochester Road	Rochester	
Block House Run	All Crossings	New Brighton	
Kenwood Indust. Track	Fifth St.		
Armour & Co. and Union Drawn Steel Co.	State Route 18 9th Ave.	Beaver Falls	
Marginal	11th St. & 15th St.		
Lead to—Hall China Co.	State Route 39	Laughlin	
Hill	Dresden Ave., St. Clair Ave. Market Street, Jackson, Street, Washington Street Virginia Avenue	East Liverpool	
South Side Storage North Side Storage	State Route 7	Wellsville	
Champion Works, McClain Tire Brick Co.	Third St.		
Belt Line	State Route 68, Walnut Lane, Tuscarawas Road, State Route 930, All crossings, Buffalo St. to P.&L.E. R.R. Conn.	Beaver	
Beaver Valley Second'y			
Washington Second'y	Main St., Maiden St., Wheeling St.	Washington	1
	Woodland Ave., West Wylie Ave.	Washington	1
	Chestnut St.	Washington	
	State No. 978, 2000 feet west of east switch to Boyce siding.	Boyce	
	Station St.	Bridgeville	

NOTE 1. Trainmen equipped with red flag during daylight hours and with a lighted red light and a lighted white light during hours of darkness, must precede each and every movement of locomotive, car or train, and warn the traveling public of the approach of such locomotive, car or train.

Track	Crossing	Location	Note
Tracks serving Vitro Rare Metals Co.	George St.	Canonsburg	
Patsch Mine Tr'ks	State Route 519		
Chartiers Gas and Coal Co. Tracks	All Crossings	Richfol	
Maher Brick Co.	Rogers Ave.	Bridgeville	
B. & M. Indust.	State Route 28	Sygan	
	State Route 28	Treveskyn	
Team Track	Union Avenue	Oakdale	
Elevator Track	Union Avenue	Oakdale	
103	Primrose. For movements leaving Montour Int.	Primrose	
Cherry Valley Indust.	Noblestown Road	Two miles east of Center Ave., Burgettstown	
Ross St. Indust. Track	Ross St., 1650 ft. east of M. P. 43	Steubenville	
New Cumberland Second'y	Chester St.	New Cumberland	
Tenbury Industrial	State Route #2 Madison Avenue	New Cumberland	
Powhatan Second'y B. & O. Int'change, Wheeling Steel Co. Furnace	First St. Second St.	Martins Ferry	
Jefferson Storage	Penn Street	Brilliant	
Blaw Knox Ind.	Fulton Road	Wheeling (Two miles east of 18th St.)	
Zane Running Track	Eoff Street Chapline Street	Wheeling	
Lead to National Fireproofing Co.	National Fire Proofing Co.	East Palestine	
Storage	Elm Street	Columbiana	
Enterprise	Elm Street		
Team	Chestnut Street	Leetonia	
E & P Branch	On siding at Homer St. Second St.	Greenville	
Lead to Flintkole Co.	State Route 44	Ravenna—(1.6 miles east of)	7
Stow Industrial	Hudson Drive	Hudson—(3.5 miles south of)	
Salineville Ind.	Main Street	Salineville	
Tuscarawas Sec.	Wooster Ave. Tuscarawas Ave.	Dover	1
NP Industrial	Union Ave. Fourth Street Third Street Broadway	New Philadelphia	
Strasburg Spur	Winfield Road Beartown Road	Dover—(1.4 miles north of) Dover—(4.9 miles north of)	2
Marietta Branch	Wheeling Ave. Steubenville Ave. Woodlawn Ave.	Cambridge	3
Wolf Creek Ind.	Route 19	West of Leesburg	4
Siding and Ind.	Township Road	Victory	
Westford Siding	White's Road	Westford	5
Greenville Siding	Homer Street Second Street	Greenville	

Track	Crossing	Location	Note
Wye	Park Ave. Warren Ave.	Niles	
Houston Secondary	E. Washington St. Grove St. South Mill St. Produce St. Route 19 Wilson Ave. Market St. Route 62	New Castle 1547 feet west of Mile Post 66 Mercer Mercer 1971 feet west of Mile Post 76	6
Walford Secondary	South Main St. East Poland Avenue	Walford 3980 feet west of Mile Post 3	
No. 1 Lead to Wheatland Tube Co.	South Railroad St. Mill St.	Wheatland	8
No. 2 Lead to Wheatland Tube Co.	South Railroad St.		

At the following crossings on Northern Division:

Each and every movement of a locomotive, car or train across the highway at the crossing shall be stopped clear of the highway and shall not proceed thereover until a member of the train crew, equipped with a red flag during daylight hours and with a lighted red lantern and a lighted white lantern during the hours of darkness, has entered upon the highway and properly warned the traveling public of the approach of said locomotive car or train.

Track	Crossing	Location	Note
Main Line			
All Tracks	Alabama Street	Buffalo	
Brick Co.	State Highway—Route 144	West of Renovo	
Brick Co.	State Highway—Route 120		
West Leg Wye	Walnut and Henderson Streets	Lock Haven	
Industrial	Fleming	So. Williamsport	
Jasper Wood Products Co. Glenn Gery Brick Co.	State Highway—Route 49097	Watsonstown—West of	
Industrial	Eighth Street	Watsonstown	
Industrial	Fourth Street		
Watsonstown Brick Company	Township Road No. 609		
Canal Track	All Crossings	Milton	
E.-L. R.R. Interchange	King Street	Northumberland	
Main Line—Erie			
Track leading to E. E. C. Ry.	East 12th Street	Erie	
Wye	Ash Street		
Haller Co. and Keystone Realty Co.	Wallace Street		
Continental Rubber Company	West 12th St. and West 11th St.		
No. 2 Team Track	Market St.	Union City	
Deluxe Metal Furniture Company	U. S. Route No. 6	Warren	
N.Y. and Pa. Co. Inc.	U. S. Route No. 219	Johnsonburg	
Brussels St. Yard Tracks Sylvania Electric Products Co. Yard Tracks	U. S. Route No. 120 Pa. State Route A1247 Fourth Street	St. Marys	

Track	Crossing	Location	Note
Chautauqua Branch			
Depot Track Hole Track Wilson Track Milk Track Rodger Track	Mead Ave.—5th Ave.	Corry	
Main Track Note—On school days only between 7.45 A.M. and 9.00 A.M. and between 3.00 P.M. and 4.45 P.M. During Day-light Saving Time, these times will be one hour earlier.	Central Avenue Franklin Street Drake Street	Titusville	
Pioneer Track	Franklin Street Perry Street	Titusville	
Pennzoil Plant No. 2, No. 10 track	Township Road	Oil City	
Salamanca Secondary Track			
BS-1 Running Track	Seventh Street Eighth Street	Olean	
Ridgway Secondary Track			
Yard Track	Main Street	Ridgway	
East Leg of Wye Track	Broad St.		
Brockway Glass Co.	U.S. Route No. 219	Brockway	
Williamsport Branch			
Industrial	Railway Street Penn Street East Fourth Street Franklin Street Oliver, Rose and Cemetery Streets Walnut Street Hepburn Street Pine Street Market Street Mulberry Street	Williamsport	9 9 9 9 9
Canal & Lumber	All public crossings	Williamsport	
Clermont Secondary Track	U.S. Route No. 446	Larabee	
Terminal Running Track	Troup Street Plymouth Avenue Brooks Avenue Elmwood Avenue Scottsville Road Cairn Street	Rochester	
Sodus Bay Secondary Track			
All	Palmyra and Buffalo Streets	Marion	
Newark-Marion	Main Street	Newark	
Reed Company's	Ford Street		
Bloomer Bros.	Siegrist Street		
Elmira Branch			
Salt Co.	Fourth Street	Watkins Glen	
Siding	Fourth Street		
Brick Works	Main Street	Horseheads	
Allens Products Co. Blodges Gas and Oil Co.	Clinton Street	Penn Yan	
Canandaigua Track			
	U. S. Highway crossing Route 5 and 20	Canandaigua	
	Ontario Street		

Track	Crossing	Location	Note
Low Grade Secondary			
Wallwork Mine	Route No. 28	Hawthorn	
Crawford Furniture Co. Track	Route No. 28	OD	
Watsontown Secondary Track			
Secondary	State Highway— Route 147	McEwensville	
Secondary	State Highway— Route 44	Turbotville	
Secondary	State Highway— Route 54	Ottawa—East of	
Secondary	State Highway— Route 42	Eyersgrove Jct.— East of	
Secondary	State Highway— Route 339	Light Street	
All	LaSalle and Mulberry Streets	Berwick	
Montandon Secondary Track			
Secondary	State Highway— Route 871	Lemont—East of	
Secondary	State Highway— Route 45	Centre Hall— East of	
Secondary	State Highway— Route 45	Centre Hall	
Secondary	State Highway— Route 15	Lewisburg	
Wilkes-Barre Branch			
Catawissa	2nd Street	Catawissa	
Industrial	3rd Street	Nescopeck	
Industrial Lead	Public Road	Nanticoke	
Susquehanna Lumber Co., East Leg of Wye	Broadway		
Gibbs Milling Co.	Broadway		
West Nanticoke	Warsaw, Saba and Allan Streets		
All	Division Street	Wilkes-Barre	
All	South Franklin St.		
All	South Main St.		
Shamokin Secondary Track			
Richards	U. S. Route No. 122	Sagon—3061 feet east of	
Green Ridge	U. S. Route No. 122	Sagon—3180 feet east of	
Green Ridge	Route No. 54	Sagon—3405 feet east of	
Haas Lead	10th Street	Sunbury	
Haas Lead	Lenker Ave.		
L. V. Jct. Secondary Track			
All	Main and Market Streets	Lykens	
NOTE 1. Engines with cars ahead. NOTE 2. For southward movements. NOTE 3. Daily except Sunday, 8.30 A.M. to 4.30 P.M. NOTE 4. Train must be preceded by a trainman who must station himself on the southside of crossing and provide protection until the entire train has passed over the crossing. NOTE 5. Crossing must be protected by a trainman whenever the front or rear of train is standing within 200 feet, on either side, of highway crossing. NOTE 6. A lighted fusee must be used in addition during the hours of darkness when protecting this crossing.			

After trains or engines have cleared the crossing, stop button must be operated to restore signals to normal.

1103-C13. In order to prevent unnecessary operation of flasher lights at 3rd Street Crossing, Glassmere, eastward trains on No. 1 track receiving a Stop and Proceed indication, Rule 291, at fixed signal No. 586, will stop at C.C. sign, located 465 feet west of Signal No. 586 and communicate with the Operator at AJ Block Station before proceeding.

1103-C14. Eastward trains on No. 1 track receiving a Stop Signal Rule 292 at Harmar, must stop clear of grade crossing leading to Allegheny Valley Sewage Treatment Plant, crossing just west of Harmar and communicate with the operator at UY.

1103-C15. Trains and engines on Retail Track, Loretto Street and on Hancock Storage at Myers Street, Toronto must not enter the highway crossing until a member of the crew has manually operated the protection with the push button located on the west end of relay case.

1103-C16. Precaution must be taken as indicated by NOTE.

Location	Crossing	Track	Note
Columbiana	Elm Street	No. 2	1
Columbiana	Elm Street	Mill	2
Canton	Tuscarawas Street	No. 1, No. 2, No. 3, No. 4	3
Canton	Third Street, S. E.	No. 1 and No. 4	4
Massillon	Third Street, S. E.	No. 7	5
Massillon	Third Street, S. E.	No. 2	6
Massillon	Third Street, S. E.	No. 1	7
Loudonville	Market Street	No. 1 and No. 2	8
Loudonville	Spring Street	No. 1 and No. 2	8
Sharon	Staunton Ave. Pitt Street Silver Street Fisk Street Clark Street	Sharon Secondary Track	9
Dover	Strasburg Spur	Dover Secondary	10

NOTE 1. Push Buttons located in Box 240 feet east of crossing. When switching movements on station side tracks are completed, and backward movement is made over Elm Street, a speed of 5 miles per hour must not be exceeded.

NOTE 2. Shifting movements must be protected by manual operation of flashing light signals before fouling the crossing by pushing control button, marked "Start" located on signal pole on north side of tracks; push button must be held continuously by a member of the train crew until cars reach crossing.

NOTE 3. Westward trains on No. 1, No. 2, No. 3 and No. 4 tracks receiving Stop Signal Rule 292, at Wandle will stop clear of Second Street to avoid unnecessary operation of automatic crossing signals and automatic gates.

NOTE 4. Shifting movements on No. 1 track and No. 4 track must not exceed speed of 5 miles per hour.

NOTE 5. Shifting movements on No. 7 track must be protected by manual operation of flashing light signals before fouling the crossing.

Push buttons, which control the flashing light signals, Third Street, Massillon, are located in box on side of relay case just west of the crossing, and on bridge marker just east of the crossing north side of track.

Push button must be held pressed continuously by a member of the train crew until the engine or cars reach the crossing. Lights will operate continuously while engine or cars occupy the crossing.

Operation of push buttons must be repeated each time the crossing is to be occupied.

Movements on this track over the crossing at Third Street must not exceed a speed of five (5) miles per hour.

NOTE 6. Push buttons, which control the operation of the flashing light signals on No. 2 track at Third Street, are located in a box on the west side of bridge marker located 75 feet east of the crossing on north side of the tracks.

Shifting movements on other tracks over this crossing will operate the flashing light signals automatically; such movements must not be made at a speed exceeding five (5) miles per hour.

Trainmen on trains which stop on No. 2 track to pick up, or set off cars at Union Drawn Steel Company, or Mace, must push the control button marked "Stop."

The portion of train left standing on No. 2 track must be at least 150 feet east of the crossing in order to clear track circuits which operate the flashing light signals at Third Street. After train has been recoupled, and is ready to depart, Trainmen must push control button marked "Start" in order to restore the flashing light signal circuits to normal operating condition.

NOTE 7. When eastward trains or engines make stop on No. 1 track between a point 1900 feet west of Massillon Passenger Station and Third Street Crossing east of stations, trainmen or station employees must operate push buttons, located on a post south of eastward passenger station platform at east end of shelter shed, to stop the flasher light signals at Third Street from flashing while engines or trains are stopped.

If trains or engines stop west of sign, located east of station platform, the push button marked "Stop" must be pushed.

If the button marked "Stop" is pushed before the train or engine reaches sign, and the train advances east of sign before coming to a stop, the push button must be pushed a second time.

A lamp, which is mounted on shelter shed above the push buttons, indicates when burning that the flashing signals are flashing for movements on No. 1 track. This light will continue to burn after the "Stop" button is properly operated.

If the "Stop" button has been pushed in error for a train that does not stop at Massillon, or when a train that has stopped is ready to depart, push button marked "Start" must be pushed in order to restore the flashing light signal circuits to normal automatic operation.

NOTE 8. Cut out and Cut in push buttons for use of trainmen located at Southeast and Northwest corners of Market and Spring Streets, mounted on pedestal posts and locked with Switch Locks. Trains and engines making movements on Mill Siding and House Track Siding, east and west of Spring Street, must assure themselves that gates have been lowered before passing over or fouling crossing.

NOTE 9. Trains and engines must approach these crossings prepared to stop unless flashing light signals are known to be operating, in event flashing light signals are not operating, protection must be provided as prescribed by Rule 103.

NOTE 10. In the event crossing protection signals are not operating, a member of the crew must manually start the signal protection by pushing the proper button mounted in instrument case located on southwest corner of crossing.

1103-C17. The device which cuts out the operation of the automatic highway crossing signals (flashing light signals) at Tuscarawas Street, Canton, and at Third Street, S. E., Massillon, also cuts out the operation of the Automatic Highway Grade Crossing Gates.

Train crews making shifting movements to industrial sidings east and west of Tuscarawas Street, Canton, and over Third Street, S. E., Massillon, must assure themselves that gates have been lowered before passing over or fouling crossing.

1103-C18. When shifting movements are being made over the following crossings, and signals are not flashing, trainmen will start the signals flashing by pushing the proper button at the crossing.

McCracken Road, Sand Pit track.....	McCracken
Grace Street, Old Line.....	Bedford
State Route No. 8.....	Mineral City
Portage Street, Storage and Team track.....	Cuyahoga Falls
Broad Street, Love Coal Co., House track and	
Falls Lumber Co. track.....	Cuyahoga Falls
Howe Road, Ohio Edison tracks.....	Cuyahoga Falls

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

1103-C19. Attention is called to the following extract from an order issued by the Pennsylvania Public Utility Commission, State of Pennsylvania.

"A light shall be displayed on the head end of drafts of railroad cars being pushed or dropped over a public highway crossing, at grade, during hours of darkness whether or not the tracks constitute a part of a railroad yard, except at times when such crossing is protected either by gates, automatic highway crossing signals, watchmen or train-service employees."

1103-C20. Trains and engines must approach Main Street Crossing, located 420 feet west of Greenville, not exceeding a speed of 10 miles per hour and when front portion of train is over crossing they may resume their authorized speed, account heavy traffic over crossing.

1103-C21. Westward trains having work at Greenville station will, when possible, stop east of telephone shelter box to permit trainmen to cut out the operation of the automatic highway crossing signals.

1103-C22. Trains and engines on No. 99 and No. 98 Secondary tracks must approach McCracken Road crossing located 320 feet east of Mile Post 113 not exceeding a speed of 5 miles per hour and when front portion of train is over crossing they may resume their authorized speed, account short limits of track circuits that operate flasher signals.

Track circuit signs "CC" located 250 feet east and west of McCracken Road crossing indicate the point beyond which engines and cars will operate automatic crossing protection on No. 99 and No. 98 Secondary tracks. Engines or cars must not be left standing within these limits.

1104-A1. Normal Position of Switches and Crossovers at Specified Locations
(All Divisions)

Switch Located at	Connecting	With	Normal Position is for Movements
Holly	No. 1 track	Eastward Running	Eastward Running
Brook	Morrison Cove Secondary	Bedford Secondary Track	To Bedford Secondary Track
Creek	Mt. Dallas Secondary	Bedford Secondary Track	Bedford Secondary Track
White	Bellefonte Secondary	White Rock Quarries	White Rock Quarries Track
Cherry Tree Jct.	Susquehanna Secondary	C.T.&D.R.R. Lead Track	To C.T.&D.R.R. Lead
Cherry Tree Jct.	Susquehanna Secondary	N.Y.C.R.R.	To north leg of wye
Cherry Tree Junction	North & South Legs Cherry Tree Wye	C.T.&D.R.R.	Left as used
Irvona Jct.	Cresson	Blandburg	Left as used
Paint Creek Br. Jct.	South Fork Secondary	Paint Creek and Shade Creek Branches	To Paint Creek and Shade Creek Branches
Jamison No. 2	Alexandria Industrial	Jamison No. 2	To Jamison No. 2
Huff Jct.	Greensburg Secondary	Huff Secondary	Greensburg Secondary
Hayden Jct.	Southwest Secondary	Huff Secondary	Southwest Secondary
County Jct.	Southwest Secondary	Greensburg Secondary	
Hunker	Southwest Secondary	Yukon Secondary	
Scottdale	Southwest Secondary	Scottdale Secondary	
Linn	Redstone Sec.	PMcKY YD. Running Track	PMcKY YD. Running Track
West Brownsville Jct.	Monongahela Secondary	West Brownsville Secondary	Monongahela Secondary Track
West Brownsville Jct.	South leg of wye	West Brownsville Secondary	To south leg of wye
RS	Redstone Secondary	Southwest Secondary	To Southwest Secondary
Cokeburg Jct.	Cokeburg Secondary	Ellsworth Secondary	To Cokeburg Secondary
South of Cokeburg Jct.	Cokeburg Secondary	Bethlehem No. 60 Ind.	To Bethlehem No. 60 Industrial Track
Blairsville	Blairsville Industrial	No. 104 Yard Track	To No. 104 Yard Track
South of Homer City	Indiana Secondary	Yellow Creek Industrial	To Yellow Creek Industrial Track

Switch Located at	Connecting	With	Normal Position is for Movements
South End of Coleman Yard (Note 1)	No. 101 Secondary Track	No. 103 Secondary Track	To No. 103 Secondary Track
Bower Hill (Universal Cyclops Steel Co.)	New Track	Drill Track	From New Track to Drill Track
Tiltonville	Connection to New Yard P.R.R. Track	N.K.P. Track	On N. K. P.
Ohio Jct.	Powhatan Secondary	Terminal Br.	On Powhatan Secondary Track
Captina Jct.	Powhatan Secondary	Captina Secondary	On Powhatan Secondary Track
CY	New Cumberland Branch	Weirton Secondary	On New Cumberland Branch
CY	Weirton Secondary	No. 55 Yard Track	To No. 55 Yard Track

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

Alliance	Mahoning Secondary	Two Main Tracks	Westward
Bessemer Avenue	Eng. House storage	No. 4 Yard Track	To No. 4 Yard Track
	Kingsbury Industrial	No. 4 Yard Track	To No. 4 Yard Track
Arlington	Single track	Two Main Tracks	Southward
DJ	Tuscarawas Secondary	Dover Secondary	To Dover Secondary
Coryville	Clermont Secondary Track	Farmers Valley Secondary	To Farmers Valley Secondary
Dock Jct.	No. 2 Running	N.Y.C.R.R. Connection	To No. 1 Running
Erie, Seventh St.	No. 4 Running	No. 5 Running	To No. 4 Running
Erie, East of Mile Post 2	Yard	No. 6 Running	To No. 4 Running
Brockway	Station and Interchange	E.-L. R.R.	To E.-L. R.R.
Brockway	Yard Track	E.-L. R.R.	To E.-L. R.R.
Himrod Jct.	Side Track	N.Y.C.R.R.	To and from N.Y.C.R.R.
Wilkes-Barre Northampton St.	Yard Track	No. 6 Track L.V.R.R.	To No. 6 Track
Williamsport—East of	Psgr. Track	Ladder Track	To Psgr. Track
Williamsport—West of	Psgr. Track	Ladder Track	To Terminal Track
Venango Yard	North end Scale Track	Run Around Track	To Run Around Track
Venango Yard	South end Scale Track	Run Around Track	To Run Around Track
Penfield—Lady Jane Colliery	Loaded	Penfield	To Loaded

1104-B1. Switch Tenders are Stationed at and Have Charge of Main Track and other than Main Track Switches as Indicated

Location	Switches	Note
Arlington	Main tracks and crossovers, also end of two main tracks	1

NOTE 1. Movements with the current of traffic on main tracks are not required to receive signal to proceed from the switch tender.

Trains or engines using crossovers at Arlington are not required to observe Rule 152.

GJ	South of Block Station	3
-----------	------------------------	---

NOTE 3. At switches just south of GJ the switch tender will obtain permission for movements to No. 1 and No. 2 main tracks, crossover movements, departure tracks, freight yard tracks and outbound engine track, and give the permission verbally to conductors and engineers. Switch tender will also report movements clear of the block to operator.

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

Location	Switches for Movements	Note
Pitcairn Yard Springhill	All eastward movements from Springhill to Eastward Receiving yard, Running tracks and Westward Classification Yard. All westward movements from Eastward Receiving Yard Running tracks and Westward Classification Yard to Springhill, and Crossover from No. 0 track to No. 1 Secondary tracks, 400 feet west of Springhill.	1-2
Mingo East End 400 Yard	Westward Running track, Wye connections to Main Line, No. 1 Interchange, Enginehouse Lead, Westward Receiving Yard, Crossover Switches connecting Eastward and Westward Running Tracks. Eastward Running track, No. 1 West Yard Switch, Eastward Classification Switch, 99 Running track and Crossover Switches connecting Eastward and Westward Running track.	1-2

NOTE 1. On duty continuously.

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

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

Location	Switches	Note
Allegheny Branch DN	Switch connecting Single track with Verona Industrial track.	
Alliance	Switch connecting end of two main tracks	1
	Switches to and from M.L.-Eastern	2-3
	West end of eastward siding	1
Port Allegany	Switch at south end of Siding	
BM	Switch at north end of Brocton Siding	
MS	Switch 1	
Kane	Switch 1	4
Drury	Crossover between No. 1 and No. 2 tracks 909 feet west of Drury; crossover between No. 2 track and No. 1 yard track 588 feet west of Drury; crossover between east yard lead and West yard lead 337 feet west of Drury; crossover between No. 1 track and No. 2 track 663 feet east of Drury; crossover between No. 2 track and east yard lead 282 feet east of Drury, and main track switch leading from No. 1 track to the west end of freight house track.	
Drocton	From east yard to No. 2 track 167 feet west of Drocton; from No. 2 track to Farwell siding 55 feet west of Drocton; crossover between Farwell siding and No. 1 track 412 feet east of Drocton, and from No. 2 track to west yard 243 feet east of Drocton.	

Location	Switches	Note
Trout Run	South end of siding	
Leolyn	South end of siding	
Sned	South end of siding	
Kendall	From main track to pull out track 102 feet south of Kendall	

NOTE 1. All movements except yard.

NOTE 2. For all movements.

NOTE 3. Hand signal from operator will be authority for eastward trains to use No. 3 track from switch connection with Main Line-Lake to CP interlocking.

Hand signal from operator and low home signal indication will be authority for westward trains on No. 3 track to use switch connection to Main Line-Lake.

NOTE 4. Operator Kane in charge of switch east end yard track when Block Station is open.

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

Location	Switches	Note
EP	Secondary Track Switch.	
GH	Switch at Junction P.R.R. and N.Y.C. Switch at east end of siding.	

Hand-Operated Switches Equipped with Electric Locks:

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

Location	Switch	Controlled by	Note
4414 feet west of M.P. 179	No. 2 to No. 1 Track	Lewis or Jacks	1-5
4466 feet west of M.P. 179	No. 2 to No. 3 Track	Lewis or Jacks	1-5
3892 feet west of M.P. 155	No. 2 Track Switch to Shop Track	Mifflin	
Mile Post 173.2	Longfellow Shop Track	Jacks	1
Mile Post 184.2	Vineyard Shop Track	Lewis or Jacks	1
Tyrone	No. 5 to No. 6 Track, West end No. 5 to No. 6 Track, East end Clearfield Branch to east leg of Wye Clearfield Branch to 17th Street yard	Gray	1
Altoona	A track to East Side Concrete & Supply Co. Industrial Track A-1 South runner to local yard	Works South	1 1
Wye	Single track to National Radiator Co. track	Wye	1
Between: East Beech and Lock Haven (Nor. Div.)	All switches in main track and Post Siding	Lock Haven, (Nor. Div.)	1
Between: Vail and East Beech	All switches in main track and sidings	Miles	1
Between: Park and Vail	Park siding to storage track	Miles	1
East of SF	Switch to Bennington Storage Track from No. 4 Track	AR	
West of Cresson	Switch to Lilly North Storage Track from No. 4 Track	MO	
Conemaugh	Switch to Westbound Receiving Yard from No. 4 Track	C	
West of SG	Johnstown Municipal Track	SG	1
West of DP	Pennsylvania Electric Industrial Track	SG	1
East of CV	Pennsylvania Electric Industrial Track	SG	1

Location	Switch	Controlled by	Note
West of Greensburg	West Switch, Greensburg Freight Station Track from No. 1 Track	RG	
East of WK	Switch to Industrial Track from No. 1 Track	CM	
East Leg of Wye	Switch to Westinghouse	CM	
Atlas	Crossover between No. 2 Track and Atlas Storage Track Switch in No. 2 Track leading to Atlas Powder Co. Track Switches in No. 1 and No. 2 Tracks leading to west end of Atlas Storage Track Switch in No. 1 Track to Saltsburg Industrial Track Crossover switch in No. 1 Track to Saltsburg Industrial Track	Truxall	2
Freeport	Crossover between No. 2 Track and Warehouse Track	AJ	
Acme	Switch to Cemline Corporation Track from No. 1 Track	UY	3
Aspinwall	Switch to West end Ross Yard from No. 1 Track	UY	
Aspinwall	Switch to Casey's Track from No. 1 Track	UY	
2623 feet east Federal St.	Switch to Stock Running Track from No. 1 Track	CQ	
Federal St.	No. 1 Track to D. L. Clark Co. Track	Federal St.	
Corliss	Switch leading to Yard Track from No. 101 Track	Corliss	
Camp Hill	Switch to Superior Mill from No. 1 Track	Wagner	5
Collier	Switch to west end of yard from No. 3 Track	Weirton Jct.	4
Weirton Jct.	Switch to No. 29 Yard Track from New Cumberland Branch Switch to "Pull in" Track from New Cumberland Branch	Weirton Jct. Weirton Jct.	
Alliance	No. 3 Track to Main Line-Lake	Alliance	1
410 feet west of M.P. 110	No. 1 Track to South Massillon Industrial Track	Mace	
1137 feet east of M.P. 125	Trailing, No. 1 Track to No. 31 Loop Track west	Orrville	
1191 feet east of M.P. 125	Facing, No. 1 Track to No. 31 Loop Track east	Orrville	
3529 feet east of M.P. 125	Trailing, No. 1 Track to No. 95 and No. 97 Tracks	Orrville	
3912 feet east of M.P. 125	Trailing, No. 1 Track to No. 91 Track	Orrville	
4822 south of M.P. 4	Switch to Alside Spur	Hudson	1
DM	Crossover between No. 1 Track and Yard 3	DM	
Clark	Stow Industrial	Hudson	1
Ebenezer	Crossover between No. 1 and No. 2 Track Union Road overhead bridge	GJ	
East Aurora	North end of Siding	Machias	1
East Aurora	South end of Siding	Machias	1
East Aurora	Freight House Track	Machias	1
East Aurora	Crossover Main Track to Siding	Machias	1
East Aurora	East Aurora Lumber & Supply Corp.	Machias	1
Chaffee	North end of Storage Track	Machias	1
Arcade	Town Track	Machias	1
Arcade	A.&A.R.R. Connection Track	Machias	1
Delevan	Borden's Milk Track	Machias	1
Lake	North end of Siding	Machias	1

Location	Switch	Controlled by	Note
Portville	South end of Storage Track	WH	1
Drury	No. 2 Main Track to Yard	Drury	
Drury	No. 2 Main Track to No. 1 Main	Drury	
Drocton	No. 2 Main Track to Yard Track East of Drocton Tower	Drocton	
Drocton	Yard Track to No. 2 Main Track West of Drocton Tower	Drocton	
Kase	Wilkes-Barre Branch to cripple car Track	Kase	
Kase	Wilkes-Barre Branch to Oil Track	Kase	
Sunbury	Main Track to Central Builders M. P. 286	Kase	1
Sunbury	Haas lead crossing Main Line	SF	
Williamsport Branch			
Newberry Yard	East End No. 8 Track to Main Track	Newberry	
Newberry—west of	Main Track to No. 7 Lead Track	Newberry	
Rose St. Williamsport	West End Rose St. Track to Main Track	Newberry	
Williamsport 7th Ave.	Facing hand-operated switch, for westward movement in Yard Track leading to Industrial Track	Newberry	
Elmira Branch			
North of Newberry	Lundy Lumber Co. to Main Track—2 Switches Public Delivery to Main Track	Newberry	
Wilkes-Barre Branch			
Catawissa	Main Track to A. J. Balshi Track	Norca	
Kips	Main Track to west end of Westward Siding	Kips	
Allegheny Branch			
Madison	Switch to south and north end Madison Siding	Brady	1
West Monterey	Facing switch for northward movement leading to Sta. Track	Brady	1
Parkers Landing	Facing switch for southward movement leading to delivery track	Brady	1
South of M. P. 84	Facing switch for southward movement leading to delivery track	Brady	1
Emlenton	Switch to south and north end Emlenton track	Brady	1
Venango	Facing switch for southward movement leading to Venango siding	Brady	1
South of M. P. 128	Facing switch for northward movement leading to Cran track	Brady	1
Oil City	Inbound Shop Track	Bridge	
Oil City	Outbound Shop Track	Bridge	
Oil City	Retail Track	Bridge	
Oil City	Oil City Milling Co. Track	Bridge	
Oil City	Water Works Track	Bridge	

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

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

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

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

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

NOTE 5. Equipped with center throw locking device.

1104-D2. The following switches are equipped with electric lock, not controlled by operator:

Location	Switch
West of Mile Post 125	No. 2 Track to Iroquois Shop Track
West of M. P. 173	No. 2 Track to Longfellow Shop Track
West of M. P. 184	No. 2 Track to Vineyard Shop Track
125 feet west of Toms Run	No. 1 Track to Bennett Dump Track
1950 feet west of Toms Run	No. 2 Track to Bennett Dump Track
2000 feet west of Toms Run	Center locked crossover between No. 2 Track and Bennett Siding
East of BI	No. 2 Track to Blairsville Yard
East of BI	No. 1 Track to BI Dump Track
BI	No. 1 Track to BI Dump Track
Atlas	Switch in No. 2 Track at east end of Atlas Storage Track
Avonmore Industrial Track	Switch in No. 1 Track to Avonmore Industrial Track
Blawnox	Crossover between No. 2 Track and Ross Storage Track

Location	Switch	Note
Wagner	Facing switch leading to Porcelain Metal Products Co.	
Smithville	Storage track to No. 3 track.	1
West of Mile Post 133	Facing switch leading from No. 3 track to Rubbermaid Co. track.	2
Lakeville	Crossovers between No. 1 and No. 2 tracks. East end of Storage track.	3
East of Mile Post 69	Facing switch for eastward movement leading to Jones & Laughlin Steel Co.	4
Halifax	Facing switch for westward movement leading to Trestle Track.	1
	Facing switch for westward movement leading to Station Track.	1
L. V. Jct.	Facing switch for westward movement leading to Industrial track.	1
	Facing switch for eastward movement leading to L. V. Jct. Yard.	1
Dalmatia	Trailing switch for eastward movement from single track to Dalmatia delivery track.	1
Herndon	Facing switch for eastward movement from single track to Herndon delivery track.	1
Selinsgrove Jct.	Facing switch for eastward movement from single track to Selinsgrove secondary track.	1
East end Creek Storage	Trailing switch for eastward movement from single track to east end Creek storage track.	1
Northumberland	Facing switch for eastward movement in single track to E-LRR Interchange.	1
	Facing crossover for eastward movement in single track west of station.	1
	Facing crossover for westward movement in single track to No. 1 Thoroughfare Track.	1
Montandon	Facing switch for westward movement leading to Montandon Secondary Track.	1

Location	Switch	Note
Milton	Facing switch for eastward movement leading to American Home Foods Inc., track 1050 feet west of "MU" Interlocking Station.	2
	Facing switch for westward movement leading to Switching Track, 1730 feet west of "MU" Interlocking Station.	2
	Facing switch for eastward movement leading to Merritt, Chapman & Scott Corporation track, 2010 feet east of Milton Station.	2
	Facing switch for westward movement leading to Bark Track, 1715 feet east of Milton Station.	2
	Facing switch for westward movement to Freight House track.	2
	Facing switch for eastward movement leading switching track, 680 feet east of Milton Station.	2
East Fair	Facing crossover for westward movement leading to ACF track, 121 feet east of Mile Post 274.	
West Fair	Facing crossover for westward movement leading to Watson town switching and storage track, 1276 feet east of Mile Post 271.	2-4
Watson town	Facing switch for eastward movement leading to Watson town freight house.	2-4
	Facing switch for westward movement leading to Watson siding.	2
	Facing switch for eastward movement leading to Watson siding.	2-4
Montgomery	Facing crossover for westward movement leading to freight house.	2
	Facing switch for westward movement leading to Clinton siding.	2
	Facing switch for eastward movement leading to Clinton siding.	2
Jersey Shore	Facing switch for eastward movement in Main Track leading to siding.	2
	Facing switch for westward movement in Main Track leading to siding.	2
Lomis—East of	Main Track to Industrial Track	2
BM-Eye	Switch from main track to yard tracks	2
	Switch to south end of Brocton Siding	2
	Switch to Brocton Team Tracks	2
	Switch to south end Brocton Yard	2
	Switch to north end Mayville Siding	2
	Crossover to south end Mayville Siding	2
	Switch to north end Sherman Siding	2
	Switch to south end Sherman Siding	2
	Switch to Clymer Freight House	2
	Switch to Middle Track, Corry	2
Eye	Switch at west end of Tail Track	
	Switches at east and west ends Warehouse Track	
	Switch 2, MS	
East of Love	Crossover, Main Track to Middle Storage Track	
North of Love	Crossover Main Track to Middle Storage Track	
	Switch, Main Track to north end of Middle Storage Track	

Location	Switch	Note
Love— Bridge	Switch to north end Titusville Siding	2
	Switch to south end Titusville Siding	2
	Switch to north end Rouse Running Track	2
	Switch to Pennzoil Track	2
	Crossover to Rouse Running Track	2
	Switch to NYC RR Interchange	2
	Crossover to Rouse Running Track	2
	Switch to E-L RR Interchange	2

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

NOTE 1. To enter side track from main track train or engine must occupy track circuit which extends 150 feet in advance of switch, before switch can be opened.

NOTE 2. When switch lock is removed from keeper electric lock release in four minutes after which switch can then be operated.

NOTE 3. When switch lock is removed from keeper electric lock release in one minute and fifteen seconds after which switches can then be operated.

NOTE 4. When switch lock is removed from keeper electric lock release in nine minutes after which switch can then be operated.

NOTE 5. When switch lock is removed from keeper electric lock release in thirteen minutes after which switch can then be operated.

NOTE 6. When switch lock is removed from keeper electric lock release in three minutes after which switch can then be operated.

1104-D3. The following switches are equipped with pipe connected derail, and with electric lock controlled by automatic timing device.

Location	Switches	Employee in Charge
7085 feet west of Thompsonstown	Facing switch in No. 2 Track for westward movements, leading to Thompsonstown Shop Track.	Operator at Mifflin or Port
9074 feet west of Thompsonstown	Facing switch in No. 2 Track for eastward movements, leading to Thompsonstown Shop Track.	
1688 feet east of Mill Creek	Facing switch in No. 2 Track for eastward movements, leading to Mill Creek Shop Track.	Operator at Hunt or Jacks
3177 feet east of Mill Creek	Trailing switch in No. 2 Track for eastward movements, leading to Mill Creek Shop Track.	

To unlock: Obtain permission from employee in charge, remove switch lock from keeper and wait for small sign on case of electric lock to indicate "UNLOCKED".

To lock: After restoring switch to normal position, replace switch lock in keeper and wait for small sign on case of electric lock to indicate "LOCKED" and notify employee in charge.

If electric lock does not unlock in four minutes after switch lock is removed, or does not indicate "LOCKED" when switch lock is replaced in keeper, the Superintendent Transportation must be notified.

1105-A1. Spring Switches Located.

Location	Normal Position	Route for Which Sprung	Note
South Fork Secondary Track I.V	For northward movement to No. 2 Track	Southward movement from No. 1 Track	
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	
Cresson Secondary Track, Bradley Junction	For northward and southward movements on Susquehanna Secondary Track	Southward movements on Cresson Secondary Track	
Cresson Secondary Track, One mile South of Ebensburg Junction	For northward and southward movements on Cresson Secondary Track	Southward movements from Black Lick Secondary Track to Cresson Secondary Track	

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	
BN	For northward and southward movements Susquehanna Secondary Track	Southward movements from Barnesboro pull-out Track to Susquehanna Secondary Track	
Black Lick Secondary 3,000 feet West of Mile Post 10	Movement on Black Lick Secondary	Westward movements from Cambria Slope Mine	
Black Lick Secondary 3,000 feet West of Mile Post 12	Movement on Black Lick Secondary	Eastward movement from Cambria and Indiana Railroad	
Floreffe	Northward movements on No. 1 Track	Northward movements from pull-out Track to No. 1 Track	1
Monongahela Secondary Track California	For northward and southward movements on Monongahela Secondary track	Northward movements from Brownsville Yard track to Monongahela Secondary Track	
Monongahela Secondary Track Roscoe	For northward and southward movements on Monongahela Secondary track	Southward movements from Monongahela Running track to Monongahela Secondary track	
Bayard West end eastward siding	Secondary Track	Westward movement from eastward siding	
Alliance East end eastward siding	Secondary Track	Eastward movement from eastward siding	
GR—250 feet east of:	Secondary Track to Westward Running track	Eastward movements from Eastward Running track to Secondary track	
GR—150 feet west of:	Eastward Running track	Movements from east end of Austinburg yard to Eastward Running track	2
Sned—north end Siding	Main Track	Siding to Main Track	
Cowley—south end Siding	Main Track	Siding to Main Track	
Leolyn—north end Siding	Main Track	Siding to Main Track	
Lock Haven—east end eastward Siding	No. 1 Track	Siding to No. 1 Track	
Nescopeck—east end Siding	Main Track	Siding to Main Track	
Stone—End of two Main Tracks	Single Track to No. 1 Track	Southward movements from No. 2 Track to Single Track	
Dock Jet.	For Eastward movement from N.Y.C.R.R. connection to No. 1 Running Track	For Westward movement from No. 2 Running Track to N.Y.C. R.R. connection	1
Erie, Sassafras St.	For Westward movement from No. 5 Running track to No. 2 Running Track	For Eastward movement from No. 1 Running Track to No. 5 Running Track	1

NOTE 1. Southward movement governed by position light fixed signal located 100 feet north of switch and switch signal located on west side of track. Trains making southward movement on this track must approach switch not exceeding 15 miles per hour prepared to stop.

NOTE 2. Spring switch not protected by signal indications. All other instructions pertaining to spring switches are in effect.

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

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

Eastward movement will trail through this switch.

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

Receiving or Discharging Traffic

1107-A1. In the application of Rule 107,

(a) Operator JN will notify eastward trains if westward First-Class trains due have not arrived.

(b) Trains and engines must not pass passenger trains standing at Warren station.

(c) Operator WH will notify southward trains if northward First-Class trains due have not arrived.

(d) Operator WH will notify northward trains if southward First-Class trains due have not arrived.

Secondary Tracks

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

Track	Between	And
A	Deer	Hunt
C	Hunt	Deer
No. 0	East End No. 1 Pit Track	AO
No. 1	WG	Spring Hill
No. 0	WG	Spring Hill
Ellsworth	MC	Cokeburg Jct.
West Brownsville	BF	Ten Mile Run Junction
Yellow Creek	River	Branch
Omal	Mile Post 61	Mile Post 70
No. 101	Reed	McKinley
No. 101	OD Interlocking Station	East Austinburg
No. 102	East Austinburg	OD Interlocking Station

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

Beech Creek Siding
Milesburg Siding
Julian Siding
Eagle Siding
Park Siding

Track Assignments

1151-A1. Single Track

Track	Between	And
Hollidaysburg & Petersburg Branch	Wye	Eldo
Bald Eagle Branch	Lock Haven (Nor. Div)	Park
Clearfield Branch	Wilson	Park
Irvona Branch	Cresson	Blandburg
South Fork Branch	South Fork	W
Paint Creek Branch	Paint Creek Br. Jct.	Shade Creek Br. Jct.
Shade Creek Branch	Shade Creek Br. Jct.	Central City
Turtle Creek Branch	SZ	BY
Port Perry Branch	U Jct.	PG
Main Line	PH	Monon
Peters Creek Branch	Pennmont	Gould
Allegheny Branch	UY	Brady (Nor. Div.)
Terminal Branch	WT	NY
New Cumberland Br.	Weirton Jct.	WN
Bayard Branch	Fairhope	Bayard
E & P Branch	Castle	Thornton Jct.
Alliance Branch	Boanna	CP
Marietta Branch	Marietta	FA
Akron Branch	Hudson	Arlington
Main Line	Rockville	East Allens
Main Line	West Allens	East Linden
Main Line	Linden	Pine
Main Line	HY	SG
Main Line	NR	CR
Main Line	SN	OW
Main Line	Lake	Perry
Main Line	Wales	Hubbard
Main Line—Erie	JN	Otts
Main Line—Erie	Irv	Erie
Bald Eagle Branch	Lock Haven	Div. Post (Pgh. Div.)
Elmira Branch	Newberry	Southport Junction
Elmira Branch	HO	Himrod Jct.
Wilkes-Barre Branch	Log	Kase
Chautauqua Branch	BM	Bridge
West Seneca Branch	GJ	GB
Allegheny Branch	Div. Post (Pgh. Div.)	RH
Williamsport Branch	Newberry	Linden
	River	East Linden

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

Main Line Between:	No. 6 Track	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. A Track	No. 0 Track
Region Post Eastern Reg.) & View			West'd Frt.	East'd Frt.	West'd Psgr.	East'd Psgr.		
View & Mifflin				West'd Frt.	East'd Frt.	East'd Psgr.		
Mifflin & Wall			West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.		
Wall & Lewis				West'd Frt.	West'd Frt.	East'd Psgr.		
Lewis & Jacks				West'd Frt.	East'd Frt.	East'd Psgr.		
Jacks & Hunt				West'd Frt.	East'd Frt.	East'd Psgr.		
Hunt & Pete			West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.		
Pete & Tunnel				West'd Frt.	East'd Frt.	East'd Psgr.		
Tunnel & Spruce					West'd Frt.	East'd Frt.		
Spruce & Forge				West'd Psgr.	West'd Frt.	East'd Frt.		
Forge & Wilson			West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.		
Wilson & Gray		East'd Frt.	West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.		
Gray & Antis			West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.		
Antis & Alto			West'd Frt.	East'd Frt.				
Alto & Slope			West'd Frt.	East'd Psgr.	East'd Frt.	East'd Frt.		
Slope & SF			West'd Psgr.	West'd Frt.	East'd Psgr.	East'd Frt.		
SF & AR or UN			West'd Psgr.	West'd Frt.	East'd Frt.			
AR & MO			West'd Psgr.	West'd Frt.	East'd Psgr.	East'd Frt.	East'd Frt.	
MO & JD			West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.		
JD & Millwood				West'd Frt.	West'd Psgr.	East'd Frt.		
Millwood & DR				West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.	
DR & RG			West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.		
RG & CP			West'd Psgr.	West'd Frt.	East'd Psgr.	East'd Frt.		
CP & SZ			West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.		
SZ & WG			West'd Psgr.	East'd Frt.	West'd Frt.			
WG & Perry			West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.	East'd Frt.	
Perry & R			West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.		
R & CM				West'd Frt.	East'd Psgr.			
CM & PITT					West'd Frt.	East'd Frt.		
JD & Federal St.				West'd Frt.	East'd Frt.			

Main Line Between:	No. 6 Track	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. A Track	No. 0 Track
PITT & Federal St.					West'd	East'd		
Federal St. & E. Conway			West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.		
E. Conway & Div. Post (Lake Div.)					West'd	East'd		
Monon & CO					West'd	East'd		
CO & Weirton Jct.				West'd Frt.	West'd Psgr.	East'd		
Weirton Jct. & Region Post (Buckeye Div.)					West'd	East'd		
Div. Post (Pgh. Div.) & CP					West'd	East'd		
CP & Wall				West'd Psgr.	West'd Frt.	East'd		
Wall & Fairhope					West'd	East'd		
Fairhope & McKinley			West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.		
McKinley & Reed				West'd Frt.	West'd Psgr.	East'd		
Reed & Orrville					West'd	East'd		
Orrville & Big Run				West'd	East'd Psgr.	East'd Frt.		
Big Run & Lucas					West'd	East'd		
Main Line -Lake Between: Alliance & Seneca					West'd	East'd		
Y & R Connection Between: Ravenna (B&O RR) & Rave					West'd	East'd		

Main Line Between:	No. 2 Track	No. 1 Track
East Allens & West Allens	Westward	Eastward
East Linden & Linden	Westward	Eastward
Pine & HY	Westward	Eastward
SG & JN	Westward	Eastward
JN & NR	Southward	Northward
CR & SN	Southward	Northward
OW & Lake	Southward	Northward
Perry & Wales	Southward	Northward
Hubbard & SS49A	Southward	Northward
Main Line—Erie Between: Otts & Irv	Westward	Eastward
Holidaysburg & Petersburg Branch Between: Eldo & Alto	Westward	Eastward
Brilliant Branch Between: UY & CM	Westward	Eastward
South Fork Branch Between: South Fork & LV	Northward	Southward
Port Perry Branch Between: Perry & U Jct.	Westward	Eastward

	No. 2 Track	No. 1 Track
Low Grade Branch Between: Rochester & Div. Post (Lake Div.)	Westward	Eastward
Bayard Branch Between: Rochester & Div. Post (Lake Div.)	Westward	Eastward
River Branch Between: Yellow Creek & Rockville	Westward	Eastward

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

NOTE—OC Bridge Tracks No. 3 and No. 4 are numbered from north to south
NOTE—OC Bridge Tracks No. 1 and No. 2 are numbered from south to north

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

Monongahela Br. Between:	Monon. No. 1 Track	Monon. No. 2 Track	Scully No. 2 Track	Scully No. 1 Track	No. 1 Track	No. 2 Track
Monon. & OB	Nort'd	Sout'd	West'd Frt.	East'd Frt.		
OB & H					Nort'd	Sout'd

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

E & A Branch Between:	No. 2 Track	No. 1 Track
Wampum Jct. & Niles Jct.	Westward	Eastward
Low Grade Branch Between: Post (Pgh. Div.) & Wampum Jct.	Westward	Eastward
E & P Branch Between: Thornton Jct. & Girard Jct.	Westward	Eastward
P Y & A Branch Between: Detour & North Warren	Westward	Eastward
Akron Branch Between: Arlington & Warwick	Southward	Northward
Bayard Branch Between: Div. Post (Pgh Div.) & Bayard	Westward	Eastward
Allegheny Branch Between: RH & Bridge	Southward	Northward
Salamanca Branch Between: Stone & Irv	Southward	Northward

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

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

Track	From	To	When authorized by Train Dispatcher On Verbal Permission from
No. 2	Spring Hill	SZ	Operator SZ
No. 1	Perry	First switch leading to east end East Pittsburgh Yard	Operator WG
No. 3	Edgewood	First switch east thereof, leading to Keller Bros. Co.	Operator R
No. 2	North end Thompson Yard	Kenny	Operator PG
No. 2	East end siding Wellsville	Switch leading to Fueling facilities, 500 feet east thereof	Operator Rochester (Operator Midsteel when open)
No. 2	Shaw	First street Olean	MACHIAS

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

1151-C1. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Note
A	Deer	Hunt	Eastward	Hunt	1
C	Hunt	Deer	Westward	Hunt	1
No. 1	Alto	South	Eastward	AYM South	1
No. 1	South	Rose	Eastward	AYM-Brush	1
A	Alto	South	Eastward	AYM South	1
No. 2	Rose	Alto	Westward	AYM-Rose	1
No. 1	Rose	Antis	Eastward	Antis	2-7
No. 2	Antis	Rose	Westward	Antis	2-7
No. 1	Wye	Holly	Eastward	Wye	2
No. 2	Holly	Wye	Westward	Wye	2
No. 0	East End No. 1 Pit Track	AO	Eastward	C	1 3
No. 1, No. 2, No. 3 & No. 4 Pit	C	Junction with O Track	Eastward	C	1 3
IS	JW	Clearance Point, E.E., Woodvale Yard	Eastward	C	1 4
No. 0	CP	Shafton	Eastward	CP	1
No. 0	WG	Spring Hill	Eastward	WG	1 5
No. 1	WG	Spring Hill	Eastward	WG	1 5
Relay 1	Perry	U Jct.	Westward	WG	1
Relay 2	Perry	U Jct.	Westward	WG	1
Relay 3	Perry	U Jct.	Westward	WG	1
WK	CM	WK	Eastward	CM	1 6
Monongahela No. 1	MC	H	Northward	MC	2

Track	From	To	Assigned Direction	Controlled by	Note
Monongahela No. 2	H	MC	Southward	H	2
No. 101	29th Street	North End Coleman Yard	Northward	Yard Master 16th Street, when Yard Master 43rd is not on duty	1
No. 102	Nadine	29th Street	Southward		1
No. 101	CQ	Etna	Eastward	CQ	1
No. 102	Etna	CQ	Westward	UY	1
No. 0	Jacks Run	Pennsylvania Ave.	Eastward	Yard Master Island Ave.	1
No. 101	Rochester	West Conway	Eastward	West Conway	1
No. 102	West Conway	Rochester	Westward	West Conway	1
No. 27	Corliss	Esplen	Eastward	Corliss	1
No. 105	Glenn	RG	Eastward	Wagner	1
No. 7	CP	West end station platform—Alliance	Westward	CP	8-11
No. 49	Fairhope	No. 31 yard track Switch 4200 feet west of Fairhope	Westward	Fairhope	9-11
No. 101	Reed	McKinley	Eastward	McKinley	10-11
No. 99	Harvard	Rockside	Eastward	Harvard	12
No. 98	Rockside	Harvard	Westward	Harvard	12
No. 99	Erie Crossing	Harvard	Eastward	Erie Crossing	13
No. 98	Harvard	Erie Crossing	Westward	Erie Crossing	14
No. 102	GR	OD Interlocking Station	Westward	North Warren	17
No. 101	OD Interlocking Station	GR	Eastward	North Warren	17
No. 103	Crosier Street	JO	Northward	JO	15
No. 104	Manchester Road	Lambert	Southward	BN	16

NOTE 1. Rule 110 applies.

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

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

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

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

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

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

NOTE 6. Trains using WK Secondary track with work to perform at Wilkinsburg, will stop clear of switches at Wilkinsburg yard.

NOTE 7. Reverse movements to be made by train order.

NOTE 8. Westward movements made on signal indication at CP. Permission must be obtained from CP to use this track at any point between west end of station platform—Alliance and CP.

NOTE 9. Westward movements made on signal indication, together with illuminated sign showing track number, at Fairhope. Permission must be obtained from Fairhope to use this track at any point between Fairhope and No. 31 yard track switch.

NOTE 10. Eastward movements at Reed and westward movements at McKinley made on signal indication. Permission must be obtained from McKinley to use this track at any other point.

NOTE 11. When movement has been completed, it must be reported clear unless switch involved is controlled by operator.

NOTE 12. Eastward movements made on signal indication at Harvard. Permission must be obtained from Harvard to use these tracks at any point between Rockside and Harvard.

NOTE 13. Eastward movements made on signal indication at Erie crossing. Westward movements made on signal indication at Harvard. Eastward movement from Erie-Lackawanna Railroad made on signal indication. Permission must be obtained from Erie crossing to enter and use this track at Erie-Lackawanna Railroad transfer track (Aetna Rd.).

NOTE 14. Westward movements made on signal indication at Harvard. Eastward movements made on signal indication at Erie crossing.

NOTE 15. Southward movements made on signal indication at JO. Permission must be obtained from JO to use this track at any point between Crosier Street and JO.

NOTE 16. Northward movements made on signal indication at Lambert. Permission must be obtained from BN to use this track from any point between Manchester Road and Lambert.

NOTE 17. Permission must be obtained from North Warren to use this track at any point between OD and East Austinburg.

1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Lewistown (E)	Lewistown	Jct. Milroy Secondary	Lewis	1
Milroy (E)	Jct. Lewistown Secondary	Milroy	Lewis	1
No. 5 (W)	Lewistown	Lewis	Lewis	1
No. 4 (E)	Jacks	Mount Union Track Scales	Jacks	1
A (W)	Jacks	West End of track	Jacks	1
Bridgeport (E)	Bridgeport	Tool House 3834 ft. East	Jacks	1
No. 5 (W)	Hunt	Deer	Hunt	1
No. 5 (W)	Forge	Wilson	Gray	1
No. 8 (W)	Wilson	Gray	Gray	1
No. 9 (W)	Wilson	Gray	Gray	1
No. 1 (Yd.) (W)	Rose	Works	AYM-Rose	1
No. 5 (W)	Juniata Shops	7th Street—Altoona	Works	1
No. 8 (W)	Antis	Farm	AYM-Farm	1
South Runner (W)	Farm	South	AYM-South	1
Middle Runner (W)	Farm	South	AYM-Brush & South	1
No. 3 Power (W)	Alto	Slope	Alto	1
H. & P. (W)	Pete	Holly	Wye	2
Springfield (E)	Ganister	Oreminea	Wye	1
No. 6 Westward Relay Yard (W)	East End Relay Yard	Jones Street Hollidaysburg	Yard Master Jones Street	1
Morrison Cove (S)	Holly	Brook	Wye	2
	Brook	Curry	Wye	1
Bedford (S)	Brook	State Line	Wye	2
Mt. Dallas (N)	Creek	Dallas	Wye	2
No. 8 (N)	17th Street Tyrone	North End Class'fn. Yd.	Miles	1
Clearfield (N)	Park	Cur	Miles	2
	Cur	Grampian	Miles	1

Track	Between	And	Controlled by	Note
Runner (N)	Mills	Maple	Miles	1
Moshannon (S)	Mills	Ram	Miles	2
	Ram	McCartney	Miles	1
Moshannon & Clearfield (S)	M. & C. Jct.	Brookwood Shaft	Miles	1
Coal Run (S)	Coal Run Jct.	Mease Coll. No. 2	Miles	1
Muddy Run (S)	Muddy Run Jct.	Leland Coll. No. 10	Miles	1
Bellefonte (E)	Miles	White	Miles	2
New Portage (W)	Wye	SF	AR	2
	MO	EP	EP	1-5
Cresson (N)	EP	RU	EP	2-5
	RU	Fordham	EP	1-5
Hastings (W)	Hastings Jct.	Hastings	EP	1
McGees (N)	McGees Jct.	Glen Campbell	EP	1
Susquehanna (N)	DF	DC	EP	2
Moss Creek (N)	Moss Creek Jct.	End of Track	EP	1
Black Lick (W)	KY	ZD	EP	2
South Fork (S)	LV	HC	SO	2
South Fork (S)	HC	End of Track	SO	1
Beaver (S)	Lovett	End of Track	SO	1
Bradenville (N)	4500 ft. W. of DR	End of Track	DR	1
Huff (S)	Hayden Jct.	Huff Jct.	RG	1
Greensburg (N)	County Jct.	Greensburg Jct.	RG	1
Manor (N)	Manor	Harrison City	CP	1
Youghiogheny (S)	Irwin	Cereal	CP	1
No. 0 (S)	29th Street	PITT	PITT	1, 3
No. 0 (S)	1100 feet south of Mile Post 3	Crossover, 3000 ft. north of Hays	OB	1
Hall (S)	OB	Kenny	OB	2
No. 0 (S)	Kenny	PG	PG	1
McKeesport (S)	So. Duquesne	McKeesport	PG	1
Ellsworth (S)	MC	Cokesburg Jct.	MC	1
Monongahela (S)	MC	BF	MC	2
West Brownsville (S)	BF	Ten Mile Run Jct.	BF	1
Marianna (S)	Cokeburg Jct.	Mile Post 19	MC	1
Cokeburg (S)	Cokeburg Jct.	Cokeburg	MC	1
Yukon (S)	Yukon Jct.	Cowansburg	RG	1
Scottdale (S)	Scottdale Jct.	End of Track	RG	1
Southwest (S)	RG	VA	RG	2
Redstone (S)	BF	RS	BF	2
Indiana (N)	D	NM	BI	2
Butler (E)	JB	VO	VO	2
No. 101 (W)	UY	Etna	UY	1
No. 103 (S)	South End Coleman Yd.	UY	UY	1
No. 101 (E)	Federal Street	East End Bridge 0.33	Federal St.	1, 4
Beaver Valley (E)	Vanport	Bridgewater P.&L.E.R.R.	Rochester	1

Track	Between	And	Controlled by	Note
Yellow Creek (E)	River	Branch	Yellow Creek	1
Carnegie (W)	Wagner	Camp Hill	Wagner	1
Washington (W)	Glenn	WH	Wagner	2
Waynesburg (E)	Waynesburg	WH	Wagner	1
Wheeling (W)	Weirton Jct.	UN	Weirton Jct.	2
Powhatan (W)	GR	PN	Rockville	2
Captina (W)	Captina Jct.	Norton Mine No. 3	Rockville	1
Omal (W)	PN	Omal	Rockville	1
New Cumberland (E)	WN	HS	Weirton Jct.	2
Weirton (E)	CY	WN	Weirton Jct.	2
Cadiz (W)	Cadiz Jct.	Georgetown Jct.	Acre	1-16
Hanna (W)	Georgetown Jct.	Hanna	Acre	1-17
M. & C. (W)	Mace	East Gravel	Mace	
Koppel (W)	Wood	Wampum Jct.	Wood	1-6
Houston (W)	Oakland	Houston Jct.	Castle	1-6
Walford (W)	Coverts	Walford	Castle	1-6
Cross Cut (E)	Cross Cut	Cherry Street	Castle	1-6
New Castle (W)	Castle	GS	Castle	1-6
Van Wye (E)	Boanna	Van Wye	Detour	1-6
Akron (S)	Warwick	Orrville (Reg. Post Western Reg.)	Orrville	2
Tuscarawas (S)	Bayard	DJ	Bayard	2
Dover (S)	DJ	FA	Town	2
Mahoning (W)	Bayard	Alliance	Bayard	2
P Y & A (W)	North Warren	GR	North Warren	2
Sharon (W)	2250 feet west of M.P. 66	1387 feet west of M.P. 71	Castle	1-6
Crown (N)	Twin	Crown	Hudson	1-6
Rochester (S)	Term	Wadsworth Jct.	GJ	2
13 (S)	AD	Bill	Machias	1
(E)	Elm	Cross-over 355 feet west of Mile Post 4	Elm	1-8-9
12				
Clermont (S)	Clermont Jct.	End of track	CR	1
Farmers Valley (S)	Coryville	Farmers Valley	CR	1
Sodus Bay (N)	Himrod Jct.	Point	Himrod Jct.	2-13
Watsonstown (E)	Watsonstown	Berwick	Newberry	1
Montandon (W)	Montandon	White (Pgh. Div.)	Kase	2-10
Shamokin (E)	Kase	Mt. Carmel	Kase	2-13
Selinsgrove (W)	Sal	834 feet east of mile post 23	Kase	2-10
L.V. Jct. (W)	L.V. Jct.	Lykens	Kase	1
Low Grade (E)	Brady	AW	Brady	2-13
	AW	Falls Creek	GH	2-11-13
	Falls Creek	DB	Falls Creek	2-13
	DB	DF	DF	2-13
No. 401 (S)	Crossover at south end of Phillipston Yard	Brady	Brady	1-12

Track	Between	And	Controlled by	Note
Oil City (N)	Bridge	Trunk	Bridge	2-13
	Trunk	Stone	Irv	2-13-14
Salamanca (N)	End of Block	Bony	Machias	
	Bony	AD	Machias	1-7
Ridgway (S)	Ridgway	Falls Creek	Ridgway	1-15

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

NOTE 1. Rule 110 applies.

NOTE 2. Rules 271, 272 and 273 in effect.

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

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

For Northward Movement

79 feet south of Liberty Avenue—34 feet south of Penn Avenue

35 feet south of Smallman Street

For Southward Movement

32 feet north of Smallman Street—28 feet north of Penn Avenue

56 feet north of Liberty Avenue.

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

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

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

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

NOTE 5. Movement on Cresson Secondary Track, will be controlled by Operator at MO when EP is closed.

NOTE 6. All movements must be reported clear unless switch involved is operated by the operator.

NOTE 8. Verbal permission from the operator at Elm will be authority for westward movements to use Track 12.

NOTE 9. Controlled by Eye when Elm is not in service.

NOTE 10. Rule 99 will not apply.

NOTE 11. Controlled by SU when GH is not in service. Controlled by Brady when SU and GH are not in service.

NOTE 12. Northward movements made on signal indication at Brady.

NOTE 13. At Brady, SU, GH, Falls Creek, DF, Kase Bridge, Stone and Himrod Jct. extra trains and passenger extras, may proceed on proper Manual Block Signal indication in lieu of verbal permission of operator.

When a train is to be operated as a passenger extra it will be notified in writing by the Operator.

NOTE 14. Controlled by Bridge when Irv is not in service.

NOTE 15. Controlled by JN when Ridgway is not in service.

NOTE 16. Westward trains will be given absolute protection to the rear by the operator at Acre.

NOTE 17. Eastward trains will be given absolute protection to the rear by the operator at Acre.

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

Siding	Employee in Charge	Note
Lovett—Southward	Operator SO	
SF—Eastward	Operator AR	
Pine Rune—Eastward	Operator Truxall	
AJ—Northward	Operator AJ	
AJ—Southward	Operator AJ	
FD—Northward	Operator FD	1
FD—Southward	Operator FD	1
Clayport—Eastward	Operator Yellow Creek	
Midway—Westward	Operator Laurel Hill	5

Siding	Employee in Charge	Note
Mingo Jct.—Westward	Operator Mingo Jct.	
Acre—Eastward, Westward	Operator Acre	4
Newman—Eastward	Operator Mace	2
Big Run—Westward	Operator Big Run	
Mohican—Westward	Operator Mohican	3
Bayard—Eastward	Operator Bayard	4
Alliance—Eastward	Operator Alliance	
Rave—Westward	Operator Rave	
Rave—Eastward	Operator Rave	4
Hudson—Westward	Operator Hudson	
Hudson—Eastward	Operator Hudson	
Edenburg—Westward	Operator Castle	
Graham—Westward	Operator Graham	
Graham—Eastward	Operator Graham	4
Girard—Westward	Operator Girard	
Girard—Eastward	Operator Girard	4
Orrville—Southward	Operator Orrville	
Kips—Eastward	Operator Kips	
Kips—Westward	Operator Kips	
Lane—Westward	Operator Lock Haven	
Lock Haven—Eastward	Operator Lock Haven	
Fairwell—Eastward	Operator Drocton	
DF—Westward	Operator DF	
DF—Eastward	Operator DF	
JN—Westward	Operator JN	
JN—Eastward	Operator JN	
CR—Southward	Operator CR	

NOTE 1. In charge Operator AJ when FD is closed.

NOTE 2. Signal indication at Mace will be authority for trains to use siding in reverse direction.

NOTE 3. Signal indication at Fork will be authority for trains to use siding in reverse direction.

NOTE 4. Signal indication will be authority for trains to use siding in reverse direction.

NOTE 5. In charge Operator Wagner when Laurel Hill is closed.

1151-F1. Running Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Note
Eastward	Holly	Switch in H. & P. secondary track, opposite yard office, Jones Street	Eastward	Wye	
Straight	Works	Alto	Westward	Works	
No. 3	PITT	391 feet east of MP 351	Eastward	PITT	
No. 4	DV	PITT	Westward	PITT	
Eastward	GR	Rockville	Eastward	Yard Master Mingo Jct.	
Westward	Rockville	West End 300 yard	Westward	Yard Master Mingo Jct.	
Eastward	East Austinburg	GR	Eastward	GR	
Westward	GR	East Austinburg	Westward	GR	
1	Spring Switch 54 feet east of N.Y.C. R.R. Connection Dock Jct.	Spring Switch 100 feet west of Sassafras Street	Eastward	Yard Master OD	1
2	Spring Switch 100 feet west of Sassafras Street	Spring Switch 54 feet east of N.Y.C. R.R. Connection Dock Jct.	Westward	Yard Master OD	2
4	Switch 792 feet east of Mile Post 2	Switch at Seventh Street	Westward	Yard Master OD	

NOTE 1. Eastward movements made without permission, reverse movements on permission from North Warren.

NOTE 2. Westward movements made without permission, reverse movements on permission from North Warren.

NOTE 3. Authority for eastward movements to use No. 1 Running Track from Dock Jct., (N.Y.C.) to Sassafras Street will be by signal indication. Eastward trains and engines that do not have permission to proceed east of Sassafras Street must stop west of crossover switches at Erie Water Works until permission has been obtained.

NOTE 4. Westward trains enroute to N.Y.C. R.R. must stop clear of crossover leading to N.Y.C. R.R. connection at Dock Jct., unless home signal governing westward movements to N.Y.C. R.R., displays an indication more favorable than Stop.

1151-G1. Running Tracks of No Assigned Direction

Track	Between	And	Controlled by
Hill (W)	East End Homer Yard	Rose	Asst. Yard Master Rose
No. 5	EP	South End Cresson Yard	Yard Master
1 (E)	Springhill	SZ	Yard Master No. 10 Yard Office, Pitcairn
2 (E)		950 feet west of SZ	Yard Master No. 10 Yard Office, Pitcairn
3 (E)		Switch to east end of relay tracks	Yard Master No. 10 Yard Office, Pitcairn
Home	Kenny	OB	OB
Duque	PG	3030 feet south of Mile Post 12	Yard Master, Thomson
Monongahela (S)	MC	512 feet north of Mile Post 46	MC

Track	Between	And	Controlled by
10 (E)	West Conway	East Conway	Yard Master, Conway
14 (E)	No. 10 track at west end of No. 600 yard	East end engine-house pit tracks	Asst. Yard Master at No. 4 Hump
15 (W)	East end of No. 100 yard	No. 18 track	Asst. Yard Master at No. 5 Hump
17 (E)	East end of No. 201 track No. 4 Hump	East end engine-house pit tracks	Asst. Yard Master at No. 4 Hump
18 (E)	West Conway	No. 17 track east end of cabin track	Asst. Yard Master at No. 4 Hump
1408 (E)	No. 14 track	East end of Shop track ladder	Asst. Yard Master at No. 4 Hump
150 (W)	East end of No. 100 yard	No. 5 Hump ladder	Asst. Yard Master at No. 5 Hump
908 (W)	East Conway	West Conway	East Conway to east end 900 yard, Yard Master No. 5 Hump. East end 900 yard to West Conway, Yard Master No. 5 Yard.
702 (W)	West end 900 yard	West Conway	Yard Master No. 5 yard
104 (E)	BI	Market Street, Blairsville	Yard Master, or clerk Blairsville
Blairsville (N)	Blairsville	Block limit Station D	
45 (W)	Duff	Middle crossover, east of Scully	Yard Master, Scully
119 (W)	Yard Office, 400 Yard, Mingo Jct.	East end 300 Yard	Yard Master, 400 Yard, Mingo Jct.
99 (W)	Yard Office, 400 Yard, Mingo Jct.	East end 200 Yard	Yard Master, 400 Yard, Mingo Jct.
Piper (W)	Mingo Jct. Enginehouse	West end 300 Yard	Yard Master, 400 Yard, Mingo Jct.
Zane (W)	NY	Zane	Yard Master, or clerk Benwood
Wheel (W)	UN	Zane	Yard Master, or clerk Benwood
Westward	Zane	Benwood	Yard Master, or clerk Benwood
Dock Extension (S)	Meyer	SB	Operator GJ
Tail (S)	1080 feet North of GJ	GJ	Yard Master Ebenezer Jct.
BS-1 (S)	Buffalo St.	First Street	Yard Master, Olean
AY-1 (S)	Bill	Allegany	Yard Master, Olean
AD-1 (S)	AD	Olean	Yard Master, Olean
Terminal (S)	Rochester (Troup St.)	Terminal	Operator GJ
Honey Pot (E)	Hunlock	Lomis	Operator, Hunlock
East Brady (N)	Brady	End of Track	Operator, Brady
Sligo (E)	AW	Sligo	Operator, Brady
Rouse (N)	Bridge	2128 feet South of M.P. 132	Operator, Bridge
5 (E)	Spring Switch 100 feet west of Sassafras Street	Switch at Seventh St.	Yard Master OD
6 (E)	Switch 792 feet east of Mile Post 2	Cross-over to Main Track west of Elm St.	Yard Master OD
Struthers (N)	Otts	Glade	Operator Otts

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

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.
644	1	R	WG	502	—
24	2	CM	R	638	—
570	Siding	West Bud	Linden	—	571
5750	Siding	Newberry	—	—	5741

PASSENGER TRAIN OPERATION

1154-A1. (Pgh. Div.). Through Crews must register not more than thirty minutes before train is scheduled to leave and must be on the Station platform to take charge of train twenty minutes before scheduled leaving time.

Local Crews must register not more than thirty minutes before their train is scheduled to leave and must be on platform fifteen minutes before departure.

Connecting Conductors of through trains will personally contact each other to deliver any information or instructions necessary to train.

Passenger Trainmen, on arrival at Pennsylvania Station, Pittsburgh, will remain with their train until all passengers are out of the cars, or until relieved by another crew to whom they will report any unusual conditions.

When passenger trains are vacated, the trainmen will promptly go through the coaches to see that all passengers are out and look for lost articles and, if any are found, turn them into the Lost and Found Department in the basement. Station Employees are prohibited from entering coaches of inbound trains until trainmen have gone through them.

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

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

1154-A4. (All Divns.). When steam heat is necessary, following will be in effect:

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

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

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

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

1154-A5. (Allgy. Div.). 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-A6. (Allgy. Div.). The following instructions will apply to the enginemen of trains Nos. 50, 32, 16, 12, 24, 25 and 33.

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

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

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

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

1154-A7. (Allgy Div.). In the application of Instruction 16, Brake and Train Air Signal Instructions enginemen of eastward passenger trains will also make a running test of the air brakes just before passing over summit east of AR.

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

1154-A8. (Pgh. Div.). 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.

1154-A9. (Pgh. Div.). Nos. 635, 637 and 641, will receive passengers at Derry on yard track next to No. 0 Track and use that track Derry to DR.

Trains will clear the time of these trains on those tracks. No. 924 will receive and discharge passengers from AJ Northward siding and use this track between AJ and Aladdin, unless otherwise instructed.

Trains will clear the time of this train on AJ Northward siding.

1154-A10. (Allgy. Div.) No. 17 will cut off mail-express car at Johnstown Station.

No. 15 will cut off one MS car and one car papers at Johnstown on Sunday.

No. 55 will cut off mail car at Johnstown on Monday.

1154-A11. (Pgh. Div.). Engineman of No. 4, No. 32, No. 22, No. 50, No. 55, No. 61, No. 13, No. 25, No. 33, No. 23, No. 31 and No. 3 arriving at east and west end of station tracks Pittsburgh, will stop with the front of engine at yellow flag by day or yellow light by night held at arms length by Utility Brakeman.

1154-A12. (Allgy. Div.). Speed control switch must remain in normal position on all passenger train movements between Slope and 9th Street, Altoona.

1154-A14. (Lake Div.). For trains that do not run to points east of Pittsburgh and have connections for such points, the destination of passengers will be given by Conductor from Canton or Alliance.

1154-A15. (All Divns.). Passenger trains that develop equipment defects enroute, should, if safety to the train will permit, proceed to a point where M. of E. forces and repair equipment are available, so as not to delay following trains.

1154-A16. Northern Division passenger trains will make running test of air brakes approaching descending grades as follows:

MAIN LINE	
Northward	Keating Summit
Southward	NR
MAIN LINE-	
Eastward	ERIE
	Kane, except when stop is made at Kane
Westward	Lang

1154-A17. Northern Division passenger trains will operate to and from N.Y.C.R.R. terminal Buffalo. Trains, in both directions, will be backed between SS-49-A and N.Y.C.R.R. terminal. All passenger trains will be supplied with back-up hose. An air brake test with back-up hose must be made on outbound trains at N.Y.C.R.R. Terminal, and on inbound trains after stopping on the N.Y.C.R.R. Terminal, and on inbound trains after stopping on the N.Y.C.R.R. tracks at SS-49-A in accordance with Rule 1587 of N.Y.C.R.R. Air Brake Instruction Book, effective February 1st, 1947

1154-A18. (Nor. Div.) Passenger trains Nos. 570, 572, 576, 5710, 5730, 574 and 5750 will turn train on the Wye at Newberry unless otherwise directed. All passenger trains must have a back-up hose or back-up valve and brake test must be made at Newberry in accordance with Instruction 30 of Brake and Air Signal Instruction Book 99-D-1, effective January 1, 1953 and backward movement will be governed by these same instructions.

1154-A19. (Nor. Div.) Southward passenger trains must not block Union Street crossing, Olean, with standing engine or cars.

1154-A20. (Nor. Div.) Helping engines for passenger trains must remain clear of track which passenger train will use until passenger train has come to a stop and the yard master, conductor or engineman of passenger train has made a safe arrangement for taking on helping engines, except helping engines for northward passenger trains may occupy No. 1 track north of Signal No. 1212 at Emporium.

1154-A21. (Nor. Div.) All diesel engines on passenger trains will replenish steam generator water supply at Olean and Renovo.

1154-A22. Conductors of any train when running late, will notify the Superintendent as soon as possible whether or not they have revenue passengers for connecting trains at junction points or for connections.

1154-A23. Form MP-217-A card, for reporting Passenger Car defects is located in a receptacle on the inside of electric lockers on all cars except Multiple Unit Electric cars. On Multiple Unit Electric cars the receptacle is located on the inside of the electric switch cabinet in outside vestibule.

Conductor (Engineman for head car of MU Train) must enter on MP 217-A, description of all defects found, together with other information called for under the heading "Train Crew Entry."

When defects occur enroute, which must be given attention before train reaches final destination, General Superintendent must be notified of repairs required, by message or otherwise, at first opportunity. M. E. Department representative must also be notified promptly upon arrival of train at point where defect is to be given attention.

FREIGHT TRAIN OPERATION

1155-A1. Instructions for preparation and handling of Freight trains.

The following instructions in connection with and supplementary to the Brake and Train Air Signal Instructions No. 99-D-1 in handling freight trains will apply:

(Allegheny and Pittsburgh Divisions)	X INDICATES INSTRUCTIONS IN EFFECT													
MIDDLE DIST.	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Main Line	X		X	X										X
All Branches & Sec. Trks.	X		X											X
Except: Clearfield area	X	X	X			X	X	X		X				X
PITTSBURGH DIST.														
Main Line east of "C"	X	X	X	X	X			X	X	X	X			X
Main Line west of "C"	X		X											X
All Branches & Sec. Trks.	X		X											X
Except: Cresson area including all territory north of Cresson	X		X	X	X							X		X
New Portage Sec. Trk.	X	X	X	X	X			X	X	X	X			X
South Fork area	X	X	X	X	X			X	X	X		X		X
CONEMAUGH DIST.														
Main Line	X		X											X
All Branches & Sec. Trks.	X		X											X
Except: Butler Sec. Trk.	X		X											X
EASTERN DIST.														
All Branches & Sec. Trks.	X		X											X
Main Line	X		X											X
PAN HANDLE DIST.														
Main Line	X		X											X
All Branches & Sec. Trks.	X		X											X
Except: Cadiz & Hanna	X		X	X				X		X				X

Trains will be governed by the most restricting provision of any area traversed on that trip.

1. Brake pipe pressure	Empty	Loaded	Mineral	Note
AR to Slope or Wye	80 lbs.	100 lbs.	105 lbs.	1
Summit and Vail	80 lbs.	105 lbs.	105 lbs.	
All other Locations	80 lbs.	95 lbs.	95 lbs.	

NOTE 1 Eastward trains adjust before passing "C"

2. Speed restrictions as prescribed in Special Instruction 1157-B1 of the Timetable will apply.

3. Empty Trains	— 40 percent or less loaded cars.
Loaded Trains	— more than 40 percent loaded cars.
Mineral Trains	— 25 percent or more cars loaded with mineral or grain.

4. **Trains Having Engine Equipped with Operative Dynamic Brake and Pressure Maintaining Feature:** The following instructions in connection with and supplementary to the Brake and Train Air Signal Instructions, 99-D-1, Paragraphs 54 to 60 inclusive, will govern except where conditions prescribed by instructions No. 6, No. 7 or No. 12 are exceeded.

On Mineral trains retaining valves must be set in slow direct exhaust position beginning at front end of train as follows:

100 cars or more —50 Retainers	excluding cars with
50 to 100 cars —30 Retainers	2 or 3 position retainers
50 cars or less —10 Retainers	

This must be done at the time terminal air brake test is made and so remain enroute.

5. Tonnage of the trains will be governed by the following dynamic braking force:

Unit Horse Power	Summit to Vail	AR to Slope or Wye Cresson Area as specified in Instruction 12 M.P. 9 to Lovett
1500 or 1600	2170 tons	3250 tons
1750 or 1800	2270 tons	3500 tons
2000	2400 tons	3750 tons
2250	2400 tons	4000 tons
2400 or 2500	2600 tons	4500 tons

If the tonnage of the train exceeds 12000 tons or is greater than the dynamic braking force of the units involved (determined by multiplying the tonnage per single unit by the number of operative units hauling the train) or the dynamic brake or pressure maintaining feature, or both fail, instructions governing train with non-equipped engine will govern. Instructions 54 to 60 — 99-D-1 to apply.

Average tons per operative brake must not exceed:

AR to Slope or Wye	— 105 tons
Summit to Vail	— 95 tons
M.P. 9 to Lovett	— 95 tons

6. **Clearfield Secondary Track - Summit to Vail, Car Limit 75 Cars.**

Loaded and mineral trains having engine equipped with operative dynamic brakes and pressure maintaining valve, must have retaining valves set in slow direct exhaust position beginning at the head end. This must be done at the time terminal air brake test is made and so remain enroute as follows:

50 to 75 cars - 35 Retainers	excluding cars with
50 cars or less —20 Retainers	2 or 3 position retainers

Before leaving Summit it must be known that the brake pipe pressure as indicated on the cabin car gauge shows not less than 10 pounds below that specified in Instruction 1.

When the tonnage of the train is greater than the dynamic braking force as specified in Instruction 5 average tons per effective brake must not exceed 95 tons.

7. In territory where Instruction 4 or 6 applies, if the brake pipe pressure on the train drops to 80 pounds on loaded or mineral trains or 70 pounds on empty trains, from any cause, the train must stop. Train brakes will not be released after stopping until a sufficient num-

ber of hand brakes are applied on front end to secure the train. Hand brakes must not be released until it is known that brake pipe pressure has been restored.

8. **Gallitzin to Slope or Wye**

Engines Not Equipped with Dynamic Brake and Pressure Maintaining Brake Valve or Dynamic Brake and Pressure Maintaining Brake Valve Inoperative or Tonnage Exceeds 12,000 Tons on mineral or loaded freight trains the following instructions will apply in addition to those covered in Instruction 5.

When the tonnage of the train is greater than the dynamic braking force as specified in Instruction 5 average tons per effective brake must not exceed 105 tons.

When the Tons Per Effective Brake Do not Exceed 75 Tons:

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.

When the Tons Per Effective Brake Exceed 75 Tons:

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

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

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

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

When it is known that retainers must be set before passing AR, eastward trains with more than 90 cars on No. 1 track must stop clear of wooden crosswalk to Cresson Station for this purpose.

The required air pressure necessary for movement of train east of AR must be had on the rear of train before departing.

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

The Conductor will be responsible for properly instructing the trainmen and knowing that the handles of retaining valves are turned to the proper position.

Retaining valves of eastward freight trains from points west of Slope must not be released until the train is stopped at WYE via New Portage Secondary Track and Brush or Rose, Altoona Yard, via Main Line.

9. In starting freight trains where power brake instructions apply or as provided under Instruction 12, when train is stopped it must be secured by hand brakes, after which trainmen will begin at the rear of the train and turn down retaining valves, sufficient to permit the engineman to start the train without hav-

ing to take the slack. Engineman will not attempt to start train until signal is received from the trainman that sufficient retaining valves have been released. The retaining valves turned down must again be turned up, as soon as the air brake on the car is released.

After the retaining valves have been released and reset 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 which the train will proceed. The engine should be moved not more than six inches 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.

10. As rear end of Eastward trains pass "MO," operator at "AR" or "MO" will be notified if the brake pipe pressure on the pusher engine and/or the cabin is less than 90 pounds for mineral trains, 85 pounds for loaded trains and 70 pounds for empty trains.

Trains with less than required pressure will be stopped before fouling switches just West of "AR"-"UN" and will not proceed until the required pressure has been obtained and a road test of the brakes has been made.

11. South Fork Area — M.P. 9 to Lovett
Beaver Secondary Track

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.

12. In the following area retaining valves on loaded and mineral trains must be turned up in high pressure position except when engine is equipped with operative dynamic brake and pressure maintaining valve:

Twin Rocks to Shuman Run Junction

Coal Pit Run

IR to Barnesboro Yard

Hillman Summit to McGees

Hillman Summit to Rissiter Junction

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

McCoy Run.

13. Butler Secondary Track

Trains having engines equipped with either operative pressure maintaining brake valve or dynamic brake, retaining valves will not be set up in high or low position.

If both maintaining feature and dynamic brake are inoperative, retainers will be set up in slow direct release position on 50% of cars on all loaded trains.

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

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

Northern & Lake Divisions

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

Trains having 25 percent or more of the cars in train loaded with mineral freight or grain will be considered a mineral freight train and all instructions pertaining to mineral freight trains will apply.

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

On all loaded trains the Brake System must be charged to 95 pounds before descending grade.

On all loaded trains, should the brake pipe pressure drop to 70 pounds, the train must be stopped and secured with hand brakes until it is known that the pressure is restored.

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 exhaust position.

When descending the grades where the dynamic brake is in use, engineman will operate the dynamic brake to the limit of its capacity supplemented by the necessary automatic air brake applications to control the speed.

LAKE DIVISION

Engines Not Equipped With Pressure Maintaining Brake Valve

Walford Secondary Track, Walford to Coverts

Retaining valves must be turned up on all cars in the train, placing the handle in high pressure position on loaded cars and low pressure position on empty cars.

All eastward trains must not exceed a speed of 12 miles per hour from a point 2½ miles west of Coverts to Coverts.

Crown Secondary Track, Crown to Twin

On trains of 5 cars or more retaining valves must be turned up on 50% of the number of cars in the train commencing at head end of train. Retaining valve handle will be placed in high pressure position on loaded cars and low pressure position on empty cars.

Engines Equipped With Operative Pressure Maintaining Brake Valve

On such trains so equipped retaining valve will not be set up in high or low pressure position.

The train brakes must be applied with sufficient force to control the speed.

If the pressure maintaining feature fails, instructions governing trains with non-equipped engine will apply.

All southward trains must not exceed the maximum permissible speed of 15 miles per hour from Crown to Twin.

Bayard Branch, Shale to Clark

Engines Not Equipped With Pressure Maintaining Brake Valve

On all mineral freight trains the brake pipe pressure must be adjusted to 95 lbs., between the following points:

Eastward: East Rochester to Yellow Creek:

Retaining valves will be used in descending the following grade as specified:

- I. Engines not equipped with dynamic brake, or dy-

dynamic brake inoperative, or trains which do not have 50% of the cars equipped with 4 position retainers, or trains consisting of over 10,000 tons:

On such mineral freight trains retaining valves must be turned up in high pressure position on 30% of the number of cars in train. Retainers will be turned up on head portion of train.

II. Engines having dynamic brakes operative on two Diesel electric units, and train consisting of 5000 tons or less, or dynamic brakes operative on three units and train consisting of 9000 tons or less, or dynamic brakes operative on four units and train consisting of 10,000 tons or less:

On such mineral freight trains retaining valves must be turned up in slow direct release position on 50% of the number of cars in train commencing at head end of train. When retaining valves are used in slow direct release position (45 degrees above center) they should be set up before leaving the initial terminal, and need not be placed in direct release again until the train arrives at destination.

Between Shale and Clark, engineman must operate the air brakes in such a manner as to maintain a brake pipe pressure of not less than 70 pounds on mineral freight trains.

Mineral freight trains must not exceed a speed of 25 miles per hour eastward between Mile Post 42 and Mile Post 36.

Enginemen on eastward mineral freight trains must know before passing Bayard that the dynamic brake is operating properly. Conductor must know that the retaining valves are in the proper position before passing Shale.

Engines Equipped With Operative Pressure Maintaining Brake Valve

On such trains so equipped retaining valve will not be set up in high or low pressure position.

The train brakes must be applied with sufficient force to control the speed.

If the pressure maintaining feature fails, instructions governing trains with non-equipped engine will apply.

Mineral freight trains must not exceed a speed of 25 miles per hour eastward between Mile Post 42 and Mile Post 36.

NORTHERN DIVISION

Starting Trains with Diesel Engines on Rear

1155-A1. When starting trains where diesel engine is on the rear, the hauling engineman in all cases must stretch the train gradually so no damage will occur due to diesel engine on the rear standing without power applied.

When trains are stopped on grades, requiring the assistance of a pusher on the rear, the following procedure must be followed:

When train is ready to start, power will be used to start the train by the hauling engines. If the hauling engines cannot start the train engineman of hauling engine will contact engineman of helping engine by trainphone and request the helpers to use power to push in slack on rear and start the train. When trainphone is not operating properly and contact cannot be made with engineman of helping engine a 25-lb. brake pipe reduction will be made. After the brake pipe exhaust stops, release brakes as per current issue of the Brake and Train Air Signal Instructions. While brakes are releasing during a four (4) minute interval, sufficient slack will be taken

gently, exercising care so that rear portion of train will not move back, resulting in a run-out of slack, as the diesel pusher engine will have brake released and no power applied. Four (4) minutes after the brake valve was first placed in running position, power will be applied to start the train by the hauling engineman.

It is important that the engineman of the pusher engine observe the brake pipe pointer on the gauge very closely after the brakes have been applied with the 25-lb brake pipe reduction. Four (4) minutes after observing the first increase of pressure on the brake pipe pointer, engineman of pusher engine will use power to push in slack on rear and start the train.

The four (4) minute interval must be timed with a watch by both the hauling and pushing engineman.

During the four (4) minute interval, if necessary for pusher engine to apply the independent brake to keep the slack from running out, be sure to have independent brake released at end of four (4) minute interval.

On all freight trains of 60 or more cars operating between Buffalo and Renovo, and between Erie and Renovo both directions, and from Rimersburg to AW, the retainer valves on not less than 25 per cent of the cars must be placed in slow direct exhaust position (handle at 45 degree angle above horizontal) starting at head end of the train. This must be done at the time the terminal air brake test is made.

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

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

Where trains are doubled on the hill, such as McMinns Summit, or any other point and, after entire train has been coupled together, a test of the brakes on the cars which have been stored on siding, must be made as prescribed by Instructions 14a of the No. 99-D-1 Brake and Train Air Signal Instructions.

TRAINS HAULED BY ENGINES EQUIPPED WITH OPERATIVE PRESSURE MAINTAINING BRAKE VALVE ON SUCH TRAINS THE FOLLOWING WILL APPLY ON GRADES LISTED BELOW:

Mineral Freight Trains

Kane to Roy
St. Marys to Mile Post 138
Keating Summit to NR
Chaffee to South Wales

Mineral freight trains must not exceed a speed of 25 miles per hour.

All Loaded Freight Trains

Lang to State Street, Erie
Dock Jct. to State Street, Erie
Summerdale to Brocton
McMinns Summit to Brockway

Retaining valves will not be used except on all loaded freight trains hauled by engines not equipped with pressure maintaining brake valve or pressure maintaining feature of brake valve inoperative, then retaining valves must be set up in slow direct exhaust position on 50 per cent of the cars in the train.

TRAINS HAULED BY ENGINES NOT EQUIPPED WITH PRESSURE MAINTAINING BRAKE VALVE OR PRESSURE MAINTAINING FEATURE OF BRAKE VALVE INOPERATIVE.

Retaining valves must be set up in slow direct exhaust position on 50% of cars in train.

Loaded freight trains must not exceed a speed of 25 miles per hour:

Summerdale to Mayville
Pross to Brocton
Lang to Elm

Keating Summit to Mile Post 113

On mineral freight or grain trains the brake pipe pressure must be 105 pounds, on other loaded trains 100 pounds and on empty trains 80 pounds before descending grade. The above brake pressure must be obtained before passing NR.

When the pusher engine, next to the train, has passed NR, the engineman must observe the brake pipe pressure. If the brake pipe pressure on the pusher engine next to the train registers less than 90 lbs. on mineral freight or grain trains, less than 85 lbs. on other freight trains or less than 70 lbs. on empty trains, engineman will give the engine whistle signal to apply brakes and the train stopped before passing Keating Summit and not proceed until the required brake pipe pressure has been obtained and a road test of the brakes has been made.

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

Speed of northward and southward freight trains passing Keating Summit must not exceed 12 miles per hour; Enginemen, both front and rear must so regulate speed to obtain this result.

ENGINES NOT EQUIPPED WITH DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE OR DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE INOPERATIVE.

On such loaded freight trains the following instructions will apply:

When the tons per effective brake do not exceed 75, sufficient retaining valves must be turned up, beginning at the head end of train, to provide a retaining valve value equal to or greater than the gross tons 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, except on empty cars which should have retaining valves set up for low pressure position.

When the tons per effective brake exceed 75, if the retaining valve value of the train exceeds the gross tons of the train by 1000 tons or more, all retaining valves must be placed in high pressure position, except the last ten cars in the train, which retaining valves must be left in release position. If the difference between the gross tonnage and retaining valve value is less than 1000 tons, the number of retaining valves equal to the difference, divided by 100, must be placed in release position on the rear of the train. For example, if the retaining valve value exceeds the gross tonnage of the train, 900 tons, nine retaining valves will be left in release position, until finally, if only 100 tons, one retaining valve will be left in release position.

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

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

Retaining valves on this grade must not be released until called for by the engineman.

If the brake pipe pressure on the engine drops to 70 pounds on loaded trains and 60 pounds on empty trains, from any cause, the train must stop and be secured by

hand brakes until it is known that the brake pipe pressure has been restored.

The conductor will be responsible for properly instructing the trainmen in the use of retaining valves and knowing that the handles of retaining valves are turned to the proper position.

In starting southward freight trains between Keating Summit and Mile Post 113, the following instructions will govern: When a train is stopped it must be secured by hand brakes, after which trainmen will begin at the rear of the train and turn down retaining valves sufficient to permit the engineman to start the train without having to take the slack. Engineman will not attempt to start the train until signal is received from the trainmen that sufficient retaining valves have been released. The retaining valves turned down must be again turned up as soon as the air brake on the car is released.

After the retaining valves have been released and re-set as specified, the trainmen will signal the engineman to proceed. The engineman will then call the flagman and the hand brakes will be released, beginning from the rear of the train. After handbrakes have been released and the flagman has returned, the trainman 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 the train to adjust itself until the entire train moves. Should it be necessary to take the slack exceptional care must be exercised.

Kane to Wilcox

On loaded freight trains, the feed valve must be adjusted 100 lbs. and the brake pipe pressure must be 100 lbs., passing Roy.

ENGINES NOT EQUIPPED WITH DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE OR DYNAMIC BRAKE AND PRESSURE MAINTAINING BRAKE VALVE INOPERATIVE.

On such loaded freight trains, when the tons per effective brake do not exceed 60, sufficient retaining valves must be turned up in high pressure position beginning at the head end of the train to provide a retaining valve value equal to or greater than the gross tonnage of train, but not less than one retaining valve for each 75 gross tons in the train.

When the tons per effective brake exceed 61, all retaining valves must be turned up in high pressure position, except the rear five cars which should be left in release position. Retaining valves must be tested and M.P. 261-A form filled out for each train in accordance with No. 99-D-1 Brake and Train Air Signal Instructions. Notation must be made on M.P. 261-A form, the number of retainers turned up in high pressure position, and the number left in release on rear end of train.

Keating Summit to Mile Post 113,

Kane to Wilcox and Rimersburg to AW

ENGINES EQUIPPED WITH OPERATIVE DYNAMIC BRAKES AND PRESSURE MAINTAINING BRAKE VALVES.

On such trains the following tonnage will govern:

One 1500 or 1600 H.P. Unit	3,250 tons
One 1750 H.P. Unit	3,500 tons
One 2000 H.P. Unit	3,750 tons
One 2400 H.P. Unit	4,500 tons
One 2500 H.P. Unit	4,500 tons

Train tonnage must not exceed 12,000 tons regardless of the Horsepower.

Tonnage for trains hauled by more than one unit, multiply the allowance shown for one single unit of that class by the number of units hauling the train.

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

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

If the brake pipe pressure on the engine drops to 80 pounds on loaded trains and 60 pounds on empty trains, from any cause, the train must stop. Train brakes will not be released after stopping until a sufficient number of hand brakes are applied to secure the train. Hand brakes must not be released until it is known brake system pressure has been restored.

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

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

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

Trains leaving Erie destined east of Kane with engines having dynamic brake operative must have the retaining valves set in slow direct exhaust position in accordance with instructions. Train will continue through to final terminal with retainers set in slow direct exhaust position.

When the pusher engine next to the train is passing the west end of Kane siding, pusher enginemen must observe the brake pipe pressure and if 85 pounds or more on loaded train, sound whistle signal to release brakes. If brake pipe pressure on pusher engine is less than 85 pounds, the engineman will sound whistle to apply brakes and train must be stopped before fouling the switches just west of Kane and must not proceed until the required brake pressure has been obtained and a road test of the brakes has been made.

On trains having no pusher, the flagman must observe the brake pipe pressure on cabin gauge and if less than 85 pounds the train must be stopped.

Trains starting from Kane will be governed by the above instructions.

Conductors and enginemen who have not handled trains on these grades for a period of one year or more will be required to qualify on the grade before they can be allowed to run over the territory. Conductors and enginemen will not accept any position requiring them to operate over these grades until the above requirements have been fulfilled and they have been qualified by Train Master or his representative.

Eastward freight trains must not exceed a speed of 10 miles per hour between Mile Post 95 and Mile Post 96; Enginemen, both front and rear must so regulate speed to obtain this result.

If retaining valves are used in high pressure position on mineral freight trains Kane to Wilcox, 50 percent of the retaining valves must be placed in slow direct exhaust position on head portion of train after descending the grade.

Sligo Running Track, Rimersburg to AW

Instructions 55-a to 60 inclusive and NOTE at bottom of Form M.P. 261-A, page 73, Brake and Train Air Signal Instruction No. 99-D-1 are in effect.

The brake pipe pressure must be 100 lbs. before descending this grade with freight trains of loaded cars. Before the train is started from Rimersburg the engineman of the pusher engine must observe the brake pipe pressure and if it is 85 lbs. or more, sound the whistle signal to release the brakes. If the brake pipe pressure on the pusher engine next to the train is less than 85 lbs., the engineman will sound the whistle to apply the brakes and the train will not proceed until required brake pipe pressure has been obtained.

On single engine trains or with helping engine on the head end, the flagman must observe the brake pressure on the cabin gauge and if it is 85 lbs. or more, will give signal to proceed, and if less will give the signal to apply the brakes and train will not be started until the required brake pressure has been obtained and road test has been made. When the stop signal is given the lead engineman will give one sound of the whistle and when proceed is given will give two sounds of the whistle.

When trains are doubled at Rimersburg or at any other point, after entire train has been coupled together a test of the brakes on the cars which had been stored on the siding, must be made as prescribed in Instruction 14a of No. 99-D-1, Brake and Train Air Signal Instructions.

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

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

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

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

On loaded trains the brake pipe pressure must be 105 pounds.

Before leaving Rimersburg it must be known that the train brake system is charged to not less than 10 pounds below the standard pressure. On 50 cars or less it will be necessary to cut out the pressure maintaining feature and place the automatic brake valve on lap to determine if train brake system is charged. Over 50 cars the gauge on rear end can be used to determine if system is charged.

The minimum number of pressure retaining valves which must be turned to proper position for service on front end of freight trains on descending grades, as shown below:

Elmira Branch	
Southward—Leolyn	Loaded Trains
Northward—Troy Hill	30%
Sned to Kendall	30%
Millport Hill	20%
	20%
LV Secondary Track	
Eastward—Lykens to L.V. Jct.	20%

The number of retaining valves to be increased when conditions require.

**Mt. Carmel to Weigh Scales and
All Connecting tracks:**

Conductors and enginemen of freight trains and mine crews will confer relative to the consist of their train, and use sufficient retaining valves to insure safety.

Lake Division

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 the first 25 cars back of locomotive, and 15 retainers on head end of trains of 50 to 100 cars.

This instruction will not apply to trains governed by Inter-Terminal Yard Brake Test, Instruction 12, of No. 99-D-1 Brake and Train Air Signal Instructions, nor on heavy descending grades which are now covered by 99-D-1, Brake and Train Air Signal Instructions and Special Instruction 1155-A1.

Lake Division

1155-A3. Referring to Instruction 14-f, of the Brake and Train Air Signal Instructions 99-D-1, revision of 10/1/58.

Instruction 14-f, will apply to all sections of the following freight trains at locations shown:

Canton

Solid ore trains destined to Massillon.
Empty trains.

Cherry Street

Ore trains destined to Sharpsville.
Empty trains destined to Conway or Cleveland.

1155-A5. (All Divns.) AS-10, AS-16, BS-24 and ES-15 type diesel units which are not equipped with coupler stops or centering devices must not be operated when coupled next to each other except:

When they are the first two units on the front end of a train; when they are the last two units on the rear end of a train; or when moving light.

On descending grades where Timetable Special Instructions require the use of dynamic brakes in lieu of or to supplement retaining valves, another engine must not be coupled ahead of the hauling engine unless it is known that the hauler engine is equipped with coupler stops or centering devices.

It will be the engineman's responsibility to know that coupler stops are applied to above engines before being dispatched from enginehouse.

1155-A6. (All Divns.) Freight trains leaving yards, fueling tracks, sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train.

1155-A7. (All Divns.) The number of units on the front of freight trains must not exceed 12.

The number of units on line on the front of freight trains must not exceed 6 except on westward trains between Slope-Wye and UN-AR, Allegheny Division.

Power on the rear of freight trains must not exceed 5400 horsepower on Allegheny and Pittsburgh Divisions,

except on Butler Secondary track where 6400 horsepower must not be exceeded.

Maximum locomotive power used on rear end of freight trains must not exceed 6400 horsepower on Lake Division and 6600 horsepower on the Northern Division. When operating conditions develop and it becomes necessary to attach locomotive units on rear end of train, a sufficient number of Diesel engines must be isolated so as not to exceed the above horsepower.

1155-A8. (All Divisions). When pushing freight trains, enginemen of all pusher engines will ease off throttle passing over crossovers or turnouts when making diverging movements, exercising care to avoid slack action.

1155-A9. (All Divisions). While pusher engines are assisting trains over grades, trainmen must be in position to give signals and to assist in holding the train when necessary to take the slack.

1155-A10. (All Divisions). 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-A11. (All Divisions). When freight trains are being handled with pusher engines and a road test is to be made, the engineman operating the brakes will, on receiving proper signal, give one blast of the engine whistle and apply the brakes for the test. The rear pusher engineman, after seeing that the brakes apply, will whistle for the release of the brakes. The hauler engineman will then release the brakes. The rear pusher engineman, after seeing that the brakes release, will give two blasts of the engine whistle, after which the train will be ready to proceed.

**Operation Of Pusher Engines
In State of Ohio**

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

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

1155-B2. (Northern Div.). Engines may be used to push against N-5 or heavier cabins ONLY. Other types of cabins must be coupled behind helper engines.

1155-B3. (Northern Div.). Helper engines on rear of eastward freight trains, assisting to St. Marys, will detach helpers at Fourth Street.

1155-B4. (Northern Div.). Helper engines on rear of eastward and westward freight trains assisting to Kane, will detach helpers east of westward home signal.

1155-B5. (Northern Div.). Helper engines on rear of eastward freight trains must be detached at Jackson unless otherwise instructed.

1155-B5. (Northern Div.). Helper engines on rear of freight trains must be detached at Keating Summit unless otherwise instructed. Enginemen of helper engines having been detached will promptly contact the block station in the rear for instructions and block information.

1155-B7. (Northern Div.) Freight trains with helper engines on rear having stopped on the ascending grade

approaching Keating Summit will not attempt to start if a passenger train is due on the adjacent main track, unless flag protection is afforded the passenger train until the freight train is in motion.

1155-B8. (Northern Div.). Westward trains stopping at Ridgway to perform work, take on helper engines, etc., will stop with entire train east of Snow Plow crossing or helpers cut train for Bark Street when crossing is being used.

Eastward trains stopping at Ridgway to perform work, taking on helpers, etc., will stop with entire train west of Bark Street crossing.

1155-B9. (Northern Div.). When cutting train on West Linden Siding at public road crossing 544 feet west of Nisbet Station, no portion of the train must be left standing within ten-car lengths of the crossing.

1155-B10. (Northern Div.). When eastward freight trains that are to be yarded in Dock Jct. Yard are stopped at N.Y.C. eastward home signal, Dock Jct., a trainman must proceed ahead and line switches for yard track to prevent stopping train within interlocking limits.

1155-B11. (Northern Div.). To avoid the blocking of Railroad Avenue Crossing, Eldred, Pa., southward freight trains of 90 or more cars must not obstruct this crossing unless it is known that continued movement is possible at CR. Trains of less than 90 cars can be contained between this crossing and CR.

Enginemen of trains stopped at this location must contact operator at the adjacent block station for instructions.

1155-B12. (Northern Div.). No. 1 Yard Track Brocton must not be blocked without permission of operator at BM.

1155-B13. (Northern Div.). Conductors in charge of engines making movements on coal dock feed tracks, Erie, will, before occupying feed tracks, call Coal Dock Office and secure permission to make movements. After permission is received and before movement is started, conductor will sound siren—one long blast—by operating push button in telephone box at east end of feed tracks.

Yard Master at Lake Yard will notify crews as to tracks on which coal is to be placed.

1155-B14. (Northern Div.). Freight trains using E.-L. R.R. tracks between Brockway and Hyde will proceed at restricted speed.

1155-B15. (Northern Div.). Storage Tracks Nos. 1 and 2 must not be blocked without permission of Operator at JN. When these tracks are cleared of cars, the conductor in charge of the train clearing these tracks must promptly notify Operator at JN to that effect.

1155-B16. (Northern Div.). Account close proximity of gasoline storage tanks train crews must not set off cars with heated journals on coach track Emlenton, Allegheny Branch.

1155-B17. (Northern Div.). Account close proximity of gasoline storage tanks, train crews must not set off cars with heated journals on Atlantic Refining Co. Track, east of East Allens.

1155-B18. (Northern Div.). All freight trains requiring a third brakeman operating in either direction between the

points shown below must stop where indicated to pick up or discharge the additional brakeman on head end of train:

	Between:	Stop to be made at:
Main Line—	Buffalo and Renovo	Grantiers Road crossing 1840 feet south of Mile Post 80.
Chautauqua Br.—	Buffalo and Oil City	Eye Block and Interlocking Station, Corry, Pa.
Elmira Br.—	Southport and Newberry	Highway Crossing, State Route 14, Fassett, Pa.

1155-B19. (Lake Div.). Referring to Rule 4155-C, hog drenchers are in service adjacent to No. 2 track, 700 feet east of Mile Post 98, Canton. For Allegheny Division see Special Instruction 1155-B37.

1155-B20. (Lake Div.). Crews of freight trains stopping on street or highway crossings in the Hammondsville-Irondale district will cut crossings promptly.

1155-B22. (Lake Div.). Trains must not set shop cars off on the Ohio Wood Preserving Co. track, east of Orrville.

1155-B23. (Lake Div.). Eastward freight trains on No. 1 track, having more than 20 cars in train, will stop at the distant signal for Wall and call Operator at Wall for instructions, unless the signal displays an Indication more favorable than Approach.

1155-B24. (Lake Div.). Westward freight trains, setting off cars at Hudson will cut clear of station crossing to avoid delay to passengers.

1155-B25. (Lake Div.). Westward freight trains on No. 2 track, with work at McCracken, must stop with entire train east of CC sign to prevent unnecessary operation of highway crossing protection at McCracken Road. When work is completed entire train must be east of CC sign before westward movement is made. Engines or cars will not be left standing on this track between CC sign and McCracken Road crossing.

1155-B26. (Lake Div.). Westward freight trains destined Kinsman Street westward receiving yard will be governed in yarding train by track number displayed on sign located on east side of Erie Crossing Block station.

1155-B27. (Lake Div.). Two blue light signals are located on No. 1 Brick Shed building governing the use of the warehouse track of Kaiser Refractories & Chemical Division Company, Niles.

When blue light signals are lighted, trains or engines must not enter or use the warehouse track. Conductor will check with plant Guard at gate regarding lighted signals.

1155-B28. (Lake Div.). Freight trains having work at Transfer will stop clear of highway crossings before doing work. Crews of freight trains stopping on highway crossings at Transfer must cut crossings promptly.

1155-B29. (Lake Div.). Crews of freight trains stopping on street crossings in the Warren district must cut crossings promptly; if for any reason crossings cannot be cut, the Operator at North Warren must be notified immediately.

1155-B30. (Lake Div.). Northward freight trains having work at south Akron yard will be governed in yarding train by illuminated track number sign displayed at BN Block Station as follows:

Train routed No. 104 secondary track, with track number displayed, will proceed to Bridge 16 for instructions.

Train routed No. 104 secondary track, with no track number displayed, will stop at Manchester Road Bridge and call Yard Master for instructions.

Train routed Main track, with track number displayed, will yard their train at Bridge 16.

Train routed Main track, with sign reading MAIN, will proceed to Crosier Street and make their set-off from Main track.

1155-B31. (Lake Div.). To avoid unnecessary operation of highway crossing signals and short arm gates at Bridge Street, Struthers, freight trains with more than 35 cars when operating against current of traffic on No. 1 track between Castle and Graham, will stop to clear track circuit indicated by CC signs located 3150 feet west of Mile Post 59 and call operator, Graham for instructions.

1155-B32. (Lake Div.). Westward freight trains destined Canton Yard will be governed in yarding train by track numbers displayed on illuminated sign located on east side of Fairhope Block Station.

1155-B34. (Lake Div.). Westward freight trains on No. 2 track, with work on Lowellville team track must stop with entire train east of CC sign, located 5080 feet west of Mile Post 56, to prevent unnecessary operation of highway crossing protection.

1155-B35. (Allegheny Div.). Conductor or Engineman on Southward trains from Clearfield Secondary Track, will report clear of Block at Park to Operator at Miles.

Unnecessary obstruction of crossings in Borough of Tyrone must be avoided.

Trains destined to Tyrone Yard will report Clear immediately upon arrival at that point.

1155-B36. (Allegheny Div.). Altoona — When any eastward movement is stopped by signal at 9th Street, a member of the crew must communicate with Works promptly. When any eastward movement is stopped at South, a member of the crew must communicate with South, promptly.

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

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

1155-B37. (Allegheny Div.). Referring to Rule 4155-C, hog drenchers in service on ladder at east end of 8, 9 and 10 tracks and adjacent to No. 1 Secondary track, Brush Yard, Altoona.

The watering of other stock shipments or poultry should be performed on icing tracks at Huntingdon.

1155-B38. (Allegheny Div.). When freight trains are required to operate down the East Slope between AR and Slope in more than one part, each part must be accompanied by at least two (2) trainmen, one of which must be a qualified Conductor.

1155-B39. (Allegheny Div.). At Gallitzin tunnels, fans will be operated upon request from crews or when it is known diesel units have stopped in tunnel.

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

1155-B40. (Allegheny Div.). Eastward trains on No. 1 track receiving a Stop Signal Rule 292 at MO, must stop clear of wooden crosswalk leading to Cresson Station.

1155-B41. (Allegheny Div.). When practicable to do so, cars will not be stored on Truxall Storage Track within 500 feet of westward home signal at Truxall.

1155-B42. (Pittsburgh Div.). Industrial Track from No. 1 Track, 3,873 feet west of Greensburg, will be used by freight trains having work at Greensburg freight station.

1155-B43. (Pittsburgh Div.). Daily except Saturday. Westward trains on No. 3 Track having work, will stop clear of switches at west end of Wilkinsburg yard tracks and be governed by instructions from yard master.

1155-B44. (Pittsburgh Div.). Trains stopping on Main Tracks at Kiski Yard to work, will cut, pull or stop clear of pedestrian crossing leading to Kiski Yard office unless otherwise instructed by Yard Master.

1155-B45. (Pittsburgh Div.). When switching Eljer Pottery Co., Ford City, crews will restrict the length of drafts of cars handled in a single movement in or out of the Eljer Plant to that number which can be accommodated on the tangent portion of the track between the curved rail leading to the switch north of the plant and the next switch to the south.

1155-B46. (Pittsburgh Div.). Conductors will furnish agent at Cheswick, report showing number and initial of all cars, loaded or empty, delivered to, or received from Cheswick and Harmar R.R.

1155-B47. (Pittsburgh Div.). In order to prevent obstruction of street crossings at Brackenridge and Tarentum, westward trains on No. 2 Track, when consisting of more than 65 cars and receiving an approach indication, Rule 285, at fixed signal No. 535 east of Natrona, will stop at Mile Lock Lane crossing, just east of Brackenridge and communicate with the operator at UY Block Station before proceeding.

1155-B48. (Pittsburgh Div.). Referring to Rule 4155-J, Color Light Scale Signals are in service at the following locations:

Island Avenue — Manchester Yard.
Conway — River-Rail Terminal.

1155-B49. (Pittsburgh Div.). Trains doubling on the Ohio Connecting Bridge will be accompanied by at least one car when engine is returning for rear portion of train.

1155-B50. (Pittsburgh Div.). When trains are delayed at Beaver and block First Street crossing (Water Works crossing) located 725 feet east of Mile Post 1, Bayard Branch, the crossing must be cut promptly.

1155-B51. (Pittsburgh Div.). Trains stopping on Scully No. 1 track and Scully No. 2 track Scully Yard to work, will stop clear of crossover switches unless otherwise instructed by Yard Master.

1155-B52. (Pittsburgh Div.). On the Monongahela Running track, the rear end of all trains and drafts of cars will be indicated by a white light by night.

1155-B53. (Pittsburgh Div.). Mingo Jet. — In order to prevent obstruction of State Street Crossing, trains moving from Mingo Yard to Main Line at Mingo Junction receiving an approach indication Rule 285, Fig. A1, at home signal located just east of State Street, will stop west of State Street and communicate with the operator at Mingo Junction Block Station before proceeding.

1155-B54. (Pittsburgh Div.). Cars on Mill and Storage Tracks, Chester must not be left standing between 5th Street Crossing and a point indicated by yellow mark painted on rails 100 feet from either side of crossing.

1155-B55. (Pittsburgh Div.). Gates across both legs of "Wye Track" also No. 3 Track in Taylor, Smith and Taylor Company, plant Chester, are equipped with switch locks. These gates must be kept closed and locked except while tracks are being used for switching or other train movement.

Central Region

1155-B56. Employees assigned to diesel units on freight trains must be in the leading or controlling unit of their assignment while passing through Tunnels.

When riding freight locomotives in the normal performance of their duties trainmen will ride in the front cab.

1155-B57. 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.

Conductors of freight trains entering Conway yard will drop, or hand, manifests to the Scanners after their train has passed scanning station.

1155-B58. Crews placing cars on tracks protected by bumper block will leave a space between car and bumper in order to avoid damage to equipment.

1155-B59. Conductors placing cars for loading or unloading, must furnish the Agents with a report giving the initial and number, kind of car, whether loaded or empty, tracks on which placed and time placed.

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

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

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

1155-B60. Conductors of Freight Trains will report on Form M.P. 401 every delay due to car trouble, preparing separate form for each car. These forms are to be turned in at end of trip to Car Inspector or at Yardmaster's office, from where they will be forwarded to Foreman in charge of Car Inspectors.

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

1155-B61. In all cases of freight cars becoming defective, and repairs cannot be made by trainmen, cars involved should be set out of train at nearest available point and train dispatcher given billing information.

1155-B62. Before movement is made on tracks where tank cars — loaded or empty — are placed or pulled, it is the responsibility of the Conductor to know all connections are disconnected and stored in a safe position and the number of cars that can be handled on the track in a safe manner.

1155-B63. Crews shifting tracks or placing cars on tracks which are equipped with concrete bumpers will leave a space between the car and the bumper, so as to relieve the strain on the draft gear when the car is coupled on.

1155-B64. Conductors placing cars for loading or unloading must furnish the Agents with a report giving the initial and number, kind of car, whether loaded or empty, tracks on which placed and time placed.

Pittsburgh & Northern Divisions

1155-B65. Flashing color light signal system for use in doubling yard and road movements, located as follows:

Pitcairn

Mounted on east side of Signal Bridge, 2050 feet west of Mile Post 336.

Mounted on east and west side of Overhead Highway Bridge, Cavittsville, 1180 feet east of Mile Post 336.

Controller located 730 feet east of 21-1 Yard Office on telephone pole.

Island Avenue

Mounted on telephone poles, 754 and 907 feet west of Mile Post 3 on south side of No. 3 main track.

Controller located 324 feet west of Island Ave. Yard Office on south side of No. 3 Main Track.

East Conway

Mounted on pole on south side of No. 1 track, 685 feet, 1752 feet and 1809 feet west of Mile Post 20.

West Conway

Mounted on telephone poles on north side of No. 2 main track.

400 feet west of Freedom Station.

750 feet and 2000 feet west of West Conway Block and Interlocking Station.

864 feet west of Mile Post 25, and 1800 feet west of Mile Post 24, mounted on overhead bridge.

Flashing light signal aspects governing the doubling of yard and road movements assigned the following indications:

	Pitcairn	Island Ave.	East Conway	West Conway
One Long	Stop	Stop	Stop	Stop
Two Short	Move east	Move west	Move east	Move west
Three Short	Move west	Move east	Move west	Move east
Four Short	Apply or release air brakes	Apply or release air brakes	—	—

At Pitcairn, flashing yellow light signal for doubling on Main Track and flashing green light signal is for doubling through Cavittsville Yard.

The above signals do not supersede the observance of Block and Interlocking signals.

Drafts of cars which may proceed east of East Conway Interlocking Signals 80, 82, 90, 92, 94 or 96 must be accompanied by a trainman on the rear car who must control the backward movement in accordance with interlocking signal aspects. After a draft of cars expecting to be governed by the color flashing light signals moves east of East Conway Interlocking, Block Operator must not establish a conflicting route until assured all concerned with above movement are to remain standing until permission is issued by the Operator to proceed with the doubling operation. Rule 670 must be complied with for all movements within interlocking limits.

Renovo—mounted on telephone pole crossarms, north of main track, with signal units visible from both east and west at these points:

276 feet east of Drocton Block Station
1617 feet west of Mile Post 197
150 feet west of Mile Post 197
749 feet east of Mile Post 197

Northumberland—mounted on signal bridge, south of Kase siding, 550 feet west of Kase;
mounted on telephone pole, north of main track, 100 feet east of Mile Post 286.

These signals will be under control of a member of the train crew engaged in doubling yard or road drafts at these points. Push button controls are located as follows:

Renovo—mounted in trainman's shelter located 1150 feet west of Drocton Block Station

Northumberland—mounted on telephone pole, south of siding, 150 feet west of eastward home signal at Northumberland;

mounted in telephone shelter box, south of siding, near westward home signal at Northumberland.

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

One long flash	— Stop
Two short flashes	— Move Forward
Three short flashes	— Move Backward

Flashing light signals will be extinguished when not in use.

These signals do not supersede the observance of Block and Interlocking Signals.

FREIGHT AND PASSENGER TRAIN OPERATION

1156-A1. (All Divns.). Conductors of all trains and enginemen of light engines must inquire for instructions before starting from initial point.

1156-A2. (All Divns.). Helping engines must be detached at block stations or at points where telephone communication is available with a block station.

This instruction will not apply when helper engines are used in switching movements of the train being assisted.

1156-A3. (All Divns.). When a train is delayed at points remote from block stations, conductor or engineman must see that some member of the crew communicates with operator at once and at frequent intervals.

1156-A4. (All Divns.). When engines on all diesel engine units are shut down on grades, sufficient hand brakes must be applied to the train to secure it until it is ready to proceed.

1156-A5. (All Divns.). Conductor or engineman of a train must secure permission from operator before entering a siding where switches are hand-operated except at points where open block stations are located at entrance end of siding.

1156-A6. (All Divns.). 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-A7. (All Divns.). Referring to Instructions 26-a Book of Brake and Train Air Signal Instructions No. 99-D-1:

Brakes may remain applied over all bridges on this Region.

1156-A8. (All Divns.). All rolling stock equipped with roller bearing trucks must have hand brakes applied when left standing alone.

1156-A9. (All Divns.). On Secondary tracks, Industrial tracks, Running tracks, Industrial Sidings, Spur tracks, Yard tracks and Team tracks enginemen and trainmen will, when weather conditions are such that flangeways of road crossings or switches may be obstructed with snow or ice, assure themselves that road crossings and switches are in safe condition to use. If necessary, trains and engines will be stopped and road crossings inspected by member of crew before passing over them.

1156-A10. (Allegheny Div.). Trains on No. 2 track setting off cars on Thompsontown Shop Track must not foul crossover located at west end of shop track.

1156-A11. (Allegheny Div.). Eastward trains and engines must stop clear of Walnut Street Crossing, located 811 feet east of Mile Post 54, when eastward home signal Lock Haven is in stop position, to avoid unnecessary blocking of crossing.

1156-A12. (Allegheny Div.). Huntingdon Icing Station. Method of operation governed by the following instructions:

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

Eastward Trains—Conductors, when receiving consist of train at Pitcairn Yard, will also be given four (4) copies of AD 27 showing icing attention required.

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

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

A trainphone located on the east end of the icing platform will be used by trainmen to spot trains when it is known the engine is equipped with a functional trainphone.

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

1156-A13. (Allegheny Div.). At Altoona, the incoming engineman on through passenger trains will verbally notify the outgoing engineman of the number of cars in train and condition of brakes.

1156-A14. (Allegheny Div.). 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 Gallit-

zin will be governed by the fixed signal for reverse movements through AR.

Westward trains destined beyond Gallitzin:

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

East Slope freight helpers pulling ahead will remain coupled to MO, Passenger helpers will cut off at UN.

South Fork Secondary Track:

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

1156-A15. (Allegheny Div.). Conductors and Enginemen of all trains, freight and passenger, operating between SG and JD will indicate on face of their car reports, time return, daily reports and mileage stub the track used between these points, whether 1, 2, 3, or 4 track.

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

1156-A16. (Allegheny Div.). Overspeed warning system for eastward movements on No. 1 track and No. 2 track between signal 2474, eastward distant signal for Benny, and eastward home signal for Benny, will function as follows:

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

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

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

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

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

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

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

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

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

D—Between a point 3674 feet east of signal 2474 and a point 4182 feet east of signal 2474, if maximum

authorized speed is exceeded the following warning devices will function:

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

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

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

1156-A17. (Allegheny Div.). Eastward trains on No. 1, No. 2 and No. 3 tracks with more than 85 cars receiving a signal indication more restrictive than Approach-slow, Rule 284 at fixed signal 2384 will stop clear of Brick Yard crossing located 875 feet east of signal 2384 and communicate with Slope Block and Interlocking Station before proceeding.

1156-A18. (Allegheny Div.). Permission must be obtained from EP to use Barnesboro Pullout track.

1156-A19. (Allegheny Div.). 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-A20. (Allegheny Div.). Eastward and southward trains may use north and west leg Wye at South Fork on receiving proper interlocking signal at SO or on permission from operator at SO. Westward and northward trains may use these tracks on permission from operator at SO.

1156-A21. (Allegheny Div.). 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-A22. (Allegheny Div.). On Conemaugh Pit tracks, targets displaying yellow by day and yellow light by night, at east end of and adjacent to Pit tracks 1, 2, 3 and 4, mark the end of track circuits on those tracks.

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

Eastward trains and engines using Nos. 1, 2, 3 or 4 Pit Tracks will proceed at Target locations to track Clearance point at Restricted Speed.

1156-A23. (Pittsburgh Div.).
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.

Westward trains from Derry:

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

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

Eastward trains destined to Youngwood via Southwest Secondary Track:

Youngwood helpers will remain coupled to Youngwood.

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

1156-A24. (Pittsburgh Div.). 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-A25. (Pittsburgh Div.).**Westward trains from Pitcairn:**

Helpers pulling ahead will cut off at CM.

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

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.

1156-A26. (Pittsburgh Div.).**Eastward trains on Brilliant Branch:**

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

1156-A27. (Pittsburgh Div.). At Pittsburgh for through passenger trains and at Pitcairn and Conway for relay freight trains, train brake tests are to be made in accordance with second paragraph Instruction 11 of the Brake and Train Air Signal Instructions of 99-D-1, revision of August 1, 1958 except those destined less than 500 miles from the last such inspection.

1156-A28. (Pittsburgh Div.). Pittsburgh Station tracks No. 9 and No. 10 designated as Shop Tracks. Interlocked switches leading to Shop Tracks No. 9 and No. 10 must be protected by approved blocking devices which must not be removed except during lever operation.

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

1156-A30. (Pittsburgh Div.). Signal located on north end of Island Platform on west side of No. 2 inbound house track, 11th Street Freight Station, Pittsburgh, shows two positions for bridges spanning No. 1 and No. 2 tracks between inbound house track and Island platform. When showing red it will indicate that the bridges are up and when showing green it will indicate that bridges are down.

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

1156-A31. (Pittsburgh Div.). Glenfield-Haysville-Westward trains on No. 3 and No. 4 tracks receiving a signal indication more restrictive than Approach, Rule 285 at fixed signal 107, west of Glenfield, will stop and communicate with operator at East Conway for instructions before proceeding.

1156-A32. (Pittsburgh Div.). North Spur Yard Track, Weirton Jct., under jurisdiction of operator at Weirton Jct., and must not be used or blocked without permission.

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

1156-A33. (Pittsburgh Div.). Industrial track between Chester and Kobuta, under jurisdiction of operator at Weirton Jct.

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

1156-A34. (Pittsburgh Div.). Operator at BF in charge of movements on wye tracks. Movements via south leg of wye track at BF will be made on permission from operator at BF. Southward movements on Monongahela Secondary track via north leg of wye track will be made on interlocking signal indication. Northward movements from Monongahela Railway via north leg of wye track will be made on hand signal from switchtender Monongahela Railway while on duty and on permission from operator at BF, when switchtender is not on duty.

1156-A35. (Pittsburgh Div.). When H Block Station is closed, permission to occupy the main track between H and PG will be secured from Operator at PG. When MC Block Station is closed, permission to use Running Track and Block authority on Secondary Track, between MC and BF, will be secured from Operator at BF.

1156-A36. (Lake Div.). Conductor or engineman of trains must, before departing Erie for points on the Lake Division, call Operator at Elm Block Station and ascertain if there are any orders pertaining to the movement of their train on the Lake Division between Girard Jct. and Thornton Jct.

1156-A37. (Lake Div.). Passenger engines will depart from Bessemer Ave. at least 1 hour and 15 minutes in advance of their schedule leaving time at Cleveland.

Empty passenger equipment will depart from Holton Ave. at least 30 minutes in advance of their schedule leaving time at Cleveland.

Switching engines and puller trains must not delay these movements.

1156-A38. (Lake Div.). Southward trains and engines will stop at Pattin siding and call Operator at Town Block Station for instructions.

1156-A39. (Lake Div.). Trains and engines must run at Reduced speed looking out for rocks and obstructions on track through Pigeon Gap cut, one and one-half miles north of FA.

1156-A40. (Lake Div.). Trains and engines will stop clear of Colonial Salt Co. side track, South Akron yards, unless the switch is properly lined and no crew is switching at that point.

1156-A41. (Lake Div.). Trains and engines must approach the north and south portals of Glenwood tunnel at Reduced speed, prepared to stop short of obstruction on track, account falling rocks.

1156-A42. (Lake Div.). Trains and engines must run at Reduced speed between Mile Post 50 and Eastbrook, prepared to stop short of obstruction on track, account falling rocks.

1156-A43. (Lake Div.). Trains and engines moving from east end of Kinsman Street Engine House storage tracks

to enter No. 4 yard track Bessemer Avenue, must stop clear of fouling point signs and obtain permission from Operator Erie Crossing.

1156-A44. (Lake Div.). Emergency water facilities for diesel engines are located:

Alliance—At east end of station platform—Between No. 1 and No. 2 tracks.

At west end of station platform—Between No. 2 and No. 3 tracks.

Canton—Located between No. 1 and No. 2 tracks and between No. 3 and No. 4 tracks, 700 feet east of Mile Post 98.

1156-A45. (Lake Div.). Conductor or engineman of a train must secure permission from NYCRR Dispatcher before entering No. 2 and No. 1 tracks at Double Track.

Trains or engines must not enter No. 4 extension track located between West 3rd St. and 700 feet west of East 9th St., from East Pier lead, yard running track or Double Track crossovers until permission has been obtained from Operator at DB.

When entering or crossing Main tracks at Double Track trainmen after operating bolt locking device must wait five minutes before operating switches. If it is known that the movement of an approaching train will not be effected, the five minute waiting time will not be required.

1156-A46. (Lake Div.). Connection tracks, No. 1 eastward and No. 2 westward, between Seneca and DB interlocking, controlled by operator at Erie Crossing.

Signal indication at DB will be authority for eastward trains and engines to use No. 1 or No. 2 connection track to Seneca, Rule 113 in effect.

Signal indication at Seneca, or permission from operator at Erie Crossing at 4 double switch, will be authority for westward trains and engines to use No. 2 connection track to DB interlocking, Rule 113 in effect.

1156-A47. (Northern Div.). When authorized by the operator, and, at Reduced speed, an engine may pass stop-block signal, or enter a block occupied by a passenger train for the purpose of switching that train.

1156-A48. (Northern Div.). Attention is called to the following extract of The Law Of The State of New York:

"No railroad corporation, or any officer, agent or employe thereof shall stop its cars, horses or locomotives upon a grade crossing of a railroad of another corporation for the purpose of receiving, delivering passengers or freight, or other purpose."

1156-A49. (Northern Div.). Trainmen after obtaining permission from operator at Hunlock to make movement over main track on West Nanticoke track, will operate the mechanism at derail which, when thrown, will cause signals to display Restricting aspect, Rule 290, Fig. B.

1156-A50. (Northern Div.). Movements on thoroughfare track between Log and crossover at south end of two or more tracks, Wilkes-Barre Connecting Railroad, governed as follows:

Eastward or northward trains receiving a restricting signal on eastward home signal at Log may proceed to Carey Avenue unless otherwise directed by yard master.

Eastward or northward trains from Buttonwood will obtain permission from yard master.

Southward trains will stop clear of trailing crossover north of Carey Avenue for instructions from yard master.

Westward trains from Buttonwood will obtain permission from operator at Buttonwood. Operator at Buttonwood will not authorize movements on thoroughfare track unless directed by yard master.

1156-A51. (Northern Div.). Movements on Haas lead will be in charge of operator at Kase.

1156-A52. (Northern Div.). All trains must approach and proceed through Beaver Dam and Paddy Mountain tunnels, Montandon Secondary Track, and Jerseytown Cut at a point one-half mile east of Mile Post 17, Watsontown Secondary Track, prepared to stop short of any obstruction.

1156-A53. (Northern Div.). Permission for westward trains to use No. 1 and No. 2 thoroughfare tracks, Northumberland, will be given by signal indication at Kase or by verbal permission from the yard master.

1156-A54. (Northern Div.). Permission for eastward trains to use No. 1 and No. 2 thoroughfare tracks, Northumberland, will be given by signal indication at Molly or by verbal permission from the yard master.

Eastward trains receiving fixed signal indication to use No. 2 thoroughfare track Northumberland will proceed to switch leading to pit and engine running track, 7950 feet east of Molly, and call yard master by telephone from this point for instructions.

1156-A55. (Northern Div.). Permission for westward trains to use thoroughfare track, Renovo, will be given at Drpcton by message or by sign displayed in window or by verbal permission from the yard master.

Permission for eastward trains to use thoroughfare track, Renovo, will be given at Drury by message or by sign displayed in window at Drury or by verbal permission from the yard master.

1156-A56. (Northern Div.). At Seventh Avenue, Williamsport, westward movements over electric locked hand-operated switch leading to industrial track must operate push button located adjacent to the low home signal to receive proper signal indication. Push button must be held until after the leading end of the movement has passed the signal.

1156-A57. (Northern Div.). Signal indication or permission of the operator at Newberry will be the authority for movement on the Williamsport Station track.

1156-A58. (Northern Div.). Northern Division trains operating on other railroads will be governed as follows:

Between	and	By Timetable and Rules of
Penn Yard	Wadsworth Jct.	L.V.R.R.
Dock Jct.	Girard Jct.	N.Y.C.R.R.
SS 49-A	Central Terminal Bfo.	N.Y.C.R.R.
SS 49-A	Black Rock	N.Y.C.R.R.
DM	Black Rock	E.-L.R.R.
Black Rock	Fort Erie	C.N.R.R.
Fort Erie	Victoria Yd	N.Y.C.R.R.
GB	BM	N.K.P.R.R.
Riverside Jct.	Bradford	B. & O.R.R.
Southport Jct.	HO	E.-L.R.R.

1156-A59. (Northern Div.). Account structural condition of Bridge 1.69, cars must not be left standing on any track.

Train, yard or engine movement must not be made on any track across Bridge 1.69 while an adjacent track is occupied by similar equipment.

SPEED RESTRICTIONS

1157-A. Speed Table

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

1157-A1. Referring to Rule 4157-A:

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

Between	Location
Main Line—Allegheny: MP 124 and MP 125 MP 229 and MP 230	2000 feet West of MP East of Bellwood to Bell
Main Line—Pittsburgh: No. 1 and No. 2 tracks No. 3 track No. 1, No. 2 and No. 3 tracks No. 1, No. 2, No. 3 and No. 4 tracks No. 3 and No. 4 tracks	Shadyside east for one mile Moss Side Bridge east for one mile Signal Bridge 2868 east for one mile Signal Bridge 2407 to Signal Bridge 2417 Signal Bridge 2547 to a point one mile west
Main Line—Conemaugh: MP 8 and MP 9 MP 63 and MP 64	West of Alum Bank West of Cheswick
Allegheny Branch: MP 14 and MP 15	North of Hulton highway crossing, located 0.6 mile north of Oakmont
Main Line—Pittsburgh Div. Eastern Dist.: MP 8 and MP 9	Emsworth to Glenfield
Bayard Branch: MP 5 and MP 6	West of Merrill
Main Line—Pan Handle: MP 2 and MP 3	West of Monon
Main Line—Lake Div. Eastern Dist.: MP 86 and MP 87 MP 131 and MP 132	West of Wall West of Smithville
Main Line—Lake MP 92 and MP 93	East of Hudson
Bayard Branch MP 59 and MP 60	East of Fairhope
E&A Branch MP 52 and MP 53	West of Edenburg
Alliance Branch MP 86 and MP 87	East of Ellsworth
E&P Branch MP 88 and MP 89	East of Jamestown
PY&A Secondary Track MP 92 and MP 93	West of Oakfield

Minimum Running Times and Speeds
On Descending Grades—Freight Trains

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

Clearfield Secondary Track:

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

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to a point 1000 feet south of MP 11	1.98	2.5	10.7	14
From a point 1000 feet south of MP 11 to Van Scoyc Road Crossing south of MP 7	0.15 to 2.86	4.5	13.125	19
Van Scoyc Road Crossing to Vail.....	2.86 to 1.33	3.5	9.1	22
Total.....		10.5		55

Trains having an average of less than 50 tons per effective brake:

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to a point 1000 feet south of MP 11	1.98	2.5	16	10
From a point 1000 feet south of MP 11 to Van Scoyc Road Crossing south of MP 7	0.15 to 2.86	4.5	16	16
Van Scoyc Road Crossing to Vail.....	2.86 to 1.33	3.5	12	17
Total.....		10.5		43

Main Line—Allegheny Division:

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

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

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

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

New Portage Secondary Track

Points	Grade	Distance Miles	Miles Per Hour	Minutes
UN 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 Secondary Track

Points	Grade	Distance Miles	Miles Per Hour	Minutes
MP 9 to Lovett	2.57 to 2.39	4.2	10	25

Beaver Secondary Track

Points	Grade	Distance Miles	Miles Per Hour	Minutes
MP 5 to MP 3	3.72 to 2.18	2	6	20
MP 3 to Lovett	2.39 to 1.58	3	10	18
TOTAL	—	5	—	38

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

Northern Division:**Keating Summit Grade—Southward**

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

Points	Grade	Distance Miles	Miles Per Hour	Minutes
MP 108 to MP 109	2.1	1	15	4
MP 109 to MP 110	2.2	1	15	4
MP 110 to MP 111	2.1	1	15	4
MP 111 to MP 112	2.2	1	15	4
MP 112 to MP 113	2.1	1	15	4
TOTAL	—	5	—	20

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

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

Points	Grade	Distance Miles	Miles Per Hour	Minutes
MP 108 to MP 109	2.1	1	12	5
MP 109 to MP 110	2-2	1	12	5
MP 110 to MP 111	2.1	1	12	5
MP 111 to MP 112	2.2	1	12	5
MP 112 to MP 113	2.1	1	12	5
TOTAL	—	5	—	25

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

The maximum tonnage may be increased from 50 to 75 tons and 95 to 105 tons per effective brake, between Keating Summit and Sizerville.

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

Allegheny Division:

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

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

Northern Division:

MP 108 to MP 109	2.1	1	20	3
MP 109 to MP 110	2.2	1	20	3
MP 110 to MP 111	2.1	1	20	3
MP 111 to MP 112	2.2	1	20	3
MP 112 to MP 113	2.1	1	20	3
TOTAL	—	5	—	15

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

Allegheny Division:

Trains having over 55 tons per operative brake-

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

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

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

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Mile Post 108 to Mile Post 109	2.1	1	15	4
Mile Post 109 to Mile Post 110	2.2	1	15	4
Mile Post 110 to Mile Post 111	2.1	1	15	4
Mile Post 111 to Mile Post 112	2.2	1	15	4
Mile Post 112 to Mile Post 113	2.1	1	15	4
TOTAL	—	5	—	20

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

Kane to Wilcox—Eastward

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

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Kane to Sergeant	2.0	4.2	15	17
Sergeant to Wilcox	1.0	4.4	25	10
TOTAL	—	8.6	—	27

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

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

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Kane to Sergeant	2.0	4.2	15	17
Sergeant to Wilcox	1.0	4.4	20	13
TOTAL	—	8.6	—	30

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

Before descending the above grade, engineman must know that the dynamic brake is operating properly and conductor must know that retaining valves are in proper position.

Sligo Running Track—Westward

Trains having an average tonnage over 51 tons per operative brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Mile Post 5 to AW	2.20	5	12	25

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

ALLEGHENY DIVISION

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum speeds, unless otherwise specified

Main Line Between:	Single Track		No. 6 Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Mils per Hour													
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Region Post (East. Reg.) & View							50	50	50	50	70	50	70	50
View & Mifflin									70	50	50	50	70	50
Mifflin & Wall							70	50	50	50	50	50	70	50
Wall & Lewis									70	50	60	50	70	50
Lewis & Jacks									70	50	50	50	70	50
Jacks & Hunt									70	50	50	50	70	50
Hunt & Pete							70	50	50	50	50	50	70	50
Pete & Tunnel									70	50	50	50	70	50
Tunnel & Spruce											70	50	70	50
Spruce & Forge									50	40	50	40	50	40
Forge & Wilson							50	50	70	50	70	50	50	50
Wilson & Gray					30	30	50	50	70	50	60	50	50	50
Gray & Antis							50	50	70	50	70	50	50	50
Antis & Works							60	50	60	50				
Works & Alto							30	25	30	25				
Alto & Slope							30	25	30	25	25	25	25	25
Slope & Signal Bridge 2416-2417							35	35	35	35	35	35	30	30
Signal Bridge 2416-2417 & UN-AR							30	30	30	30	30	30	25	25
UN-AR & MO					O Track 30	30	70	30	70	30	60	45	45	45
MO & MP 254							50	45	70	50	70	50	45	45
MP 254 & NY							50	45	70	45	70	45	45	45
NY & W							50	45	70	50	70	50	45	45
W & SO							60	45	70	50	70	50	45	45
SO & AO							60	45	70	45	70	45	30	30
AO & C							60	45	70	45	70	45	45	45
C & SG							50	45	70	45	70	45	45	45
SG & MP 280									70	45	70	45	50	45
MP 280 & JD									70	50	70	50	50	50
SG & JD							50	50						
JD & Div. Post Pgh. Div.									50	45	70	50	70	50
JD & Div. Post* Pgh. Div.											50	50	50	50

*Conemaugh Dist.

BRANCHES

Branches	Single Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Mils per Hour					
Holidaysburg & Petersburg Branch Between:						
Wye & Eldo	20	20				
Eldo & Alto			30	30	30	30
Clearfield Branch Between:						
Wilson & Park	25	25				
Bald Eagle Branch Between:						
Park & Lock Haven (Northern Div.)	45	45				
Irvona Branch Between:						
Cresson & Blandburg	25	25				
South Fork Branch Between:						
South Fork & LV			20	20	20	20
South Fork Branch Between:						
W & South Fork	20	20				
Paint Creek & Shade Creek Branch Between:						
Paint Creek Branch Jct. & Central City	15	15				

PITTSBURGH DIVISION

Main Line Between:	Single Track		No. 6 Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Miles per Hour													
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Div. Post, Allgy. Div. & Millwood									50	45	70	50	70	50
Millwood & DR					O Track 50	45			50	45	70	50	70	50
DR & KR							50	45	70	50	70	50	50	45
KR & MP 320							50	45	70	50	70	50	50	50
MP 320 & MP 322							50	45	70	50	70	50	50	45
MP 322 & RC							50	45	70	45	70	50	50	45
RC & CP							70	50	70	50	70	50	70	50
CP & SZ							70	50	70	50	50	50	50	50
SZ & WG							70	45	70	45	45	45		
WG & Perry					O Track 30	30	70	45	70	45	30	30	30	30
Perry & R							70	45	70	45	45	45	45	45
R & Swissvale									70	45	70	45	70	45
Swissvale & CM									60	45	60	45	60	45
CM & PITT											50	20	50	30
Div. Post, Allgy. Div. & UY											50	50	50	50
UY & Federal St.											45	45	45	45
PITT & Federal St.											30	30	30	30
Federal St. & Jacks Run							70	50	40	40	40	40	70	50
Jacks Run & East Conway							70	50	50	50	50	50	70	50
East Conway & Div. Post (Lake Div.)											70	50	70	50

	Single Track		No. 6 Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Main Line Between:	Miles per Hour													
PH & Monon	60	40												
Mon & Laurel Hill											60	40	60	40
Laurel Hill & CO											60	50	60	50
CO & Weirton Jet.									30	30	60	50	60	50
Weirton Jet. & Reg. Post (Western Reg.)											60	50	60	50

BRANCHES

Turtle Creek Branch
Between:
SZ & BY

Port Perry Branch
Between:
Perry & PG

Allegheny Branch
Between:
UY & Nadine

Nadine & DN

DN & AJ

AJ & Brady (Nor. Div.)

Terminal Branch
Between:
WT & NY

New Cumberland Branch
Between:
Weirton Jet. & WN

Low Grade Branch
Between:
Rochester & Region Post (Lake Div.)

Bayard Branch
Between:
Rochester & MP 25

MP 25 & Div. Post (Lake Div.)

River Branch
Between:
Yellow Creek & Rockville

Brilliant Branch
Between:
UY & CM

	Scully No. 2 Track		Scully No. 1 Track		OC Bridge No. 4 Track		OC Bridge No. 3 Track		OC Bridge No. 2 Track		OC Bridge No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Scully Branch: Between:	Miles per Hour											
Monon & Wagner	20	20	20	20								
Ohio Connecting Bridge Between: Esplen & Island Ave. Jct.									10	10	10	10
Island Ave. Jct. & Jacks Run									20	20	20	20
Island Ave. Jct. & Pennsylvania Ave.					10	10	20	20				

Monongahela Br.
Between:

Monon & OB

OB & Kenny

Kenny & Dravosburg

Dravosburg & H

Peters Creek Br.
Between:
Pennmont & Gould

LAKE DIVISION

Main Line—Eastern
Between:

Div. Post (Pgh. Div.) & CP

CP & Wall

Wall & Fairhope

Fairhope & McKinley

McKinley & Reed

Reed & Orrville

Orrville & Smithville

Smithville & Big Run

Big Run & Lucas

Maine Line—Lake
Between:

Alliance & Rave

Rave & Maple

Maple & Harvard

Harvard & Seneca

Y&R Connection:
Between:
Ravenna (B&O RR) & Rave

BRANCHES

Bayard Branch
Between:
Region Post (Pgh. Div.) & MP 43

MP 43 & Bayard

Bayard & Fairhope

E&A Branch
Between:
Wampum Jct. & MP 60

MP 60 & Niles Jct.

Low Grade Branch
Between:
Region Post (Pgh. Div.) & Wampum Jct.

	Single Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
E&P Branch Between:	Miles per hour					
Castle & Cherry St.	30	30				
Cherry St. & Thornton Jet.	40	40				
Thornton Jet. & Girard Jet.			40	40	40	40
PY&A Branch Between: Detour & North Warren			30	30	30	30
Alliance Branch Between: Boanna & CP	30	30				
Marietta Branch Between: FA & Marietta	25	25				
Akron Branch Between: Hudson & MP 9	50	40				
MP 9 & Arlington	35	35				
Arlington & JO			35	35	35	35
JO & 800 feet north of MP 18			70	50	70	50
800 feet north of MP 18 & MP 21			50	50	50	50
MP 21 & Warwick			70	50	70	50

NORTHERN DIVISION

	Single Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
Main Line—Between:	Miles per Hour					
Rockville & MP 120	60	45				
MP 120 & 500 ft. west of MP 138	65	45				
500 ft. West of MP 138 & Horn	20	20				
Horn & Northumberland	30	30				
Northumberland & Milton	65	45				
Through Borough of Milton	65	40				
Milton & MP 271	65	35				
MP 271 & MP 270	45	45				
MP 270 & East Allens	65	45				
East Allens & Signals 2486 & 2485			45	45	45	45
Signals 2486 & 2485 & West Allens			30	30	30	30
West Allens & East Linden	45	45				
East Linden & Linden			30	30	30	30
Linden & Pine	60	45				
Pine & Lock Haven			60	45	60	45
Lock Haven & 2200 feet west of MP 223			30	30	30	30
2200 feet west of MP 223 & 1000 feet west of MP 222			45	45	45	45
1000 ft west of MP 222 & Farwell			60	45	60	45
Farwell & MP 194			60	30	60	30
MP 194 & MP 186			45	45	50	45
MP 186 & MP 181			45	45	45	45
MP 181 & MP 174			45	45	60	45
MP 174 & MP 172			45	45	50	45

	Single Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
	Miles per Hour					
MP 172 & HY			45	45	45	45
HY & SG	45	45				
SG & JN			45	45	45	45
JN & MP 120			40	30	40	30
MP 120 & MP 113			60	45	60	45
MP 113 & Keating Summit			45	45	35	35
Keating Summit & NR			40	30	50	30
NR & CR	50	45				
CR & SN			60	45	60	45
SN & OW	60	45				
OW & Lake			60	45	60	45
Lake & Perry	60	45				
Perry & Wales			60	45	60	45
Wales & Hubbard	60	45				
Hubbard & GJ			60	45	60	45
GJ & DM			40	40	40	40
DM & SS49A			30	30	30	30
Main Line—Erie—Between:						
JN & MP 140	50	45				
MP 140 & MP 116	40	40				
MP 116 & MP 104	50	45				
MP 104 & Kane	40	40				
Kane & Roy	35	35				
Roy & Otts	50	45				
Otts & Irv			50	45	50	45
Irv & Elm	50	45				
Elm & Erie	30	25				
Williamsport Branch—Between:						
Newberry & 1400 ft. west of MP 246	30	30				
1400 ft. west of MP 246 & Linden	65	45				
River & East Linden	15	15				
Elmira Branch—Between:						
Newberry & 600 ft north of MP 1	20	20				
600 feet north of MP 1 & MP 27	40	40				
MP 27 & Leolyn	25	25				
Leolyn & Southport Jet.	40	40				
HO & MP 8	40	40				
MP 8 & MP 14	25	25				
MP 14 & Himrod Jet.	40	40				
Wilkes-Barre Branch—Between:						
Kase within interlocking limits			30	30	30	30
Kase & Log	40	40				

	Single Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
	Miles per Hour					
Chautauqua Branch—Between:						
BM & Pross	30	30				
Pross & Mayville	40	40				
Mayville & Summerdale	30	30				
Summerdale & MP 116	40	40				
MP 116 & Titusville	35	35				
Titusville & Reed	30	30				
Reed & Bridge	40	40				
Salamanca Branch—Between:						
Stone & Irv			40	40	40	40
West Seneca Branch—Between:						
GJ & Meyer	15	15				
Meyer & SQ	30	30				
SQ & GB	20	20				
Bald Eagle Branch—Between:						
Lock Haven & Div. Post (Pgh. Div.)	45	45				
Allegheny Branch—Between:						
Divn. Post (Pgh Div.) & RH	40	40				
RH & Bridge			35	35	35	35

Trains of more than 125 cars must not exceed a speed of 35 miles per hour between Lock Haven and Pine.

Trains must not exceed speed indicated when passing following distant signals:

Location	Direction	Signal No.	Miles per Hour
Kips	Eastward	Dist. Sig. to Kips	30
Kips	Westward	Dist. Sig. to Kips	30

Allegheny-Pittsburgh & Lake Divisions

NOTE—On tracks where the maximum speed for passenger trains is 60 miles per hour or more, passenger, mail and express trains with more than 30 cars and consist also includes box and refrigerator type freight train can not equipped for passenger service, may be operated at a maximum speed of 60 miles per hour, except where otherwise restricted.

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

Between the following locations where passenger train speed is 60 miles per hour or more, except where otherwise restricted. Arranged Freight Train symbolized AST, CG, TT, CB-1-2, LCL, ED-4, PD, NW88 and Trans. Amer. Special may operate at a maximum speed of 60 miles per hour.

Main Line—Allegheny Division
 Mile Post 121 and Mile Post 132
 Mile Post 136 and Mile Post 152
 Mile Post 159 and Lewistown
 Mile Post 168 and Hunt
 Mile Post 206 and Tunnel
 Mile Post 224 and Mile Post 228
 (Westward Only)
 MO and Lilly
 NY and SO
 Mile Post 284 and Mile Post 305

Main Line—Pittsburgh Division
 Mile Post 305 and Mile Post 322
 Mile Post 327 and CP
 (Eastward Only)
 Mile Post 339 and Mile Post 326
 Mile Post 323 and Mile Post 311
 Mile Post 305 and Mile Post 284

Main Line—Eastern District
 Jacks Run and Mile Post 23

Main Line—Lake Division—Between Div. Post Pgh. Div. and Region Post Western Reg.

Pittsburgh Division

Eastward and Westward trains with Truc-Train trailers measuring 8 feet 5 inches wide at 16 feet 2 inches above top of rail may use No. 3 track through Radebaugh Tunnel, east of Radebaugh, but must not exceed restricted speed on No. 3 track while train is passing through tunnel.

When handling above trains, the Conductor must know the Engineman has been so advised.

1157-C2. Operating against current of traffic, except where Rule 261 is in effect, unless otherwise specified.

ALLEGHENY DIVISION

Main Line:	Miles per Hour	
	Psg.	Frt.
Div. Post (East. Region) & Works	50	40
Works & Slope	30	25
Slope & Pgh. Div.	50	40

PITTSBURGH DIVISION

Main Line:		
Allegheny Div.-Pittsburgh	50	40
Pittsburgh-Wood	50	40
Pittsburgh-Western Reg.	50	50
Branches:		
Brilliant Branch	40	18
Monongahela Branch	30	25
Bayard Branch	35	35

LAKE DIVISION

Main Line:		
Wood & Lucas	50	50
Main Line—Lake	50	50
Y & R Connection	45	40
Bayard Branch	35	35
E & A Branch	50	50
Akron Branch	50	50

NORTHERN DIVISION

Main Line:	50	40
------------	----	----

1157-C3. Wreck Trains and Work Trains

	Boom Trailing		Boom Forward		On Curves	
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
ALLEGHENY DIVISION						
Main Line						
Entire Division (Except as indicated below)	40	30	30	20	20	20
Works & Slope	25	25	20	20	20	20
Branches:						
Bald Eagle, Hollidaysburg & Petersburg, between Eldo & Alto	30	30	20	20	20	20
Clearfield, Hollidaysburg & Petersburg, between Wye & Eldo, Irvona, South Fork	20	25	15	20	20	20
Secondary Tracks:						
Clearfield, between Park & Summit & between Mills & Grampian, Hollidaysburg & Petersburg, Bedford, Mt. Dallas, Morrison Cove, Cresson, Black Lick, Susquehanna & Indiana	25	....	20	....	....	....

	Boom Trailing	Boom Forward	On Curves			
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
Clearfield, between Summit & Mills, Moshannon, New Portage	20	....	15	....	....	....
Holidaysburg & Petersburg, Bedford, Morrison Cove, between Holly & Brook, Southwest, Cres- son, Black Lick, Suspuehanna, Washington & Wheeling	....	20	....	....	20	20
Clearfield, between Park & Summit & between Mills & Grampian, Mt. Dallas, Morrison Cove, between Brook & Curry	....	25	....	20	20	20
All other Branches & Secondary tracks	15	15	10	10	15	15

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

PITTSBURGH DIVISION

Main Line						
Entire Division (Except as indicated below)	40	30	30	20	20	20
On Freight tracks	30	30	25	20	....	....
Branches:						
Monongahela, Brilliant, Allegheny, Low Grade, Bayard & River	30	30	20	20	20	20
Turtle Creek & Port Perry	20	25	15	20	20	20
Secondary Tracks:						
Monongahela, Southwest, Powhatan, Washington & Wheeling	25	20	20	20	20	20
Redstone, Yukon, Butler, New Cumberland & Weirton	20	....	15	....	....	....
Brownsville Jct. Wye, Div. Post (Mon. Ry.) & Redstone—South Leg	5	5	5	5	5	5
All other Branches and Secondary tracks	15	15	10	10	15	15

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

LAKE DIVISION

Main Line—Eastern—Between:						
(Pgh. Div.) & Region Post (Western Region) Passenger track	50	30	40	20	20	20
Freight track	30	30	25	20	20	20
Main Line—Lake—Between:						
Alliance & Maple	45	30	30	20	20	20
Maple & Harvard	40	30	30	20	20	20
Harvard & Seneca	30	30	25	20	20	20
Y & R Connection—Between:						
Ravenna (B&O RR) & Rave	30	30	25	20	20	20
Bayard Branch—Between:						
Div. Post (Pgh. Div.) & Fairhope	35	30	25	20	20	20
E & A Branch—Between:						
Wampum Jct. & Niles Jct.	40	30	30	20	20	20
Low Grade Branch—Between:						
Div. Post (Pgh. Div.) & Wampum Jct.	30	30	20	20	20	20
E & P Branch—Between:						
Castle & Girard Jct.	30	30	20	20	20	20
P Y & A Branch—Between:						
Detour & North Warren	20	30	20	20	20	20
Alliance Branch—Between:						
Boanna & CP	30	30	20	20	20	20
Marietta Branch—Between:						
FA & Marietta	20	25	20	20	20	20

	Boom Trailing	Boom Forward	On Curves			
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
Akron Branch—Between: Hudson & Arlington	35	30	30	20	20	20
Arlington & Warwick	45	30	30	20	20	20
Akron Secondary Track—Between: Warwick & Region Post (Western Region)	30	30	25	20	20	20
Tuscarawas Secondary Track—Between: Bayard & DJ	25	25	20	20	20	20
Dover Secondary Track—Between: DJ & FA	25	25	20	20	20	20
Mahoning Secondary Track—Between: Bayard & Alliance	30	30	25	20	20	20
P Y & A Secondary Track—Between: North Warren & GR	20	30	20	20	20	20
Koppel Secondary Track—Between: Wood & Wampum Jct.	30	30	20	20	20	20
Walford Secondary Track—Between: Coverts & Walford	15	15	15	15	15	15
All other Secondary Tracks	10	10	10	10	10	10

Except that Trains and Engines handling 250 ton Wreck Derrick will be governed by the following maximum speeds:

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line—Eastern—Between:		
Div. Post (Pgh. Div.) & Region Post (Western Region) Passenger track	35	25
Freight track	25	20
Main Line—Lake—Between:		
Alliance & Cleveland	35	25
Bayard Branch—Between:		
Div. Post (Pgh. Div.) & Fairhope	20	20

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

NORTHERN DIVISION

	Boom Trailing		Boom Forward		On Curves
	Miles per Hour				
	Wreck	Work	Wreck	Work	Work
Main Line—Between: Region Post (East. Region) & Renovo	35	30	25	25	20
Renovo & JN	30	30	20	20	20
JN & MP 113	40	40	30	30	25
MP 113 & Keating Summit	20	20	20	20	20
Keating Summit & DM	40	40	30	30	25
DM & SS49A	30	30	20	20	10
Main Line—Erie—Between: Erie & Elm	25	25	20	20	20
Elm & Emporium	30	30	20	20	20
Williamsport Branch—Between: Newberry & Linden	30	30	20	20	15
River & East Linden	15	15	15	15	15
Elmira Branch—Between: Newberry & Southport Jct.	30	30	20	20	20
HO & Himrod Jct.	30	30	20	20	20

	Boom Trailing		Boom Forward		On Curves
	Miles per Hour				
	Wreck	Work	Wreck	Work	Wreck
Wilkes-Barre Branch—Between: Log & Kase	30	30	25	25	20
Bald Eagle Branch—Between: Lock Haven & Div. Post (Pgh. Div.)	35	30	25	20	20
Allegheny Branch—Between: Div. Post (Pgh. Div.) & MP 120	30	30	25	25	25
MP 120 & Bridge	30	30	25	25	20
Chautauqua Branch—Between: FW & FY	30	30	20	20	20
BM & Pross	25	25	20	20	20
Pross & Mayville	35	35	25	25	20
Mayville & Summerdale	20	20	20	20	20
Summerdale & Bridge	30	30	25	25	20
Salamanca Branch—Between: Stone & Irv	20	20	20	20	20
West Seneca Branch—Between: GJ & GB	15	15	15	15	15
Selinsgrove Secondary Track—Between: Selinsgrove Jct. & 834 feet east of MP 23	20	20	20	20	20
L. V. Jct. Secondary Track—Between: Lykens & L. V. Jct.	20	20	20	15	15
Shamokin Secondary Track—Between: Mt. Carmel & Kase	25	25	20	20	20
Montandon Secondary Track—Between: Montandon & White	25	25	20	20	20
Watsonstown Secondary Track—Between: Watsonstown & Berwick	20	20	15	15	15
Sodus Bay Secondary Track—Between: Himrod Jct. & Point	25	25	20	20	20
Rochester Secondary Track—Between: Term & Wadsworth Jct.	20	20	20	20	20
Salamanca Secondary Track—Between: End of Block & Bony	20	20	20	20	20
Low Grade Secondary Track—Between: Brady & 528 feet east of MP 2	15	15	15	15	15
Mort & West End Bridge 109.79	30	30	20	20	20
West End Bridge 109.79 & DF (Main Line)	20	20	20	20	20
No. 12 Secondary Track—Between: Elm & Cross-over 355 feet west of MP 4	20	20	20	20	20

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

Main Lines—All Divisions	Miles per Hour
1157-C4. Circus Trains	*45
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A:	
—on straight track	*30
—on curves	*20
1157-C6. Freight trains with 30 or more cars of grain or mineral freight	*40
Jenny Type cars, loaded or empty	*40
NOTE—When handling such trains conductors must know that enginemen have been so advised.	

Main Lines—All Divisions	Miles per Hour
1157-C7. Snow Plows in service	*20
Snow Flangers in service	*20
Passing station platforms, all grade crossings and trains on adjacent tracks	5
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine	*30
1157-C12. Pushing Cars—Passenger Trains	*30
—Freight Trains	*20
1157-C13. Track Cars—unless otherwise restricted	*20
—when hauling track cars or trailers	*15
—through crossovers and turnouts, and over highway and railroad crossings	5
1157-C14. Highway Rail Cars—unless otherwise restricted:	
Fairmont A-34	*30
Fairmont A-30	*20
Willys Jeep	*20
Evans auto railer	*20
—through crossovers and turnouts, and over highway and railroad crossings	5
NOTE—Highway Rail Cars will operate under same rules and Special Instructions that apply to Track cars.	
1157-C15. Diesel engines when operated from rear unit or other than leading end for direction of movement	*30
1157-C16. Engines moving over turntables	4
1157-C17. (Allgy. Div.) between Forge and Spruce:	
Eastward petroleum or mineral freight trains	25
Other—Eastward freight trains	35
Lake Div. Bayard Branch	
1157-C18. Mineral freight trains eastward between Mile Post 42 and Mile Post 36	25
When handling such trains, conductors must know that enginemen have been so advised	
Lake Div. Akron Branch	
1157-C19. Pennsylvania Railroad trains on No. 1 and No. 2 tracks between Akron and Crosier Street, with and against current of traffic	35
*When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated.	

	Miles per Hour
1157-C20. (Nor. Div.) Freight trains on descending grades:	
Main Line—Erie	
Eastward freight trains;	
—Mile Post 130 to Mile Post 138.....	30
Westward freight trains;	
—Mile Post 130 to Cap.....	30
—Mile Post 94 to Roy.....	30
Clare to Mile Post 68.....	30
Lang to Elm.....	25
1157-C21. (Nor. Div.) Trains with TTX type equipment:	
Watsonstown Secondary Track	
All curves between Mile Post 0 and Mile Post 1....	10
First curve east of Mile Post 2.....	20
First curve east of Mile Post 4.....	20
All curves between Mile Post 7 and Mile Post 8....	20
Second curve east of Mile Post 12.....	20
All curves between Mile Post 17 and Mile Post 18...	15
Third curve east of Mile Post 20.....	15
Curve at Mile Post 25.....	15

TURNOUTS

1157-D1. Maximum Speed

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Allegheny Division		
Cresson Secondary Track	Facing	30
Bradley Junction	Trailing—Not Springing Switch	30
Cresson Secondary Track	Facing	30
Ebensburg Junction	Trailing—Not Springing Switch	30
Susquehanna Secondary Track	Facing	30
BN	Trailing—Not Springing Switch	30
Non-Interlocked turnouts—diverging movements		10
Pittsburgh Division		
Monongahela Branch Floreffe	Facing	15
	Trailing—Not Springing Switch	50
Monongahela Secondary Track, 966 feet south of Mile Post 50 California	Facing	30
	Trailing—Not Springing Switch	30
Monongahela Secondary Track, 1361 feet north of Mile Post 46 Roscoe	Facing	30
	Trailing—Not Springing Switch	30
Island Avenue—Diverging movements through hand-operated switches between Ohio Connecting Bridge and No. 2 track, all classes of engines		8
Non-Interlocked turnouts—diverging movements		10
Lake Division		
Bayard—West end eastward siding	Trailing—Springing Switch through turnout	15
	Facing	30
Alliance—East end eastward siding	Trailing—Not Springing Switch	30
	Trailing—Springing Switch through turnout	15
GR—250 feet east of:	Facing	15
	Trailing—Not Springing Switch	15
GR—150 feet west of:	Facing	15
	Trailing—Not Springing Switch	15
Non-Interlocked turnouts—diverging movements		10

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Northern Division		
Erie— Dock Jct. Sassafras Street	Trailing—Springing Switch	12
	Facing	12
	Trailing—Not Springing Switch	12
Stone—End of two Main Tracks	Trailing—Springing Switch	15
	Facing	20
	Trailing—Not Springing Switch	20
Lock Haven— East end of east- ward Siding	Facing	50
	Trailing—Springing Switch	15
	Trailing—Not Springing Switch	60
Leolyn—North end of Siding	Facing	40
	Trailing—Springing Switch	15
	Trailing—Not Springing Switch	40
Cowley—South end of Siding	Facing	40
	Trailing—Springing Switch	15
	Trailing—Not Springing Switch	40
Sned—North end of Siding	Facing	40
	Trailing—Springing Switch	15
	Trailing—Not Springing Switch	40
Nescopeck—East end of Siding	Facing	40
	Trailing—Springing Switch	15
	Trailing—Not Springing Switch	40
Non-Interlocked turnouts—diverging movements		10

All Divisions

ALL OTHER	Trailing—Springing Switch through turnout	15
	Trailing—Not Springing Switch	15

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speed.

Main Line—Allegheny Division	Miles per Hour
First Curve east of M. P. 114, No. 1 and No. 2 tracks.....	60
First Curve west of M. P. 116, No. 1 and No. 2 tracks.....	60
Third Curve east of View, No. 1 and No. 2 tracks.....	60
First and Second Curves east of View.....	40
Curve west of Millerstown, west portion of Curve between a point, 2,400 feet west of M. P. 138 and M. P. 139, No. 1 and No. 3 tracks.....	60
First, Second and Third Curves east of Thompsonstown, No. 1 and No. 3 tracks.....	60
First Curve west of Thompsonstown, No. 1 and No. 3 tracks.....	65
Curve at M. P. 148, No. 1 and No. 3 tracks.....	65
Fourth Curve east of Mifflin, No. 1 and No. 3 tracks.....	60
Third Curve east of Mifflin, No. 1 and No. 3 tracks.....	55
Third Curve east of Mifflin, No. 2 track.....	50
First and Second Curves east of Mifflin.....	40
First Curve west of Mifflin, No. 1 and No. 4 tracks.....	55
First Curve west of Wall.....	50
Curve at M. P. 163, 2.5 miles east of Lewistown, No. 1 and No. 3 tracks.....	65
Curve at M. P. 164, 1.5 miles east of Lewistown, No. 1 and No. 3 tracks.....	65
Second and Third Curves east of Lewistown.....	55
First Curve east of Lewistown.....	40
First Curve west of Lewistown, No. 1, No. 2 and No. 3 tracks.....	50
First Curve west of M. P. 169, No. 1 and No. 3 tracks.....	60
First and Second Curve west of Ryde.....	45
Curve at Mapleton, No. 1 and No. 3 tracks.....	60
First Curve west of M. P. 206, No. 1 and No. 4 tracks.....	55

Main Line—Allegheny Division	Miles per Hour
Curve at M. P. 207 and first curve west of M. P. 207, No. 1 and No. 4 tracks.....	65
Curve at Petersburg, No. 1 and No. 4 tracks.....	65
First Curve west of Tunnel Interlocking, No. 2 track.....	55
First Curve east of Spruce Creek Tunnel, No. 1 track.....	55
Second Curve east of Spruce Creek Tunnel, No. 1 track.....	45
First Curve west of Spruce Creek Tunnel, No. 2 track.....	50
Curves between Spruce and Tyrone.....	40
Curve at Tyrone Station.....	40
First and Second Curves west of Tyrone.....	65
Gallitzin-UN. Westward freight trains having pusher engine to cut off at Gallitzin, until entire train has passed interlocking at UN.....	15
At UN, on No. 4 track and on siding, between home signal and east end of interlocking and home signal 731 feet west thereof.....	20
Curve just east of first home signal bridge for AR, No. 0 track.....	15
First Curve east of MO, No. 2, No. 3 and No. 4 tracks.....	45
Curves, W to SO.....	50
Curves between SO and C, except Second Curve west of SO.....	40
Second Curve west of SO.....	35
Curves between Signal Bridge 2745-44 eastward distant signal for C and Signal Bridge 2762-63 westward distant signal for SG.....	40
First Curve west of SG.....	45
Second and Third Curves west of SG.....	35
Curve at M. P. 284.....	65
Second Curve east of Signal Bridge 2946, No. 1 and No. 2 tracks.....	55
First and Second Curves west of Signal Bridge 2946-45.....	45
Second Curve east of Torrance.....	50
Curve at Torrance, No. 1 and No. 2 tracks.....	55
Curve at M.P. 301 and First Curve west thereof.....	60
Main Line—Conemaugh District	
All Curves JD to M. P. 0.....	35
Curve east end Bridge 0.10, Conemaugh River west of M. P. 0.....	20
Bridge 0.10 and M. P. 1.....	35
Curve at M. P. 3.....	35
Curves between M. P. 3 and M. P. 4.....	35
First Curve west of M. P. 4.....	35
Curves between Alum Bank and Bridge 8.40 (Market Street, Blairsville).....	35
First Curve west of Atlas.....	45
First Curve east of M. P. 19, west of Atlas.....	40
First Curve east of M. P. 23.....	40
First Curve west of M. P. 24.....	40
First Curve east of M. P. 26.....	45
Second and Third Curves west of M. P. 26.....	30
Curves between M. P. 29 and Truxall.....	30
Curves between Truxall and M. P. 32.....	45
M. P. 32 and M. P. 33.....	30
Curves between M. P. 33 and M. P. 35.....	45
Hollidaysburg and Petersburg Branch	
Curves at Nineteenth Street and Margaret Avenue, Altoona.....	20
Bald Eagle Branch	
Through Mill Hall (by Ordinance).....	35
Approaching Highway Crossing at Vail, 1400 feet east or west thereof.....	30
Irvona Branch	
Curves from Cresson to Third Curve north of M. P. 5.....	20
First Curve north of M.P. 13.....	20
Curves between M. P. 19 and M. P. 25.....	20
Second and Third Curve south of M. P. 39.....	15
South Fork Secondary Track	
M. P. 9 to Lovett, northward freight trains.....	10
Lewistown Secondary Track	
Juniata Street, 2871 feet east of Lewistown Station.....	15
Dorcas Street, 4523 feet east of Lewistown Station.....	15
H. & P. Secondary Track	
Hollidaysburg-Newry Street crossing.....	15
Second Curve west of M. P. 8.....	25
Curve 1200 feet west of Covedale.....	25
Bedford Secondary Track	
Curve at Creek.....	15
Through Bedford (by Ordinance).....	10
Through Hyndman (by Ordinance).....	10
Curve 3.1 miles south of Hyndman.....	15
Morrison Cove Secondary Track	
Holly and a point 3600 feet south of Holly.....	15
First Curve south of Holly.....	20
Curve between a point 250 feet north of M. P. 10 and a point 1300 feet south of M. P. 10, two miles south of Holly.....	20
State Highway Route 880, one mile south of Roaring Spring.....	25

	Miles per Hour
Bellefonte Secondary Track	
Curve at Bellefonte Station.....	10
Clearfield Secondary Track	
Through Clearfield (by Ordinance).....	6
Through Clearfield (by Ordinance).....	12
Curve at north end of Bridge No. 38.35, 1/2 mile south of Field.....	15
Curve between M. P. 36 and 37, 1 1/2 miles north of Woodland.....	20
Wallacetown—Reed Street crossing.....	15
N. Y. C. R. R. crossing—(Philipsburg).....	20
Curve between M. P. 21 and Bridge No. 21.94 one mile north of Maple.....	20
Fourth Curve south of M. P. 11, 2 3/4 miles south of Summit.....	15
First Curve south of M. P. 7, 3 3/4 miles north of Vail.....	20
Phillipsburg Industrial Track	
Burg and end of track.....	10
Moshannon Secondary Track	
Through Houtzdale (by Ordinance).....	12
Cresson Secondary Track	
Curves from M. P. 8 to 1500 feet north of M. P. 9.....	25
Curve at M. P. 15.....	25
Curves from M. P. 19 to First Curve north of M. P. 24.....	25
Passing over switch in main line at Hastings Jct.....	15
Curve at M. P. 38.....	25
Curve 300 feet north of M.P. 39.....	25
Curve north of HM.....	25
Passing over switch in main line at McGees Jct.....	15
Curves from M. P. 44 to Punxsutawney.....	25
Mahoning Street crossing, Punxsutawney.....	10
Black Lick Secondary Track	
Ebensburg to Vintondale.....	25
Josephine to Black Lick.....	25
Curves from Ebensburg Jct. to Ebensburg except Winterset Curve.....	20
Winterset Curve west of Winterset.....	15
First Curve west of M. P. 31.....	25
First Curve west of M. P. 38.....	25
First Curve west of M. P. 40.....	25
Susquehanna Secondary Track	
Curves Bradley Jct. to Bakerton.....	25
Passing through tunnel.....	15
On north and south legs of Wye at Cherry Tree.....	10
Beaver Secondary Track	
M. P. 5 to M. P. 3, northward freight trains.....	6
M. P. 3 to Lovett, northward freight trains.....	10
Windber Industrial Track	
Between Windber Jct. and Eureka No. 35.....	10
Dunbar Track	
Bridge 0.28 south of Dunbar.....	5
Indiana Secondary Track	
Indiana, School and Church Streets, grade crossings.....	10
Curves north and south leg of Wye, Indiana.....	10
Reverse Curves 2640 feet north of M. P. 6 and M. P. 7.....	20
Blairsville Industrial Track	
Curve north leg Wye, Blairsville.....	10
Market Street and north end Wye.....	10
Main Line—Pittsburgh Division	
Curve at DR Interlocking, No. 1 and No. 2 tracks.....	60
Curves at east and west ends of Radebaugh Tunnel, No. 4 track.....	30
Curve at Penn.....	60
Curves between Signal Bridge 3284 and 3304, east and west of Manor.....	50
Curve at Pitcairn, No. 3 and No. 4 tracks.....	60
Pitcairn—Eastward and westward relay trains on No. 1, 2 and 3 Running tracks while operating through Car Inspector's inspection lights located 100 feet west of road crossing at Old 34.....	6
Curve west of Wilmerding.....	45
Curve west of WG.....	45
Curve at Perry, No. 1 track.....	30
Curves between Turtle Creek and Bessemer.....	40
Curve east of Braddock.....	50
Curves between Braddock and Copeland.....	40
Curve east and west of Hawkins, No. 1 and No. 2 tracks.....	60
No. 3 track.....	50
Curve east of Swissvale.....	50
On east and west legs of Wye at CM.....	15
Curve at East Liberty, No. 1 track.....	40
No. 2 track.....	35
Curve east of DV.....	45
First and Second Curve west of DV.....	40
Within PITT Interlocking.....	15

Pittsburgh Division—Contd.	
Main Line—Conemaugh District	
First Curve west of M. P. 36	45
Curves between east end of Second Curve west of M. P. 36 and M. P. 39	30
Curve at M. P. 41	30
Curves between M. P. 42 and M. P. 44	45
First Curve west of M. P. 45	45
Curve at M. P. 46	45
AJ Interlocking, No. 1 and No. 2 tracks	30
Curves east and west legs Wye AJ	10
Curves between AJ and M. P. 51	45
First Curve west of M. P. 51	45
First Curve west of Natrona	45
First Curve east of West Tarentum	45
First Curve west of West Tarentum	45
Curve at M. P. 58, west of Creighton	35
First Curve east of Springdale	45
Curve at Springdale	45
Curve at M. P. 62, west of Springdale	40
First and Second Curves west of M. P. 62	40
Curve at Cheswick	40
First Curve east of Acme	45
First Curve west of Acme	45
Curves between M. P. 64 and M. P. 66	45
East and west legs of wye at UY	10
Main Line—Eastern District	
First Curve west of Bridge 0.33	20
First Curve west of Federal Street Station	20
Second Curve west of Federal Street Station	30
All Curves, Pennsylvania Ave. to and including Curve at Island Ave., No. 4 track	45
All Curves Jacks Run to Pennsylvania Ave., No. 1 track	50
Conway—Inbound trains and inter-yard drafts moving by Scanning Towers at east and west end of yard, until train is yarded	8
Curve at M. P. 25 east of Rochester Freight Station, No. 1 track	60
Curve at Rochester Station	40
Curve west of Rochester Block Station, No. 2 track	35
Curve west of Rochester Block Station, No. 1 track	30
First Curve west of Bridge 29.25 No. 2 track east of Beaver Falls	50
First Curve west of Bridge 29.25 No. 1 track east of Beaver Falls	60
All Curves Beaver Falls to Curve east of Mile Post 33	60
Curve east of M. P. 33	55
M. P. 33 to 34	60
Main Line—Panhandle District	
PH and Smithfield Street	20
Monon Block Station on Track A	5
Monon Block Station on Track B	10
Smithfield Street and Elliott, No. 1 and No. 2 tracks	20
Curves between Elliott and Tunnel No. 2	40
Tunnel No. 2	30
Curves between Tunnel No. 2 and First Curve west of M. P. 7 west of Idlewood	40
First Curve west of M. P. 7	35
Between First Curve west of M. P. 7 and First Curve west of M. P. 8	40
First Curve east of Carnegie, No. 1 and No. 2 tracks	30
Curves between Carnegie and M. P. 16, west of Noblestown	40
Curves between Primrose and Burgettstown	50
First curve west of Mile Post 35, known as State Line Curve	30
Curves between Burgettstown and First Curve west of Weirton Jct.	40
Eastward trains on No. 3 track between Weirton Jct. and NC	20
First Curve east of Bridge 42.11, Ohio River and Slack Street, Steubenville	30
Curves between Slack Street, Steubenville and Mingo Junction Interlocking	55
Curves through Mingo Junction Interlocking	45
Curves between Mingo Junction Interlocking and Tunnel No. 5	55
Track connecting Main Line and River Branch between Mingo Jct. and Rockville	30
Track connecting Main Line between east end of Gould Sid-ing and Bridge 20.96, east end Mingo Junction yard	15
Tunnel No. 5	40
First and Second Curves west of Gould Tunnel	50
Curves between Mile Post 52 and Mile Post 67, west of Cadiz Jct.	55
Turtle Creek Branch	
Curves between Trafford and BY	15
Port Perry Branch	
North Leg and South Legs Wye at PG	10
Allegheny Branch	
First Curve north of UY	20
First Curve south of M. P. 25	30
Curve at AJ	30
Bridge 28.91 AJ	20
Kittanning—M. P. 44 to 46 account City Ordinance	30

Pittsburgh Division—Contd.	
Monongahela Branch	
Monongahela Secondary Tracks	
First Curve, south of Monon	40
Bridge 1.78, First Bridge north of M. P. 2	40
Curve at M. P. 2	40
OB Interlocking	30
Crossover, Monon No. 1 track to outbound track at north end OB Interlocking	5
All crossovers and turnouts at north end of PG Interlocking	10
Between a point 3500 feet south of South Duquesne and M. P. 14:	
No. 1 and No. 2 tracks	15
Between M. P. 20 and West Elizabeth	10
First Curve south of Elrama No. 2 track	30
Between MC and 3000 feet north of MC	20
Between M. P. 36 and M. P. 38	20
Bayard Branch	
Between M. P. 18 and M. P. 19	35
Curve, Yellow Creek	20
Terminal Branch—Zane Running Track	
Curve on both approaches to Ohio River Bridge No 1.75	10
Martins Ferry, over street crossing at grade	6
Curve at east approach to Chapline Hill tunnel	15
Wheeling, over street crossing at grade	10
New Cumberland Branch	
Approaching Cove Road crossing, west of CY	15
Crossover at WN leading from single track to New Cumberland secondary track	10
Redstone Secondary Track	
North Leg Brownsville Jct. Wye	15
South Leg Brownsville Jct. Wye	5
East Leg Brownsville Jct. Wye	5
Over Monongahela Ry. crossing, BF	12
RS, over all switches	15
Southwest Secondary Track	
Public Highway crossing, 1500 feet north of M. P. 3	15
Depot Street crossing—Youngwood	10
Public Highway crossing, 3130 feet south of Youngwood	15
Public Highway crossing, 5620 feet south of Youngwood	10
Public Highway crossing at HN	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
Southwest Industrial Track	
Between VA and Dunbar Street (3500 feet south of VA, Uniontown)	10
Sewickley Industrial Track	
Over grade crossing 2420 feet south of Junction with Southwest secondary track	5
Over grade crossing 6630 feet south of Junction with Southwest secondary track	5
Over grade crossing Weaver's Old Stand	10
Hempfield Industrial Track	
Over Arona road crossing 1.5 miles south of Adamsburg Jct.	6
Coal Lick Industrial Track	
Over street crossings between VA and Rainey Jct.	10
Except over street crossing, Lebanon Ave. (first crossing north of Rainey Jct. Wye)	4
West Brownsville Secondary Track	
BF to West Brownsville and Wye tracks	10
Butler Secondary Track	
Curves on east and west leg of Wye, Butler	10
JB and Lane	15
No. 101 and No. 102 Secondary Track	
32nd Street crossing, Pittsburgh, 1812 feet south of M. P. 2	5
Note—Applies to all tracks over this crossing front end of train only.	

Pittsburgh Division—Contd.		Miles per Hour	
Washington Secondary Track No. 105 Secondary Track			
Carnegie, within borough limits		5	
Curves between Mayview and Boyce		20	
Boyce, Over State Highway crossing at grade		20	
Washington between Chestnut Street and Main Street		20	
Wheeling Secondary Track— Wheeling Running Track			
Lazearville siding over crossing at 20th, 22nd, 25th, 26th and 27th Streets, Wellsburg		5	
Wellsburg between 3rd Street and 27th Street		15	
Between Wheeling Station and 14th Street		10	
Powhatan Secondary Track			
Martins Ferry between Avondale Street and Buckeye Street		20	
BR, over switches leading to yard tracks		15	
Between M. P. 56 and a point 2640 feet west of M. P. 56		15	
Omal Secondary Track			
From a point 1,750 feet west of M. P. 59 to a point 2,200 feet west of M. P. 59		15	
From a point 800 feet east of M. P. 61 to a point 200 feet west of M. P. 61		10	
1,500 feet east of M. P. 62 to a point 200 feet west of M. P. 62		10	
New Cumberland Secondary Track			
Between a point 2200 feet west of M. P. 3 and M. P. 4 west of Kings Creek		10	
Between a point one half mile east of M. P. 8 and a point 1600 feet east of M. P. 9		15	
Between east switch Union Brick Plant and M. P. 10 west of Globe		15	
Lake Division		Miles per Hour	
Main Line—Eastern District		Note 1	Note 2
Curve at Wood		45	45
All Curves Mile Post 37 to Mile Post 40		45	45
Second Curve east of Mile Post 40		40	40
First Curve west of Mile Post 42		45	45
First Curve east of Mile Post 43, No. 1 track		55	50
First Curve east of Mile Post 43, No. 2 track		60	50
First Curve west of Mile Post 44		60	50
On all Curves between a point one-fourth mile east of Mile Post 45 and a point one-fourth mile west of Mile Post 47		50	50
First and Second Curves east of Mile Post 48		60	50
Curve at Buckeye		60	50
All Curves west of Mile Post 62 to Mile Post 64		60	50
First Curve west of Mile Post 64		55	50
First Curve west of Mile Post 65		60	50
First Curve east and first Curve west of Mile Post 66		50	50
All Curves Mile Post 67 to Mile Post 69		60	50
First Curve east of Mile Post 72		60	50
First Curve west of Mile Post 72		55	50
First Curve east of Mile Post 75		60	50
Alliance—Mahoning Secondary Track Crossing		25	25
Wall—N. Y. C. Crossing		40	40
Wandle—N.K.P. Crossing		40	40
Canton—Curve at Market Street		50	50
First Curve west of Mile Post 107		60	50
First Curve east of Mile Post 109		60	50
First Curve east of Massillon Station		50	50
First Curve west of Massillon Station		60	50
First Curve west of Mace		60	50
Orrville—Akron Secondary Crossing		50	50
All Curves Mile Post 129 to Mile Post 135, No. 1 track		20	20
Mile Post 130 to Mile Post 133, all curves, No. 3 track		50	50
Mile Post 130 to Mile Post 133, all Curves, No. 2 track		45	45
All Curves west of Mile Post 133 to and including First Curve west of Mile Post 135, No. 2 and No. 3 tracks		60	50
All Curves between a point 1000 feet west of Mile Post 144 and a point 2000 feet west of Mile Post 146, No. 1 and No. 2 tracks		65	60
All Curves west of Mile Post 153 to and including First Curve west of Mile Post 154		60	50
First Curve east and First Curve west of Mile Post 165		60	50
First Curve east of Mile Post 168		60	50

NOTE 1. All Trains except those specified in Note 2.

NOTE 2. Applies only to arranged freight trains TT, LCL, CB-1, CB-2, CG-2, CG-8, ED-4, PD-2 and Trans. Amer. Special Trains.

Lake Division—Contd.		Miles per Hour	
Main Line—Lake District			
Short Horn track, Alliance		10	
Curve at Mile Post 67, Alliance		20	
Curve east of Mile Post 68, Alliance		45	
Between a point 1100 feet east of Mile Post 85 and a point 1300 feet east of Mile Post 85, No. 1 and No. 2 tracks.			
West Lake St. crossing (by Ordinance)		35	
Curve west of Mile Post 99		60	
Grace St. and Glendale Ave. crossing Bedford (by Ordinance)		50	
Curve east of Harvard Avenue		30	
Curve west of Mile Post 121		20	
East 26 Street, first crossing east of Alabama		20	
E & A Branch			
B. & O. R. R. Crossing, Center St.		20	
Erie, R. R. Crossing, 1000 feet west of Center St.		10	
B. & O. R. R. Crossing, 1800 feet west of Center St.		10	
B. & O. R. R. Crossing, Crab Creek		10	
Curve east end of Market St. Yard, No. 1 track		35	
No. 2 track		20	
Erie R. R. Crossing, west of Market St. Yard		10	
Curves between Youngstown and Austintown Crossing		40	
Erie R. R. Crossing, Austintown		10	
Northwest Ave., Bridge St. and Division St., Youngstown		12	
Between Liberty Street and Mile Post 70, Girard, No. 1 track		45	
Erie R. R. Overhead Bridge east of Niles,			
No. 1 track		20	
No. 2 track		15	
First Curve east of Niles		30	
Curve east end Niles Station platform to a point 400 feet west of overhead bridge 74.75, No. 2 track		30	
Wye track, Niles		10	
Detour Interlocking		30	
First curve west of Detour		30	
Low Grade Branch			
First curve west and first curve east of Beaver River Bridge 41.11		15	
E & P Branch			
Curve at New Castle Station		25	
Curve at Grant Street, New Castle		30	
All street crossings, Wheatland		10	
State, Pitt, Silver, and Fisk Streets, Sharon		15	
Curve at Sharpsville Station		30	
Main Street, Greenville		10	
Jamestown Interlocking		15	
Wye track, Linesville		5	
Turnout, Thornton Jct.		15	
Curve east of Girard Jct., No. 1 track		30	
P Y & A Branch			
Between Mile Post 76 and Mile Post 79		20	
Between Mile Post 79 and North Warren		15	
Akron Branch			
Between station and south end of Wye, Hudson		15	
Wye track, Hudson		15	
Erie Railroad crossing at JO		15	
Between Erie R. R. crossing at JO and north end of Akron station platform		15	
Passing Akron Station platform		30	
Curve at south end of Akron station platform, No. 1 track		25	
First curve south of Mile Post 16		60	
Second curve south of Mile Post 24		60	
Curve between Clinton and Warwick		45	
Warwick Interlocking		30	
Marietta Branch			
Cambridge, Foster Ave. to Woodlawn Ave.		15	
Glenwood tunnel		15	
Between Mile Post 13 and a point 1400 feet south of Mile Post 13		15	
Between a point 2500 feet north of Mile Post 7 and a point 500 feet north of Mile Post 7		15	
Between Mile Post 5 and Mile Post 6		15	
Between Marietta and Mile Post 3		15	
Houston Secondary Track			
Over Mills and Washington Streets, New Castle		6	
Croton Avenue, New Castle		10	
Akron Secondary Track			
Between Orrville interlocking and a point 2000 feet north of Mile Post 37		15	
Within interlocking limits and through Akron connection track, Orrville		15	

Lake Division—Contd.	Miles per Hour
Tuscarawas Secondary Track	
Between Mile Post 2 and Minerva Jct.	15
Tunnel, south of Summit Siding	10
Between Mile Post 20 and a point 2640 feet south of Mile Post 20	10
Between a point 2640 feet north of Mile Post 21 and Mile Post 25	20
Between Mile Post 25 and a point 1500 feet south of Mile Post 25	15
Dover, within corporate limits	10
Dover Secondary Track	
Newcomerstown, between Mile Post 83 and Mile Post 85	15
Wolf Creek Industrial Track	
Bridge 0.22 at Leesburg	10
Northern Division	
Main Line	
Second and third curve west of Mile Post 92	45
First curve west of Mile Post 101	55
Curve at Halifax Station	50
Curve at Mile Post 112	50
First curve east of Mile Post 133	60
First curve west of Mile Post 133	45
Second curve east of Mile Post 135	55
First curve east of Mile Post 135	45
Curve at Mile Post 136	55
First and second curve west of Mile Post 136	55
Curve at Mile Post 137	55
First curve west of Mile Post 137	55
Second curve west of Mile Post 137	60
Horn and 300 feet west of Northumberland station	30
First curve west of Mile Post 266	30
Curve at Monty east of Montgomery	15
Curve at Mile Post 260	55
First curve east of Mile Post 255	60
First curve west of Mile Post 255	60
Second curve west of Mile Post 255	55
First curve east of Mile Post 254 and curve at Mile Post 254	60
First and second curves east of Mile Post 252	45
Curve at Mile Post 252	50
Curve west of Jersey Shore Station	55
All curves between Mile Post 232 and Mile Post 233	55
Curve at Mile Post 230	55
First curve east of Mile Post 229	45
Second and third curves west of Mile Post 221	50
First curve west of Mile Post 220	50
First and second curves east of Mile Post 218	45
On and between first and second curves west of Glen Union	40
Second curve west of Mile Post 207	45
First curve west of Mile Post 204	55
First curve east of Mile Post 196 No. 2 track	50
All curves between Renovo and Mile Post 194	45
Between C/T and west end of curve west of Keating	35
First curve west of and first curve east of Bridge 171.08	35
First curve east of Driftwood Station	35
Curve west of Bridge 155.20	40
JN to and over Allegheny Ave.	10
First curve south and first curve north of Mile Post 119 on No. 1 track	50
Between Sizerville and Distant Signal 1154 No. 1 track, freight trains	35
Light engines—Mile Post 113 to Keating Summit	30
Light engines—Keating Summit to NR	30
Curve south of Mile Post 104 south of NR	40
Curve at Mile Post 104	40
Port Allegheny, street crossings north and south of Station	20
First curve south of Mile Post 88	50
First curve north of Mile Post 83, No. 2 track	55
Curves between Mile Post 83 and Mile Post 81, No. 1 track	50
Curve ½ mile north of Mile Post 80	50
Second curve north of Mile Post 79	
No. 1 track	40
No. 2 track	50
Curve at Mile Post 74	50
First curve north of Mile Post 71	30
Union Street, Olean	10
E-L RR Crossing to Mile Post 69	30
Mile Post 69 to Signal 683, No. 2 Track, freight trains	40
Between Bridge 60.22 south of Mile Post 60 and north end of curve north of Mile Post 60	50
Curve north of Mile Post 41	55
Curves south and north of Arcade Station	45
Reverse curves north of Mile Post 31 and north of Mile Post 30	50
Mile Post 7 to GJ on No. 1 track, freight trains	40
1000 feet south of FW to FW Block Station	20
First curve north of FW	10

Northern Division—Contd.	Miles per Hour
Main Line—Erie	
Between JN and Mile Post 149	15
Second curve west of Mile Post 145	45
First curve west of Mile Post 129	25
St. Marys, trains and engines over highway crossings Mile Post 129 and a point 2640 feet east of Mile Post 127	30
Curve at Mile Post 119	35
Curve at Ridgway Station	25
Ridgway, over highway crossings between Mile Post 119 and Mile Post 117	6
First curve west of Mile Post 116	45
Curve at Mile Post 114 and first curve west of Mile Post 114	45
Johnsonburg, over highway crossings Mile Post 111 to a point 1440 feet east of Mile Post 109	15
Kane, from Mile Post 96 to a point 2640 feet east of Mile Post 93	15
Sheffield, over Main Street crossing	30
Curves between Mile Post 70 and Mile Post 69	45
Warren-Passenger Trains over highway crossings between Mile Post 67 and Mile Post 65	25
Warren-Freight Trains and light engines over highway crossings between Mile Post 67 and Mile Post 65	6
First curve east of Irv	30
All curves ½ mile west of Mile Post 49 and ¾ mile west of Mile Post 47	45
Between Mile Post 38 and MS	35
Between MS and Eye	20
Union City, between Block Signals	20
Union City, over highway crossings	20
Belle Valley, west of, while approaching Norcross Road crossing	30
Second curve west of Mile Post 6 (5 Mile Curve)	25
McClelland Ave. 800 feet east of Mile Post 4	20
Curve west of Ash Street	15
Erie—freight trains and light engines over highway crossings	6
Williamsport Branch	
Curve Mile Post 243	50
Bridge 242.86	30
First curve west of Bridge 242.86	30
Newberry, both legs of wye	15
Naught "O" Track River and East Linden	15
Elmira Branch	
Newberry and Southport Jct.	
600 feet north of Mile Post 1 to Mile Post 2	30
Curve at Mile Post 9	35
First curve north of Mile Post 24	35
Second curve north of Mile Post 26	35
Mile Post 52 and 1200 feet north of Mile Post 52	20
All curves from Cowley to and including the curve at Mile Post 53	35
Curve at Mile Post 54	25
Curve at Mile Post 55	25
Curve ½ mile north of Mile Post 55	25
Curve at Mile Post 74 and first curve north of Mile Post 74	15
All other curves Kendall to Shannon	30
Curve at Shannon	15
HO and Himrod Jct.	
Curve at Mile Post 17	20
Curve at Watkins Glen	20
Wilkes-Barre Branch	
First curve east of Mile Post 59	15
First curve west of Mile Post 59	30
First and second curves east of Mile Post 58	30
Curve at Lomis	30
Curve at Mile Post 56	30
West Nanticoke track crossing	30
Curve 1500 feet east of Mile Post 55	30
First curve east of Norca	30
Chautauqua Branch	
Engines running light entire Branch	30
Between Pross and Bridge 60.44	30
Corry within corporate limits between Mile Post 92 and first crossing south of Eye	20
Mile Post 121 and North end Titusville Siding	25
Curve at Mile Post 121	25
Curve North of Bridge 132.29	20
First curve north of Mile Post 136	25
Bridge to Mile Post 136	25
Bridge Interlocking	20

Northern Division—Contd.		Miles per Hour
Allegheny Branch		
Curve between Sarah Furnace and Madison		35
Curve at Mile Post 93		35
Curve north of Mile Post 100		30
First curve north of Mile Post 101		30
First and second curves north of Kennerdell tunnel		30
Curve at Mile Post 111		30
First curve south of Mile Post 120		35
Curves between RH and Bridge		35
Bridge Interlocking		20
Olean Leg of Wye at Bridge		15
Salamanca Branch		
Engines running light entire Branch		30
Curve at Irvineton Station		15
Salamanca Secondary Track		
Salamanca, highway crossings between Mile Post 95 and Mile Post 98		20
Shamokin Secondary Track		
Curve at Mile Post 14		20
First curve west of Mile Post 14		20
First curve east of Mile Post 16		15
Locust and State		10
Selinsgrove Secondary Track		
Curve at east end Bridge 44.40		10
Bridge 44.40 and Bridge 44.04—Susquehanna River		10
Selinsgrove, street crossings		10
Second curve east of Mile Post 41		25
First curve east of Mile Post 38		25
L. V. Junction Secondary Track		
L. V. Junction to a point 1000 feet west		10
Watsonstown Secondary Track		
Curve at Mile Post 0		15
Curve between Mile Post 1 and Mile Post 2		15
First curve east of Mile Post 3		15
Bridge 4.19		25
First curve east of Mile Post 5		15
First curve east of Mile Post 6		15
Bridge 14.17		25
All curves between Mile Post 18 and Eversgrove Jct.		15
Berwick, Warren and LaSalle St. crossings		4
Montandon Secondary Track		
Curve at Montandon		15
Curve west of Bridge 1.08		15
Between Home Signals UR interlocking		20
Curves between Mile Post 21 and Mile Post 26		20
Curves between Mile Post 30 and Mile Post 37		25
Curves between Mile Post 41 and Mile Post 46		25
Curves between Mile Post 55 and Mile Post 59		25
Sodus Bay Secondary Track		
Stanley, through interlocking		15
Over NYC Crossing Phelps Junction		20
Over NYC Crossing Wallington		20
Low Grade Secondary Track		
Between Mile Post 4 and Mile Post 6		25
First curve east of Mile Post 8		20
Between Mile Post 12 and Mile Post 16		25
First curve east of Mile Post 16		25
Curve at Mile Post 17		20
1000 feet east of to a point 1000 feet west of SU Block Station		20
1000 feet east of to a point 1000 feet west of GH Block Station		20
Falls Creek, B&O R.R. Crossing		20
DuBois, head end of trains while passing over DuBois Street and Liberty Blvd. crossings at grade		10
Summit tunnel		25
Curve at Mile Post 71		25
First curve east of Mile Post 87		25
First curve west of Bridge 108.86		25
Curve at DF Bridge 109.79		20
1, 2, 3, 4 and 5 Running Tracks		
Erie, freight trains and engines over highway crossings		12

Allegheny and Pittsburgh Divisions

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

Monongahela Secondary Track:

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

West Brownsville Secondary Track:

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

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

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

Between 200 feet south and 1700 feet south of Mile Post 61.

Ellsworth and Marianna Secondary Tracks:

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

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

Between north end and south end of Scenery Hill Siding.

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

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

Indiana Secondary Track:

Mile Post 6 and a point 2500 feet south thereof.

Butler Secondary Track:

Mile Post 1 and Mile Post 8.

ENGINES—ALL DIVISIONS

1157-G1. Maximum Speeds, unless otherwise restricted

Class	Mile per Hour	
	Multiple Light	With Train
Diesel Units:		
Road "A" and "B" Unit Types—		
Passenger	60	95
Freight, except EH-15	50	65
EH-15	50	50
Freight-Passenger	60	75
Shifter Types—		
All Classes, except following	50	60
APS-24MS	60	75
AS-16MS, AS-18AM, EFS-17M, ES-15MS	50	65
ES-15A	30	55
ES-6 (#5911 only)	30	40
GS-4, GS-4M	30	30
A6-B	20	20
Single Units—Light—		
All Classes, except A6-B and GS-4	30	
A-6B and GS-4	20	
Rail Motor Car or Cars	65	
Rail Detector Cars	50	

NOTE—

Diesel unit type designations:

Second letter (and third where used) in type designation indicates service as follows:

- "P" — Passenger.
- "F" — Freight.
- "H" — Freight (Helper).
- "FP" — Freight-Passenger.
- "S" — Shifter.
- "PS" — Shifter, Passenger.
- "FS" — Shifter, Freight.

Numerals indicate engine horsepower in nearest hundreds.

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum Speeds unless otherwise specified

Allegheny Division

Track	Between	And	Miles per Hour
Lewistown	Lewistown	Jct. Milroy Secondary Track	25
Milroy	Chestnut Street Lewistown	Naginey	25
A	Naginey	Milroy	15
C	Deer	Hunt	30
No. 1	Hunt	Deer	30
No. 2	Rose	Antis	30
H. & P.	Antis	Rose	30
H. & P. No. 1	Pete	Frank	30
H. & P. No. 2	Wye	Holly	30
Morrison Cove	Holly	Wye	30
Bedford	Holly	Curry	30
Mt. Dallas	Brook	State Line	30
Clearfield	Creek	Dallas	25
	Grampian	Mills	30
	Mills	Summit	20
	Summit	Park	30
Moshannon	Mills	McCartney	20
Moshannon and Clearfield	Jct. Moshannon Secondary Track	Brookwood shaft	25
New Portage	Wye	SF	20
Cresson	EP	RU	30
Hastings	Hastings Jct.	Hastings	20
McGees	McGees Jct.	Glen Campbell	25
Susquehanna	DF	DC	30
Black Lick	KY	ZD	30
South Fork	LV	HC	20
Indiana	D	Black Lick	30
Indiana	Black Lick	Indiana	25
Bald Eagle Branch All Sidings			25
All other sidings			15
Running Tracks			15

Pittsburgh Division

Monongahela Nos. 1 and 2	H	MC	30
Monongahela	MC	BF	30
West Brownsville	BF	Ten Mile Run Jct.	20
Southwest	RG	County Jct.	25
Southwest	County Jct.	VA	30
Redsone	BF	RS	20
Yukon	Yukon Jct.	Cowansburg	20
Butler	JB	Butler	20
Washington	Glenn	WH	30
Waynesburg	Waynesburg	WH	10
Wheeling	Weirton Jct.	UN	30
Powhatan	GR	Bellaire	30
Powhatan	Bellaire	PN	25
Omal	PN	Omal	25
Captina	Captina Jct.	Norton Mine No. 3	25
Weirton	CY	WN	20
New Cumberland	WN	HS	20
Cadiz	Cadiz Jct.	Georgetown Jct.	20
Hanna	Georgetown Jct.	Hanna	20
All other secondary tracks			15
Gould Siding			30
All other sidings			15
Running Tracks			15

Lake Division

Track	Between	And	Miles per Hour
Mahoning	Bayard	Alliance	30
Akron	Warwick	Region Post (Western Reg.)	30
99	Harvard	Rockside	10
98	Rockside	Harvard	20
P Y & A	North Warren	GR	30
Koppel	Wood	Wampum Jct.	30
Walford	Coverts	Walford	20
Tuscarawas	Bayard	DJ	30
Dover	DJ	FA	30
Houston	Neshannock Falls	Millburn	20
Eastward	East Austinburg	GR	15
Westward	GR	East Austinburg	15
All other Secondary Tracks			15
All Sidings			15

Northern Division

Rochester	Term	Wadsworth	20
13	AD	Bill	15
Clermont	Clermont Jct.	End of Track	12
Farmers Valley	Coryville	Farmers Valley	20
Oil City	Bridge	Stone	20
Salamanca	End of Block	Bony	25
	Bony	AD	15
Ridgway	Ridgway	Falls Creek	20
		Crossover 355 feet west of Mile Post 4	25
12	Elm	Eyersgrove Junction	30
Watsonstown	Watsonstown	Berwick	20
	Eyersgrove Junction		
Montandon	Montandon	Water Street, Lewisburg	30
		Derr Drive, Lewisburg	25
		White	30
L. V. Junction	L. V. Junction	Lykens	20
Selinsgrove	Selinsgrove Junction	Beaver Springs	30
	Beaver Springs	834 feet east of Mile Post 23	20
Shamokin	Kase	Tenth Street, East Sunbury	20
		Mile Post 18	30
		Luke	20
		1,129 ft. West of Mile Post 25	30
Sodus Bay	Himrod Jct.	Point	30
Low Grade	Brady	528 feet east of Mile Post 2	25
		DF (Main Line)	30
401	Crossover South end Phillipston Yard	Brady	10
Running Tracks—			
Dock Extension	SB	SQ	10
East Brady	Brady	End of Track	15
Sidings—			
Rockville	Rockville	Stoney	30
Ferry	East Ferry	West Ferry	30
Miller	East Miller	West Miller	30
Boyles	East Boyles	West Boyles	30
Sunbury	Creek	Horn	20
Kase	Horn	Northumberland	30
Northumberland	Northumberland	Molly	30
Fair	East Fair	West Fair	30
Muncy	East Muncy	West Muncy	30
W. Linden	Linden	West Bud	30
E. Linden	West Allens	East Linden	30
Neff	North Neff	South Neff	30
Panama	North Pan	South Pan	30
Tryonville	North Try	South Try	30

Pittsburgh—Lake and Northern Divisions

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

Track	Between	And	Miles per Hour
New Cumberland Industrial	Chester	Kobuta	20
Jackson Industrial	Houston Jct.	End of Track also Buckeye mine track	10
Bradford	Bradford	End of Track	10

Pittsburgh Division

FREIGHT TRAIN RESTRICTIONS

Monongahela Branch

1159-A1. Oil hand lamps, or any other type of lamp having an open flame, must not be used while working in Pennsylvania Industrial Chemical Co. Electric hand lamps must be lighted before entering and must not be extinguished until after leaving the plant. Smoking on the premises prohibited.

Wheeling Secondary Track

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

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

Kobuta Industrial Track

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

Smoking is prohibited within the gates of this plant.

ENGINE AND SPECIAL LOAD RESTRICTIONS

1160-A1. Engines and special loads 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—Restricted account of light rail.

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

The small letter in parenthesis shown in location column indicate reference NOTE shown at end of table.

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

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this Instruction.

COLUMN	CLASS OF ENGINES					SPECIAL LOADS			
	1	2	3	4	5	L	M	I	J
LOCATION	AS6, BS6, BS6A, BS7, BS7M, ES6, GS4, GS4M AS10, AS10A, AS10AM, AS10AS, AS10AMS, AS10M, AS10S, AS18M, BS10, BS10A, BS10AM, BS10AS, BS12, BS12AM, BS12AS, BS12AS, BS12M, ES10, ES12, ES12M, FS10, AF-24, AF-24A AS15M, AS16, AS16M, AS16MS, AF15, AF16, BF15A, BF16, ES15M, ES15MS, EFS17M, EF15, EF15A, EFP15, FS12, FS12M, FS16M, FS20, FS20M, FS16, FF16, GF-25, EF-22, AS18AM, AS24M, BS16M, BS16MS, EP20, EP22 AS16A, AFS24MS, BS24, BS24M, BF16Z, BP20, ES15A, ES17M, FS24M, LS25, LS25M								
ALLEGHENY DIVISION						L	M	I	J
NEWPORT:									
F. M. Snyder trestle			X	X	X	X	X	X	X
Bridge 132.16									40
MILLERSTOWN:									
Public Delivery tracks									
Lead to Sechrist's Mill									
PORT ROYAL:									
Breyers Ice Cream Co.									
MIFFLIN:									
Commons Yard except track west of passenger station leading from No. 5 track									
W. H. Manbeck trestles			X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
HAWSTONE:									
Hill track			X	X	X				
LEWISTOWN:									
Nos. 2 and 3 tracks MW Yard									
MP 175 WEST OF:									
Penna. Glass Co. (tracks leading to Sand Plant only)			X	X	X				
McVEYTOWN:									
H. O. Andrews & Son			X	X	X				
MT. UNION:									
Track east of Franklin St.			X	X	X				
Freight Station track			X	X	X				
E. A. Beaver Co.			X	X	X				
Harbison Walker			X	X	X				
No. 7 yard track									
MAPLETON:									
Siding West of Bridge St.			X	X	X				
Bridgeport track at tool house curve			X	X	X				
HUNTINGDON:									
Martin Heine track			X	X	X	X	X	X	X
J. C. Blair			X	X	X	X	X	X	X
South of Hunt—Bridge 0.12			X	X	X				
Laney Fink track			X	X	X				
Freight Station tracks			X	X	X				
Huntingdon Wholesale Co.			X	X	X				
Radiator Corp.			X	X	X				
PETERSBURG:									
Station track									
UNION FURNACE:									
Warner Co.—Tracks leading to Stone Plant only									
FORGE:									
Tyrone Lime & Stone									
BELLWOOD:									
East Leg of Wye									
Storage yard									
WEST OF ANTIS:									40
Bridge 232.94									
ALTOONA:									
Westbound Hump									
Furnace Hump									
Juniata Scale Dump			X	X	X				
MW Yard—Lower Back track									
People Coal and PRR Public delivery tracks			X	X	X	X	X	X	X
Eastbound Repair Old side East End			X	X	X				
Juniata side track			X	X	X				
Montgomery Concrete Co. and Mannino Cosmo Inc.									
People Natural Gas Co. 1st St.			X	X	X				
Radio Service 7th St.	X	X	X	X	X				
Quaker Products 8th St.		X	X	X	X				
East Side Coal & Supply Co. 8th St.			X	X	X				
J. I. Gleichert 10th St.			X	X	X				
L. B. Mackey 10th St.	X	X	X	X	X				
American Radiator Co. 16th St.			X	X	X				
Altoona Brewery Co. (1 & 2) 17th St.			X	X	X				
Boyer Candy Co. 17th St.			X	X	X				
Altoona Pipe and Steel Co. at 17th St.			X	X	X				
Armour & Co. 18th St.			X	X	X				
Altoona Pipe and Steel Co. 18th St.			X	X	X				
Penna. Elec. Co. (No. 1) Margaret Ave.									
Curry-Canan Co. 19th St.			X	X	X				
Filer's Storage Co. 19th St.			X	X	X				
Penna. Elec. Co. (No. 2) 20th St.									
Altoona Pipe & Supply Co. 21st St.									
Keebler Biscuit Co. 26th St.			X	X	X				
Atlantic Refining Co. 27th St.			X	X	X				
Meyer Bros. Co. track 27th St.			X	X	X				
Marhofer's Baking Co. 28th St.			X	X	X				
City of Altoona (1 & 2) 30th St.			E	E	E				
City of Altoona (3) 30th St.			E	E	E				
Economy Wholesale Groc. Co.			X	X	X				
J. C. Ivory & Son 31st St.			X	X	X				
A. E. Namey Co. track 31st St.			X	X	X				
United Home Dressed Meat Co.			X	X	X				
Independent Oil Co. 32nd St.			X	X	X				
37th St.—lead from No. 2 track to South Altoona Shop yard									
Freedom Oil Co. Altoona Public Track									
Lafferty Bros. South Altoona									
Butcher & Hart Mfg. Co.			X	X	X				
Sydney Chairs Inc.			X	X	X				
Atlantic Refining Co. west of Canan's Crossing									

COLUMN	1	2	3	4	5	L	M	I	J
ALTOONA—Cont.									
D & H Distributing Co.			X	X	X				
Gulf Refining Co. Canan's Crossing									
Sun Oil Co. east of Canan's Crossing									
American Oil Co. east of Canan's Crossing									
ELDORADO:									
West Penn Chemical Co. Canan's Crossing	X	X	X	X	X	X	X	X	X
Babcock Lumber Co.									
Raible Coml. Warehouse									
Veeder Root Inc.									
BALD EAGLE BRANCH:									
LOCK HAVEN (Nor. Div.):									
Penn. Woven Wire Co.					X	X	X	X	X
Hoberman Coal & Junk Yard					X	X	X	X	X
American Aniline Prod. Co.			X	X	X	X	X	X	X
N. Y. & Penna. Paper Co.			X	X	X	X	X	X	X
Castanea Paper Co.			X	X	X	X	X	X	X
MILL HALL:									
Mill Hall Fire Brick Co. side track									
HOWARD:									
Valley View Lime Co.									
White Rock Quarry Co.									
BALD EAGLE:									
Bridge 6.17								40	30
CLEARFIELD BRANCH:									
TYRONE:									
Bridge 0.24 10th St.									15
West Virginia Pulp & Paper Co. tracks 1 2 4 5 6 7 8 9 10 11			X	X	X	X	X	X	X
Bayer-Gilliam Co.			X	X	X	X	X	X	X
South Yard—10 car lengths south of Park to 14th St.			X	X	X				
BELLEFONTE SECONDARY TRACK:									
BELLEFONTE:									
All side tracks			X	X	X				
All Industrial Tracks Font to White			X	X	X				
BELLEFONTE CENTRAL RAILROAD	30	30	30	30	30	30	X	X	X
FAIRBROOK IND.							X	X	X
MILROY SECONDARY TRACK:									
NAGINEY:									
Bethlehem Mines Corporation bridge at west end of loaded track			X	X	X	X	X	X	X
YEAGERTOWN:									
Yeagertown trestle			X	X	X	X	X	X	X
LEWISTOWN SECONDARY TRACK:									
LEWISTOWN:									
Goss Feed Co. trestle	X	X	X	X	X	X	X	X	X
M. H. Wilker trestle	X	X	X	X	X	X	X	X	X
C. A. Hoffman trestle			X	X	X	X	X	X	X
H. & P. SECONDARY TRACK:									
PETERSBURG:									
Bridge 0.72								30	20
Bridge 0.90								25	15
BLAIRFOUR:									
Bridge 11.51								25	15
Bridge 11.67								25	15
WILLIAMSBURG:									
West Virginia Pulp & Paper Co. trestles			X	X	X	X	X	X	X
Penna. Electric Co. trestle			X	X	X	X	X	X	X
HORRELL:									
Bridge 24.37								25	15
HOLLIDAYSBURG YARD:									
Eastward Relay yard									
Samuel Rea shop yard tracks									
Eastward Advance yard: West Ladder									
Scrap Dock & Reclamation Plant track									
Westward Rec. yard tracks Nos. 1 2 3 4 5 7 8 & 9									
West Class yard:									
Tracks Nos. 1 2 3 4 5 & 6									
Tracks Nos. 26 & 27									
Mill track									
Freight House track									
HOLLIDAYSBURG:									
McLanahan Stone Machinery Co. track	X	X	X	X	X				
Blair County Oil & Supply Co.	5	5	5	5	X				

[illegible]

COLUMN	1	2	3	4	5	L	M	I	J
BRIDGE 8.75: East of BI.....							40	30	20
BLAIRSVILLE: On Track Scales.....	X	X	X	X	X				
SALINA: Bridge 26.59.....							35	35	35
Avonmore Industrial track.....									
Jamison Industrial Tracks.....				X	X				
Cochran Coal Co. track West of tipple.....	X	X	X	X	X				
BRIDGE 34.74: W. Apollo No. 2 track.....								40	30
INDIANA SECONDARY TRACK: Potter Coal Co. track.....					X				
Yellow Creek Industrial track.....									
Bridge 16.10.....								15	15
Bridge 17.79.....								15	15
INDIANA: All tracks north of Phila. St.....									
PITTSBURGH DIVISION									
DERRY: Sand Rock Track.....				X	X				
LATROBE: Superior Spur.....				5	5				
Freight House Track.....				X	X				
LATROBE INDUSTRIAL TRACK: Vulcan Mold Spur.....				X	X				
Latrobe Electric Steel Spur.....				X	X				
DONOHUE: 400 feet east of Connection from No. 4 track to Alexandria Industrial Track.....			X	5	5				
PORT PERRY BRANCH: Bridge 10.19.....									10
EDGEWOOD: Keller Bros.....				X	X	X	X	X	X
WILKINSBURG TO CM: Industrial Tracks.....				X	X	X	X	X	X
CM: City of Pittsburgh Industrial track off east leg of Wye.....			X	X	X	X	X	X	X
All other Industrial tracks.....				X	X	X	X	X	X
EAST LIBERTY TO DV: All Industrial tracks off No. 2 track.....				X	X	X	X	X	X
33rd ST., PITTSBURGH: Industrial track.....				X	X				
PITT Interlocked crossovers and turnouts.....				5	5				
BRILLIANT BRANCH: Bridge 0.68, Allegheny River.....									10
BRADENVILLE SECONDARY TRACK: Industrial tracks.....				X	X	X	X	X	X
UNITY INDUSTRIAL TRACK: South end of Unity yard to Palmers.....									
Palmers to Hostetter.....				X	X				
First curve south of Palmers.....			5	5	5				
American Locomotive Spur.....			D	X	X	X	X	X	X
Whitney Spur.....						X	X	X	X
Industrial Tracks.....									
ALEXANDRIA INDUSTRIAL TRACK Dundale Wye track.....				5	5				
Coke tracks at Salem Coke Works be- yond coke loading platform and No. 5 track.....	X	X	X	X	X	X	X	X	X
JAMISON No. 2 INDUSTRIAL TRACK									
BRUSH CREEK									X
JEANNETTE				X	X	X	X	X	X
MANOR SECONDARY TRACK									
TURTLE CREEK BRANCH						X	X	X	

COLUMN	1	2	3	4	5	L	M	I	J
TURTLE CREEK INDUSTRIAL TRACK:									
BY to MP 11.5.....									
Remaleys Indl. track (5447) Wm. Penn Hwy. to end of track.....				X	X	X	X	X	X
Seenor Mine Tracks Nos. 1, 2, 3 and 4 Under Tipple.....	X	X	X	X	X	X	X	X	X
Seenor Mine to Saltsburg.....							X		
EAST PITTSBURGH INDUSTRIAL TRACK.....									
MONONGAHELA SECONDARY TRACK:									
South of northern end of loading ramp on track leading from switch off No. 1 Secondary track, 2800 feet south of MP 28.....	X	X	X	X	X	X	X	X	X
West Brownsville Jct. and BF.....									
Monongahela Iron and Metal Co., tracks A and B:									
Track A beyond a point 1500 feet, Track B beyond a point 1400 feet from switch leading from running track at point 2230 feet north of MP 31.....	X	X	X	X	X	X	X	X	X
MONON:									
Carson Street yard.....									
OB:									
Whitehall track.....				X	X				
Industrial track.....				X	X				
HAYS:									
Axle Works track.....				X	X				
Harbison-Walker trestle.....		X	X	X	X	X	X	X	X
Other Industrial tracks.....				X	X	X	X	X	X
Industrial tracks.....				X	X	X	X	X	X
PG:									
Turnouts to north end of No. 4 and No. 6 tracks in Thomson yard.....									
Turnouts to Nos. 4 to 13 tracks incl. in Thomson Storage yard.....									
SOUTH DUQUESNE:									
All turnouts in south end McKeesport yard.....									
All turnouts in north end Cochran yards.....									
All turnouts in north end McKeesport and south end Cochran yards.....									
CLAIRTON:									
Penna. Industrial Chemical Co.....									
Carnegie-Illinois Steel Co. yard, south of Clairton.....					5				
FLOREFFE:									
Vesta Coal Co. Marine Ways.....						X	X	X	X
Mississippi Glass Co.—run-around track.....	X	X	X	X	X	X	X	X	X
All other tracks.....						X	X	X	X
SHIRE OAKS:									
Duquesne Light Co.....						X	X	X	X
Loaded car repair tracks.....	5	5	5	5	5	X	X	X	X
Power house track.....						5	X	5	X
Transfer tippie—low track.....						5	X	5	X
MONONGAHELA:									
Courtney Pillsbury Coal Co.....							X		X
New Eagle Industrial tracks.....						5	X	X	X
All industrial tracks Second and Third Wards.....							X	X	X
DONORA:									
A. S. & W. Co. furnace yard—No. 5 track to clearance point.....				5	5	5	X	5	X
A. S. & W. Co. furnace yard—No. 6 track.....				5	5	X	X	X	X
A. S. & W. Co. furnace yard except No. 5 and No. 6 tracks.....				5	5	5	X	X	X
CHARLEROI:									
Latchem Transfer Co.....				X	X	X	X	X	X
Corning Glass Works Co.									
A and E tracks.....				X	X	X	X	X	X
B and C tracks.....				X	X	X	X	X	X
Charleroi Supply Co.....				X	X	X	X	X	X
Tri-Cities Water Co.....				X	X	X	X	X	X
ALLENPORT:									
Pittsburgh Steel Co.....				X	X	X	X	X	X
BRIDGE 48.50									
Public Delivery tracks.....				40	40	30	30	20	15

COLUMN	1	2	3	4	5	L	M	I	J
McKEESPORT SECONDARY TRACK: Between south end of McKeesport yard and McKeesport..... When two or more diesel units are used on Bridge 12.19 there must be at least eight cars between units.	D	D	D	D	D	D10	X	X	X
PETERS CREEK INDUSTRIAL TRACK: Between Peters Creek Jct. and MP 3..... South Leg of Wye..... Empire Lumber Co.....				10 5	10 5			X	X
PETERS CREEK BRANCH: Between Pennmount end Gould..... Piney Fork Mine, South and No. 2 track.....				X X	X X	X X	X X	X X	X X
ELLSWORTH SECONDARY TRACK: Between: MC and Cokeburg Jct.....							X	X	X
HAZELKIRK: U. S. Steel, Maple Creek Mine Supply track..... Bethlehem No. 58 Mine.....				5 5	5 5	X 5	X X	X X	X X
BENTLEYVILLE: Delivery track 0.5 mile north of Bentleyville.....									
ELLSWORTH: Bethlehem No. 51 Mine, all tracks under tipple..... Bethlehem No. 52 Mine, Mine Supply track..... Bethlehem No. 52 Mine track under tipple..... Industrial tracks.....	X X	X X	X X	X 5 X 5	X 5 X 5				
MARIANNA SECONDARY TRACK: Between: Cokeburg Jct. and Marianna..... Marianna Lumber Co. trestle.....	X X	X X	X X	X X	X X	X X	X X	X X	X X
COKEBURG SECONDARY TRACK: Between Cokeburg Jct. and Cokeburg.....							X	X	X
ONTARIO INDUSTRIAL TRACK: Between Ontario Jct. and Ontario mine tipple..... Ontario Mine tracks north of tipple.....				5 5	5 5		X X	X X	X X
BROWNSVILLE JCT. WYE: North Leg of Wye..... South Leg of Wye..... East Leg of Wye.....	5 5	5 5	5 5	5 5 5	5 5 5				
REDSTONE SECONDARY TRACK: Between: BF and 0.5 mile south of MP 54..... 0.5 mile south of MP 54 and RS.....									
BROWNSVILLE JCT.: Turnouts north end Brownsville Jct. yard, tracks No. 1 to No. 13 inclusive Brownsville Junction yard.....									
LINN: Mt. Hope Works.....									
FH: Colonial No. 1 Mine..... Delivery track.....			5 5	5 5	5 5				
WALTERSBURG: Waltersburg track.....									
RS: Oliver No. 1 Mine..... North Leg of Wye.....				5 5	5 5				
SOUTHWEST SECONDARY TRACK: Between: Industrial tracks.....							X	X	X
BRIDGE 24.58: South of Connellsville.....	15	15	15	15	15	15	X	X	X
NJ: Connellsville Stone and Work track..... Connellsville Manufacturing & Mine Supply Co..... Other Industrial tracks.....				X X	X X	X X	X X	X X	X X
GREENSBURG SECONDARY TRACKS: Hempfield Foundry Co..... Walworth Company..... Huff Secondary track..... Other Industrial tracks.....						X X 10 X	X X 10 X	X X 10 X	X X 10 X

[illegible]

COLUMN	1	2	3	4	5	L	M	I	J
HERRS ISLAND:									
Union Stock yard tracks									
Pgh. Prov. & Pkg. Co. Ice House track				X	X				
Curved portion of loop tracks				X	X				
CO TO FEDERAL ST.:									
National Lead & Paint Co. track				X	X				
Standard Ice Co. track				X	X				
Madison St. yard tracks				X	X				
May Stern Warehouse track				X	X				
Jokel Coal Co. tracks				X	X				
No. 4 and 5 tracks, Federal St. Freight Station				X	X				
No. 101 and No. 102									
SECONDARY TRACKS:									
Between:									
10th St. and 11th St.									
11th St. and 29th St.									
Penn Street Freight Station and Yard Tracks			X	X	X				
Girder Rail Turnouts:									
Between 11th St. and 29th St.									
12th St.—Chas. Koch & Co. track			X	X	X				
12th St.—Felix Half & Bro. Inc. track			X	X	X				
12th St.—H. J. Heinz track			X	X	X				
23rd St.—Armstrong Cork Co. track			X	X	X				
24th St.—Monroe & Sons track			X	X	X				
26th St.—S. Hausman Sons Co. track			X	X	X				
29th St.—yard tracks			X	X	X				
No. 0 Secondary track									
29th St.—Colonial Supply Co. track			X	X	X				
30th St.—Crucible Steel Co. track			X	X	X				
31st St.—South end of local track			X	X	X				
32nd St.—Lectrone Steel Co. track			X	X	X				
33rd St.—Penn. Lub. Co. track			X	X	X				
33rd St.—Standard Oil Co. track			X	X	X				
36th St.—track leading to Penn. I. & S. Co. track			X	X	X				
36th St.—Harrison Shields track			X	X	X				
40th St.—Arsenal track			X	X	X				
41st St.—Pgh. Piping & Equip. Co. track									
48th St.—Ladder track leading off No. 22 track									
48th St.—McConway & Torley Co. track			X	X	X				
48th St.—Heppenstall Forge & Knife Co. tracks			X	X	X				
49th St.—J. P. Devine House track			X	X	X				
51st St.—J. P. Devine track			X	X	X				
51st St.—Crane & Truck Service, Inc. track			X	X	X				
Sears, Roebuck & Co. track			X	X	X				
North Star Concrete Block Co., Apt. Steel Co. track			X	X	X				
McCandless Ave.—Am. Bridge Co. track			X	X	X				
Pittsburgh Spring & Steel Co. track			X	X	X				
54th St.—Pennsoil tracks			X	X	X				
55th St.—Kroger Co. track			X	X	X				
55th St.—United Engineering Co., F. Kneeland Plant track			X	X	X				
56th St.—Hanlon & Gregory track			X	X	X				
57th St.—Atlantic Rfg. Co. tracks			X	X	X				
62nd St.—Hubbard & Co. track			X	X	X				
62nd St.—Union Steel Casting Co. tracks			X	X	X				
ALLEGHENY BRANCH									
VERONA:									
River Yard North Ladder tracks									
River Yard South Ladder tracks Nos. 7, 8 and 9									
Plum Creek Industrial track									
OAKMONT:									
Edgewater Steel Co. track			X	X	X				
Scaife & Sons Co. and Walters Mfg. Co. track			X	X	X				
U. S. Gypsum Co. track			X	X	X				
NEW KENSINGTON:									
Gen. Elec. Co. tracks			X	X	X				
Standard Ry. Equip. Mfg. Co. track			X	X	X				
Burrell Const. Co.			X	X	X				
American Shim Steel Co., 2nd Ave. track			X	X	X				
Ken Iron & Steel Co. track			X	X	X				
H. C. Altman track			X	X	X				
Aluminum Co. track—Arnold Plant			X	X	X				
Aluminum Co. track—9th St.			X	X	X				
Spg. Wks. River tracks			X	X	X				
J. K. Davison & Bro. track			X	X	X				
ARNOLD:									
West Penn Power Co. track, 2260 ft. north of Arnold			X	X	X				
BRIDGE 28.91:									
Kiskiminetas River	20	20	20	20	20	20	20	20	20

COLUMN	1	2	3	4	5	L	M	I	J
SCHENLEY: Finch & Co. Back track No. 3..... Schenley track.....			X	X	X				
KITTANNING: McNesse-Reese Brick Co. track..... Duck Run track beyond tracks to Freight Station.....			X	X	X				
COWANSHANNOC TRACK									
TEMPLETON: Pittsburgh Limestone Co. track.....									
BUTLER SECONDARY TRACK: All industrial tracks between Lane Yard Limits and Butler..... Butler Stand. Plate Glass Co. Bridge.....			10	10	10				
WINFIELD RR: WA Block-Limit Station to 2000 feet East thereof..... 2000 feet East of WA Block-Limit Sta- tion and Winfield.....			X	X	X				
MAIN LINE—EASTERN DISTRICT PITTSBURGH: Swift & Co. and Armour & Co. side track east and west end of Swift & Co. Bldg. D. L. Clark Co. tracks..... North Avenue, Freight House tracks except No. 31 track..... North Avenue, Freight House No. 31 track..... Allegheny Shop Yard, except No. 1 track Preble Avenue Industrial tracks..... All tracks leading to No. 0 track between Verner and Penna. Ave. Yard, except straight ladder..... Pennsylvania Avenue Yard..... Westbound Yard, Island Avenue, East end tracks 39, 43, 47, 49, 51, 53, 55 and 57—west end tracks 47, 49, 51, 53 and 55..... Manchester Yard, No. 60 track..... Curve, on lead track Standard Sanitary Manufacturing Company, between 0 track and Preble Avenue..... Island Avenue:— Through crossovers and turnouts not otherwise restricted at east and west ends of east and west-bound yards..... Connection to No. 0 track..... Manchester Yard, except No. 60 track..... Verner Yard, under shake-out apparatus at coal dock.....	X	X	X	X	X				
BEN AVON J. Berckbichler track.....									
EMSWORTH: Tejan Coal & Supply Co., track and trestle, from a point 500 feet east of entrance from main track.....	X	X	X	X	X	X	X	X	X
GLENFIELD: Farm Industrial Tractor Corp. track, from a point 240 feet west of entrance from No. 1 track.....									
HAYSVILLE: Sterling Varnish track.....				X	X				
EDGEWORTH: Industrial Lining Engineers trestle.....	X	X	X	X	X	X	X	X	X
LEETSDALE: Buncher Co., Industrial Sites Track..... Bethlehem Steel Co., Lead track..... All tracks in plant..... American Bridge Co., Greater Pgh. Warehouse Co. tracks.....				X	X				
AMBRIDGE: Team track beyond switch to Ambridge Supply Co..... American Bridge Co., Yard..... Steel City Lumber Co., from west end of Undergrade Bridge to east end of track.....	X	X	X	X	X	X	X	X	X
ECONOMY INDUSTRIAL TRACK: Bridge No. 0.45..... A. M. Byers Co..... Spang Chalfant & Co., except receiving and delivery tracks.....				X	X				
CONWAY: All tracks in Conway yard.....									

COLUMN	1	2	3	4	5	L	M	I	J
FREEDOM: West Conway and Rochester—Industrial tracks off No. 0 (naught) track.....				X	X				
WEST ROCHESTER: Rochester Box Co. track..... Rochester Box Co. trestle.....		X	X	X	X	X	X	X	X
NEW BRIGHTON: North Rochester Ind. track..... Hydrill Co. trestle..... Block House Run Ind. track.....				X	X	X	X	X	X
BEAVER FALLS: Oil Street Ind. track..... Marginal Branch..... Morgan Bro's. Ind. track.....	15	X	X	X	X				
MORADO: Babcock & Wilcox Tube Co., South side must not go more than 580 feet inside of Industry gate.....		X	X	X	X				
BAYARD BRANCH LAUGHLIN: National Drawn Steel Co..... The Patterson Foundry and Machine Co. The Patterson Foundry and Machine Co. trestle..... Hall China Co..... Louthan Pennz Oil..... Smith-Phillips China Co..... Potters Mining & Milling Co., No. 2 track..... Team track..... Patterson Foundry and Machine Co. (Refractories Dept.)..... American Vitriified Products Co..... Kerr Lumber Co.....	X	X	X	X	X	X	X	X	X
EAST LIVERPOOL: South Siding between Union St. and Broadway..... Hill track except Enterprise Coal Co. trestle..... Bridge 0.84, Enterprise Coal Co. trestle..... Market St. Team Yard No. 116.....	X	X	X	X	X	X	X	X	X
WELLSVILLE: McLain Brick Co. (Champion Works)..... Stevenson Foundry, all engines restricted beyond a point 300 feet from switch..... Belt Line..... McLain Brick Company— Buckeye Plant.....			X	X	X				
BEAVER VALLEY SECONDARY TRACK: State Road to P&LE RR connection..... Side Tracks, State Road to Buffalo St., 1.6 miles east thereof..... Side Tracks, Buffalo St. to Fair Ave., 1.3 miles east thereof.....			X	X	X				
MAIN LINE PANHANDLE DIST. FOURTH AVENUE: Try Street Yard.....				X	X				
MONON: East leg of Wye.....	5	5	5	5	5				
POINT BRIDGE: Elevator trestle.....	X	X	X	X	X	X	X	X	X
CORLISS: Yard tracks..... West end of No. 6 track..... Phillip Carey Co. track..... Over hoppers at Corliss Coal Co.....	X	X	X	X	X	X	X	X	X
CRAFTON: Industrial tracks.....									
ROSSLYN: Perlite Co. tracks.....			X	X	X				
CARNEGIE: Yard tracks..... L. B. Foster Co. No. 1 and No. 3 tracks..... L. B. Foster Co. No. 2 and No. 4 tracks.....	X	X	X	X	X				

COLUMN	1	2	3	4	5	L	M	I	J
SUPERIOR MILL INDUSTRIAL TRACK:									
Bridge No. 0.09.....				X	X		X	X	X
Bridge No. 0.62.....				X	X		X	X	X
Beyond frog on Superior Steel Co. No. 1 and No. 2 tracks.....			X	X	X				
Keystone Butcher Co., track beyond first curve east of frog.....			X	X	X				
FORT PITT:									
Viviano track beyond switch to M. K. Frank track.....				X	X				
Viviano platform track and M. K. Frank tracks.....			X	X	X				
WALKERS MILL:									
Tubescope Co. tracks.....				X	X				
OAKDALE:									
Industrial tracks.....				X	X				
NOBLESTOWN:									
Industrial tracks.....				X	X				
MCDONALD:									
West of house track frog.....				X	X				
Industrial tracks beyond frog loading to McCarthy track.....				X	X				
JO Yard tracks.....				X	X				
Bridge leading to Montour RR Interchange track.....					X	X	X	X	X
M. & O. INDUSTRIAL TRACK									
Primrose Mine tracks under tipple.....	X	X	X	X	X				
BURGETTSTOWN:									
Florence Industrial track beyond a point 400 feet from main track.....				X	X				
HANLIN:									
Jefferson Coal Co. from main track switch to tipple.....				X	X				
Jefferson Coal Co. under tipple.....	X	X	X	X	X				
BRIDGE 35.54:									
East of Collier, No. 1 and No. 2 tracks.....								45	30
COLLIER:									
All other tracks westward yard.....									
STEBENVILLE:									
Turnout No. 2 track east of Market Street, leading to yard tracks.....				X	X				
Chicago Wall Paper Co. track.....				X	X				
Central Sewer Pipe Co. No. 9 track.....				X	X				
Ohio Foundry Co., track beyond frog.....				X	X				
MILE POST 52 (West of):									
Jefferson Coal Co., Sidney No. 2 mine, on empty tracks west of tipple.....	X	X	X	X	X	X	X	X	X
SCULLY BRANCH									
No. 25 track beyond a point 200 feet from switch.....									
DUFF:									
Pruett-Shaeffer, Prest-O-Lite, and Gulbert tracks.....									
SCULLY ROAD:									
Nos. 1 to 9 steel car tracks.....			X	X	X				
MILE POST 5:									
Superior Paper Co. track.....									
ROSSLYN:									
Porcelain Metal Products Co.....									
OHIO CONNECTING BRIDGE:									
Duquesne Light Co. track.....							X	X	X
Beyond derail Duquesne Light Co. track.....				X	X		X	X	X
MINGO JCT.:									
Wheeling Steel Co., all bridges and ore trestles except Cross Creek Bridge.....	X	X	X	X	X	X	X	X	X
Ohio Nut and Washer Co., track.....	X	X	X	X	X				
Standard Slag Co., all tracks.....	X	X	X	X	X				
CARNEGIE:									
Freight house bridge and Freight house run-around track.....						X	X	X	X
WASHINGTON SECONDARY TRACK									
Contractors Supply Co. track.....									

COLUMN	1	2	3	4	5	L	M	I	J
WOODVILLE:									
Industrial track between Woodville and Woodville Jct.....									
BRIDGE 3.54:									
West of Kirwan.....								20	10
BRIDGEVILLE:									
Mayer Brick Co. track.....	X	X	X	X	X				
Flannery Bolt, Vanadium and Higbee Co.'s tracks.....									
Universal mill, ladder track from clearance point to end of track and on No. 1 loading track.....									
Universal mill on all other tracks.....	X	X	X	X	X				
Sihol Lumber and Supply Co.....									
MAYVIEW:									
Power Co. track.....									
BRIDGE 11.78:									
West of Van Emmen.....							30	20	10
BRIDGE 12.25								25	15
RICHFOL:									
Standard Tin Mill lead, storage tracks and tracks to old Davis Mine beyond 500 ft. from main track switch.....									
Standard Tin Mill, private tracks.....									
Magnolia mine track.....									
Pennsylvania Transformer Co., Building No. 55.....			X	X	X				
CANONSBURG:									
Patsch mine, Fort Pitt bridge, Canonsburg Iron and Steel, Hardy and Ranking, Beaver Lumber and Pottery and Chemical Co. tracks.....									
Patsch mine empty track beyond Fort Pitt Bridge Co. crossing.....			X	X	X				
Canonsburg Iron and Steel Co. on trestle.....	X	X	X	X	X	X	X	X	X
Fort Pitt Bridge works, empty track.....	X	X	X	X	X				
Trucks serving Fort Pitt Bridge works located 575 ft. east of mile post 14, beyond bridge over Chartiers Creek.....	X	X	X	X	X	X	X	X	X
Taylor Lumber Co. tracks.....	E	E	E	E	E				
Canonsburg Iron and Steel Co. on scale track.....									
Canonsburg Iron and Steel Co. track connected with lead track at plant gate.....									
HOUSTON:									
Station track.....									
Lindley mine track.....									
BRIDGE 15.85:									
West of Houston.....							30	20	10
MILE POST 16 (West of):									
American Brake Shoe Co., west of Mile Post 16, beyond first Switch in Plant.....									
MEADOW LANDS:									
M. L. & Z. Industrial track beyond bridge No. 2.....									
ARDEN:									
Enterprise Mine tracks.....									
Rich Hill Mine, beyond clearance point, loaded end.....									
Rich Hill Mine, beyond clearance point empty end.....	E	E	E	E	E				
BRIDGE 21.73:									
East of Tylerdale.....								20	15
WASHINGTON:									
All Industrial tracks between MP 20 and Power plant, Washington, Inclusive.....			X		X				
Tylerdale Conn. RR west of east switch leading to interchange track.....									
Tylerdale connection to main track West Woodland Ave.....									
McElroy Mill tracks.....			X	X	X				
Richman scrap, transfer yard, scale track and engine house lead at Maiden St.....			X		X				
Northrup track.....									
Northrup track, beyond a point 200 ft. from switch point.....	E	E	E	E	E				
Cornfield track.....									
Lytle lumber track.....			X	X	X				
Lytle lumber track beyond 50 ft. from switch.....	X	X	X	X	X				

COLUMN	1	2	3	4	5	L	M	I	J
WAYNESBURG SECONDARY TRACK:									
Beyond a point 1000 feet west of Main Street crossing Washington.....	X	X	X	X	X	X	X	X	X
Hazel Atlas Glass Co. (Atlas Factory).....			X		X	X	X	X	X
Hazel Atlas Glass Co. (Atlas Factory) on bridge.....									
B. & M. INDUSTRIAL TRACK:									
Mayer Lumber Co. track.....	X	X	X	X	X				
National Mine No. 1 beyond engine limit boards.....									
McClain Coal Co. tracks on bridge.....	X	X	X	X	X	X	X	X	X
McClain Coal Co. tracks.....									
WESTLAND INDUSTRIAL TRACK								X	X
Beyond a point 1000 ft. west of Bridge 3.91.....	X	X	X	X	X	X	X	X	X
Reed Lumber Co. track.....									
ATLASBURG INDUSTRIAL TRACK								X	X
Haines Hardware track.....									
Patterson Mine track beyond derail.....									
CHERRY VALLEY INDUSTRIAL TRACK								X	X
Between Bridge 0.12 located 900 ft. east of Center Ave. and a point 1500 ft. east of Bridge 2.52 two and one-half miles east of Center Avenue.....								X	X
Wye track connections.....	5	5	5	5	5				
STUDA INDUSTRIAL TRACK								15	15
Chemical Co. tracks.....									
Langeloth Mine tracks on trestle.....	X	X	X	X	X	X	X	X	X
NEW CUMBERLAND SECONDARY TRACK:								15	15
Weirton to Chester.....									
Chester to Kobuta.....									
WEIRTON JCT.:									
Wye tracks.....	10	10	10	10	10				
Cove Valley Lumber track.....									
NEW CUMBERLAND:									
Acme Clay track beyond main track frog.....	X	X	X	X	X				
KENILWORTH:									
J. Porter track on coal trestle.....	X	X	X	X	X	X	X	X	X
CHESTER:									
Wye tracks.....	5	5	5	5	5				
Taylor Smith and Taylor track No. 3.....		X	X	X	X				
INDUSTRIAL TRACK:									
Between Chester and Kobuta.....									
KOBUTA:									
Beyond restriction boards, Koppers United Co.	X	X	X	X	X				
WHEELING SECONDARY AND RUNNING TRACK:									
WEIRTON JCT.:									
Car cleaning track, 4059 feet east of Mile Post 1 between a point 10 car lengths west of facing switch at east end of track and a point 10 car lengths east of facing switch at west end of track.....									
BEECH BOTTOM:									
Wheeling Steel and Ohio River Power tracks.....									
BRIDGE 151.19:									
West of Short Creek.....						30	20	10	
EAST WARWOOD:									
All industrial tracks leading from storage track.....									
Blaw Knox Warwood Works Scale tracks.....	X	X	X	X	X				
WHEELING:									
Bloch Bros. tracks.....			X	X	X				
Sylvania Elect. Prod. Co., 48th St., beyond building line, south side of Water St.			X	X	X				
Contractors Supply Co. track.....									
BRILLIANT									
Ferro Alloy on girders over pit.....				X	X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
NICKEL PLATE ROAD:									
Between junction switch with Powhatan Secondary track and west end of Conner siding.....									
Beyond west end of Conner siding.....									
Between Warrenton and east end of first bridge east of Warrenton.....							X	X	X
Beyond east end of first bridge east of Warrenton.....							X	X	X
Warrenton, on Martins Ferry leg of Wye.....									
LITTLE SHORT CREEK INDUSTRIAL TRACK:									
On crossover west of Dorothy Mine tippie on empty track.....									
BRIDGE No. 32.61:								20	20
West of Tiltonville.....									
OHIO JCT. (East of):									
Glenns Run Industrial Track.....									
MARTINS FERRY:									
Terminal Yard, Buckeye, industrial tracks.....									
RIVER BRANCH:									
Union Fire Clay Co. track between second road crossing 165 feet west of frog.....			P	X	X			25	25
Bridge 5.62 west Empire.....									
TORONTO:									
Toronto Paper Mfg. Co.				X	X				
Kaul Clay Co.				X	X				
RIVER BRANCH STEUBENVILLE:									
Eastern Ohio Sand and Supply, both tracks beyond sand storage bins.....	X	X	X	X	X				
Liberty Paper Box Co., Hill track.....									
Wheeling Steel Corporation, Steubenville Works, tracks on bridge, trestle and open hearth stock house trestle.....	X	X	X	X	X	X	X	X	X
Weirton Steel Co., tracks at west end.....			X	X	X				
Weirton Steel Co., tracks at east end.....									
POWHATAN:									
Neff Lumber Co., track beyond a point 300 ft. from main track switch.....	E	E	E	E	E				
Powhatan Mine Loaded Tracks.....	E	E	E	E	E				
MARTINS FERRY:									
Bridge 1.67, Jefferson St.						10	X	X	X
BRIDGE No. 1.75:									
Ohio River.....						10	X	X	X
PENINSULA:									
Blaw Knox Co. tracks.....	X	X	X	X	X	X	X	X	X
Blaw Knox Co. scale track.....									
Hamburg Bros., tracks beyond switch located on Bridge 0.14.....						X	X	X	X
Ohio Valley Steel Co., tracks.....									
CHAPLINE									
Wheeling Steel Co., Whitaker Works.....			X	X	X				
WHEELING (18th St. Yard):									
Tracks 2 and 9.....				X	X				
All other tracks in 18th Street yard.....			X	X	X		X	X	X
WHEELING:									
Hazel-Atlas, tracks on trestle.....		X	X	X	X	X	X	X	X
Wood Bros., track.....									
29th Street Yard tracks.....			X	X	X				
Labelle track. All industrial tracks, except A. & P. Warehouse track.....			X	X	X				
A. & P. Warehouse track.....									
CADIZ SECONDARY TRACK:									
Beyond a point 500 feet from junction switch.....									
On turn-out leading from Cadiz Secondary track to west end of Cadiz Mine track when moving to or from Cadiz Secondary track.....						X	X	X	X
LAKE DIVISION									
MAIN LINE—EASTERN NEW GALILEE:									
New Castle Refractories Co., west of connection to coal trestle.....				X	X	X	X	X	X
ENON:									
Strohecker-Fassett.....			X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
EAST PALESTINE:									
Lumber track.....			5	5	X	5	X	X	X
Electrical Refractories Co. tracks.....			5	5	X	5	X	X	X
National Fire Proofing Co. track leading off end of No. 20 track.....			5	5	X	5	X	X	X
All industrial tracks leading from switch- ing track.....			5	5	X	5	X	X	X
COLUMBIANA:									
Columbiana Boiler Co.....					X		X	X	X
Columbiana Freight House track.....					X		X	X	X
Public trestle.....	X	X	X	X	X	X	X	X	X
LEETONIA:									
Connection from station track to team track and Mellinger's Yard.....			5	X	X	X	X	X	X
SALEM:									
All industrial tracks.....			X	X	X	X	X	X	X
BELOIT:									
Mill track.....					X		X	X	X
SEBRING:									
All industrial tracks.....		X	X	X	X	X	X	X	X
ALLIANCE:									
Stark Electric Co.....			X	X	X	X	X	X	X
Connection off long ladder to scale track			X	X	X	X	X	X	X
J. & R. Products Co.....				X	X	X	X	X	X
Alliance Machine Co.....			X	X	X	X	X	X	X
Alliance Builders Supply Co.....			X	X	X	X	X	X	X
Transue Williams tracks 2 and 3.....			X	X	X	X	X	X	X
All tracks west end of Alliance Yard ex- cept No. 5 and No. 7 tracks when moving to or from Main Line-Lake Long Horn connection.....				X	X	X	X	X	X
Connection between yard tracks at Broadway Street, Express Office and Mahoning Avenue.....	10	10	10	X	X	X	X	X	X
West end East Yard and all switches on south side, west of Mahoning Avenue.....				5	5	5	5	5	5
South outbound engine track.....				5	5	5	5	5	5
Through slip switch, located on north side, west end of westward Platform.....				5	5	5	5	5	5
Arcady Farm Supply track.....			X	X	X	X	X	X	X
Robertson Heating Co. track.....				5	X	X	X	X	X
Rodney Welding Co. track.....				5	X	X	X	X	X
B. & W. Research Co. track.....					X	X	X	X	X
Fertilizer Plant Mile Post 86.....					X	X	X	X	X
LOUISVILLE:									
Dougherty Feed Co.....				X	X	X	X	X	X
Station track, North Side, Curve at east end.....					X		X	X	X
Superior Sheet Steel Co., 1, 2, and 3 tracks.....					X		X	X	X
Superior Sheet Steel Co., No. 4 track.....			X	X	X	X	X	X	X
Colonial Foundry track beyond south line of North Street.....			X	X	X	X	X	X	X
CANTON:									
Republic Steel Corp., Berger Plant No. 1.....			X	X	X	X	X	X	X
Republic Steel Corp., Berger Plant No. 2.....			X	X	X	X	X	X	X
Facing Connection between new east- ward and W.L.E. track.....					X		X	X	X
Canton Corrugated Box Co.....					X		X	X	X
United Engineering & Foundry Co.....					X		X	X	X
Harvard track.....			X	X	X	X	X	X	X
Weber trestle.....	X	X	X	X	X	X	X	X	X
Republic Steel Corporation Plant "A".....			X	X	X	X	X	X	X
Republic Steel Corporation, Berger Div. No. 4 yard.....			X	X	X	X	X	X	X
Canton Tin Plate Co., track No. 1.....				X	X	X	X	X	X
Canton Tin Plate Co., tracks Nos. 2 & 3.....			X	X	X	X	X	X	X
Macomber Steel Co.....				X	X	X	X	X	X
Canton Stamping & Enameling Co., to Carnahan Ave.....				X	X	X	X	X	X
Canton Stamping & Enameling Co., beyond Carnahan Ave.....			X	X	X	X	X	X	X
Canton Provision Co.....			X	X	X	X	X	X	X
United Electric Co.....			X	X	X	X	X	X	X
Canton Hardware Co. No. 2.....					X		X	X	X
Canton Beverage and Distributing Co.....			X	X	X	X	X	X	X
National Disposal Co. track.....			X	X	X	X	X	X	X
Creasy Grocery Co.....			X	X	X	X	X	X	X
Canton Ice and Fuel Co.....				X	X	X	X	X	X
Brown & Van Voorhis Produce.....			X	X	X	X	X	X	X
The Cable Co.....			X	X	X	X	X	X	X
Motor Casting Co.....			X	X	X	X	X	X	X
Bonnot tracks.....			X	X	X	X	X	X	X
Edwards United Grocery track.....			X	X	X	X	X	X	X
Cherry Street Yard, except ladder at west end and ladder at east end to No. 12 switch and east end of track No. 12.....			X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
CANTON—Cont.									
Cherry Street Yard ladder at west end and ladder at east end to No. 12 switch and track No. 12.					X		X	X	X
Warehouse tracks Nos. 15 and 19.			X	X	X	X	X	X	X
Diebold Safe and Lock Co.			X	X	X	X	X	X	X
Aultman tracks			X	X	X	X	X	X	X
Bloom & Klein						X	X	X	X
Hygenic Products Co.			X	X	X	X	X	X	X
Garaux Brothers Co.			X	X	X	X	X	X	X
Sugardale Provision Co.			X	X	X	X	X	X	X
B&O Transfer tracks			X	X	X	X	X	X	X
South Canton Branch			X	X	X	X	X	X	X
Danner Press					X	X	X	X	X
Walker Lumber Co.			X	X	X	X	X	X	X
General Baking Co.					X	X	X	X	X
Automatic Steel Prod. Co.			X	X	X	X	X	X	X
Slates Coal Co.			X	X	X	X	X	X	X
Coast Metals track			X	X	X	X	X	X	X
K. N. Storage tracks				X	X	X	X	X	X
Dueber track			X	X	X	X	X	X	X
Warwick-Spelman Coal Co.			X	X	X	X	X	X	X
Harris Paint Co.			X	X	X	X	X	X	X
Ecko Products Co. tracks			X	X	X	X	X	X	X
Truscon Steel Co.					X		X	X	X
Crisp & Logan Coal Co.					X		X	X	X
Dennemiller Division, Consolidated Grovery Corp.			X	X	X	X	X	X	X
Buck Hill Sand & Gravel Co., South track					X		X	X	X
Buck Hill Sand & Gravel Co., North track				X	X	X	X	X	X
Gussett Boiler Works track					X		X		
Emergency Product Company, beyond storage track					X		X	X	X
East Ohio Gas Co.					X		X	X	X
MASSILLON:									
Freight House tracks				X	X	X	X	X	X
Freight House tracks Nos. 21 and 23			X	X	X	X	X	X	X
Union Drawn Steel Co.			X	X	X	X	X	X	X
Industrial track from Mile Post 109.7 to Mile Post 110.4					X		X		X
Ohio Drilling Co.			X	X	X	X	X	X	X
Fulmer-Peoples			X	X	X	X	X	X	X
South Massillon yard					X		X	X	X
Corundite Refractories Co.			X	X	X	X	X	X	X
Other private tracks			X	X	X	X	X	X	X
ORRVILLE:									
Orrville Milling Co.					X		X	X	X
Milling Co. tipple		X	X	X	X	X	X	X	X
Station tracks, South Side, beyond stock pen chute					X		X	X	X
Ohio Wood Preserving Co.					X		X	X	X
Milk Condensing Co.			X	X	X	X	X	X	X
East and West ends of Nos. 95 and 97 tracks					X		X	X	X
East end of Nos. 15 and 16 tracks					X		X	X	X
East end of scale track					X		X	X	X
Coal Dock track					X		X	X	X
South ladder east of Hump to Nos. 10, 11, 12, and 13 tracks							X		X
West end of No. 15 track							X		X
SMITHVILLE:									
Tyler Grain Co. track					X		X		X
WOOSTER:									
Rubbermaid Co. track							X	X	X
Board of Trade track, east of station				X	X	X	X	X	X
International Paper Co. track			X	X	X	X	X	X	X
Freight House tracks					X		X	X	X
Minglewood Coal Co. track					X		X	X	X
Buckeye Aluminum Co.					X		X	X	X
Madison Ave. Team track							X	X	X
Wooster Preserving Co.					X		X	X	X
Board of Trade tracks west of MP 136					X		X	X	X
Timken Roller Bearing track					X		X	X	X
Pump Station track, 2500 feet west of MP 140					X		X	X	X
SHREVE:									
Station tracks					X		X	X	X
LOUDONVILLE:									
Loudonville Mill & Grain Co.			X	X	X	X	X	X	X
Dudtes Coal Co. track				X	X	X	X	X	X
Dudtes Coal Co., trestle	X	X	X	X	X	X	X	X	X
Loudonville Yard tracks					X		X	X	X
MOHICAN:									
Switching track to South Loudonville	10	10	10	10	10	10	X	10	X

COLUMN	1	2	3	4	5	L	M	I	J
LUCAS:									
Lucas Station track, beyond east end of Passenger station.....				X	X	X	X	X	X
MAIN LINE—LAKE DIST.									
ALLIANCE:									
Alliance Machine Co.....		X	X	X	X	X	X	X	X
R. T. Sebreel.....		X	X	X	X	X	X	X	X
Crescent Ice & Coal Co.....		X	X	X	X	X	X	X	X
Appliance Mfg. Co.....		X	X	X	X	X	X	X	X
Machine Steel Castings 1 & 2.....		X	X	X	X	X	X	X	X
Babeox & Wilcox Co.....		X	X	X	X	X	X	X	X
Tolerton Co. No. 2.....		X	X	X	X	X	X	X	X
Alliance Clay Products No. 3.....		X	X	X	X	X	X	X	X
CP-2 Yard track.....				X	X	X	X	X	X
RAVENNA—OLD LINE:									
Trestle, Portage Coal Co.....				X	X	X	X	X	X
Trestle, Jenkins Bros.....				X	X	X	X	X	X
Other Industrial tracks.....				X	X	X	X	X	X
RAVENNA:									
A. C. Williams Co.....				X	X	X	X	X	X
HUDSON—OLD LINE:									
East of Bridge 0.21.....					X		X	X	X
Phillips Petroleum Co.....					X		X	X	X
Trestle—C. F. Turner Co.....					X		X	X	X
HIGHLAND SPRINGS:									
Team track.....					X		X	X	X
BEDFORD:									
Ferro Chemical Co.....				X	X	X	X	X	X
McMyler Interstate tracks.....					X		X	X	X
Old line—east of Grace St.....				X	X	X	X	X	X
Old line—east of Powers Rd.....				X	X	X	X	X	X
Trestle, Marble Chair Co.....	X	X	X	X	X	X	X	X	X
Franklin Oil and Gas.....				X	X	X	X	X	X
N. K. P. Transfer.....				X	X	X	X	X	X
MAPLE HEIGHTS SPUR:									
Main spur.....				X	X	X	X	X	X
Aluminum Smelting and Refining Co.....		X	X	X	X	X	X	X	X
Other Industrial tracks.....			X	X	X	X	X	X	X
BEDFORD YARD:									
WEST YARD:									
Nos. 9 to 25 inclusive.....	5	E5	5	5	X	5	X	5	X
Nos. 123 to 135 and 139 to 149 inclusive.....	5	5	5	5	X	5	X	5	X
Nos. 137, 205, 207, 213, 219 and 223 inclusive.....	5	5	5	5	X	5	X	5	X
MAPLE TO HARVARD:									
All Industrial tracks.....					X		X	X	X
HARVARD:									
Team tracks.....				X	X	X	X	5	X
N&SS RR connection.....				X	X				
N.K.P. RR transfer.....			X	X	X				
HARVARD AVENUE TO EAST 22nd STREET:									
All Industrial tracks.....			X	X	X	X	X	X	X
AETNA YARD:									
Nos. 1 to 8 inclusive.....						5		5	
Nos. 9 to 22 inclusive.....						X		X	
ERIE CROSSING:									
West end of Erie-Lackawanna RR transfer.....		X	X	X	X	X	X	X	X
Erie-Lackawanna RR connection.....					X				
KINGSBURY SPUR:									
Between Bessemer Ave. and end of spur.....		X	X	X	X	X	X	X	X
KINSMAN ROAD:									
No. 3 yard running track between Bessemer Ave. and Holton Ave.....									X
No. 4 yard running track on second curve west of Bessemer Ave.....									X
Receiving turnouts leading to Nos. 2 to 9 inclusive.....				5	5	5	5	5	5
Receiving tracks Nos. 10, 11 and 12.....					X		X	X	X
Scale track.....					X		X	X	X
Movements in either direction between scale track and tracks Nos. 441 to 473 inclusive.....			X	X	X	X	X	X	X
Tracks Nos. 421 to 473 inc.....					X		X	X	X
Curve near end of tracks Nos. 449, 451 and 453.....			X	X	X	X	X	X	X
HOLTON AVENUE:									
Shop tracks.....				X	X	X	X	X	X
Eastward yard, west end of tracks 7, 8, 9 and 10.....				X	X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
WOODLAND AVENUE:									
Freight Houses Nos. 1 and 2.....			X	X	X	X	X	X	X
Freight House No. 3.....			X	X	X	X	X	X	X
Team tracks.....			X	X	X	X	X	X	X
EUCLID AVENUE:									
Freight house tracks.....					X		X	X	X
Field tracks.....		X	X	X	X	X	X	X	X
ST. CLAIR STREET TO 33rd STREET:									
Track No. 4.....					X		X	X	X
CLEVELAND SHOP:									
Eastward yard.....					X		X	X	X
Westward yard.....					X		X	X	X
WASON STREET:									
Freight House and team tracks.....					X		X	X	X
SILVER PLATE SPUR:									
West of Marquette Street.....					X		X	X	X
East of Marquette Street.....		X	X	X	X	X	X	X	X
DAVENPORT:									
Lead to C.E.I. Co. and Bass Construction Co.....		X	X	X	X	X	X	X	X
Nos. 1 and 2 perishable.....					X		X	X	X
Other tracks.....					X		X	X	X
SENECA:									
Crossover No. 1 to No. 2 Connection tracks.....									
EAST PIER:									
Tracks Nos. 1, 2, 5, 17, 231, 233, 235, 237, 239, 301, 311, 319, 321, 323, 341, and 343, Dock 26 and Ellsworth High.....			X	X	X				
Other tracks including main lead.....			X	X	X				
LOCAL YARD:									
Nos. 1, 2, 3 and 4 tracks.....					X				
Nos. 5 to 12 inclusive.....			X	X	X				
RIVER BED:									
Main lead to ore dock.....				X					
New Yard.....				X					
B&O Transfer.....			X	X	X				
No. 2 back.....		X	X	X	X				
Tracks leading from No. 7 new yard.....			X	X	X				
South track—Hickory St. tunnel.....			X	X	X				
All other tracks.....		X	X	X	X				
WEST BREAKWATER:									
Nos. 1, 2, 3, 4 and 5 south.....			X	X	X				
Powerhouse spur.....		X	X	X	X				
Nos. 1, 2, 5, 6, 7, 10, 12 and 13 north.....				X	X				
Curve on 14 north.....				X	X				
Y. & R. CONNECTION:									
A. C. Williams Co., coal.....			X	X	X	X	X	X	X
E & A BRANCH									
WAMPUM:									
Ellwood Stone Co., track east of tipple.....			X	X	X	X	X	X	X
Medusa Portland Cement Co., No. 6 track.....			X	X	X	X	X	X	X
Federal American Cement and Tile Co.....			X	X	X	X	X	X	X
Federal American Cement and Tile Co. trestle.....	X	X	X	X	X	X	X	X	X
CASTLE:									
Car shop tracks.....			X	X	X	X	X	X	X
EDENBURG:									
Keystone Sand & Loam Co. track, beyond a Point 350 feet from switch in No. 2 track. (a).....	X	X	X	X	X				
LOWELLVILLE:									
Mary Furnace.....				X	X	X	X	X	X
Ore Trestle, Mary Furnace.....	X	X	X	X	X	X	X	X	X
STRUTHERS:									
Rod & Wire Plant.....				X	X	X	X	X	X
Conduit Plant.....				X	X	X	X	X	X
Furnace tracks.....				X	X	X	X	X	X
HASELTON:									
Wabash Yard, all tracks except No. 201.....				X	X	X	X	X	X
Y. S. & T. Co. lead west of Bridge 62.17.....				X	X	X	X	X	X
CANFIELD INDUSTRIAL TRACK									
				X	X	X	X	X	X
CRAB CREEK INDUSTRIAL TRACK									
NYC Interchange.....				X	X	X	X	X	X
Republic Steel Corp.....				X	X	X	X	X	X
Brown Bonnell plant.....				X	X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
MARKET ST. YARD: East end of yard tracks Nos. 1, 2, 4 and 5; west end of yard tracks Nos. 4, 5 & 7				X	X	X	X	X	X
YOUNGSTOWN: Lead to freight house Lead to United Engineering & Fdry. Co. Station track Carnegie Steel Co., Upper Mill Plant			X	X	X	X	X	X	X
GIRARD: Coal dock, over unloading pit	X	X	X	X	X	X	X	X	X
NILES: Stanley Co., McMann Co. Freight House tracks, Ward track, Central Lumber Co., Niles Rolling Mill & Youngstown Steel Car Co. Erie-B&O RR Interchange Wye track West Leg of Wye Ohio Galvanizing Co., Niles Steel Products Co., Kaiser Refractories & Chemical Division and Allied Metals, Inc.			X	X	X	X	X	X	X
BOANNA: Van Wye Secondary track	10	10	10	10	10	10	10	10	10
P Y & A BRANCH									
WARREN: Overhead Bridge No. 79.45 Republic Steel Corp., Ohio Corrugated house track, Storage Transfer & Supply, General Fire Extinguisher Co., Youngstown Pressed Steel Co., Plants 1 and 2, Federal Machine & Welding Co. Plant No. 4, Warren Tool Co., American Welding & Mfg. Co., Erie-Lackawanna RR interchange and Konofsky Scrap Yard Erie-Lackawanna-B&O RR Interchange			X	X	X	X	X	X	X
EAST ORWELL: Team track, Brainard Steel Co. and East End Coal Co.				X		X	X	X	
ASHTABULA: Lane Yard 1, 2, 3, 4 Dunbar & Hopkins, Griswold, Payne track, Car Ferry, John Vogue & Anderson, U track at Ore Dock High Grade Yard, except Nos. 2 and 3 tracks West St. Gas House Wye			X	X	X	X	X	X	X
E & P BRANCH									
CHERRY STREET: East end Nos. 1 and 2 coach tracks, west end No. 4 coach track, depressed track, oil house, No. 3 engine house tracks and Mooney Bros.			X	X	X	X	X	X	X
BRIDGE 49.44: On Nutt Street track, New Castle	15	10	10	X	X	X	X	X	X
BRIDGE 49.57: On Nutt Street track, New Castle	15	15	15	X	X	X	X	X	X
NEW CASTLE: Nutt Street track between Bridge 49.44 and S. Jefferson Street All team tracks Streib coal track and Freight house tracks Nos. 1 and 2 Sweezy Coal Co., Union Brewery and Chemical Co. Lawrence Ice Co.		X	X	X	X	X	X	X	X
WEST MIDDLESEX: West Middlesex Team Track		X	X	X	X	X	X	X	X
WHEATLAND: Wheatland Tube Co. Carnegie-Illinois interchange and Sheet Mill interchange		X	X	X	X	X	X	X	X
WHEATLAND YARD: East end of upper yard track No. 9, west end of lower yard track No. 9, west end of Nos. 10 and 11 yard tracks in eastward yard. Coal tippie, car repair tracks and east end of Nos. 4, 5, 6, 7, 8 and 9 tracks in westward yard Schuster's Coal Siding			X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
SHARON YARD: West end of tracks Nos. 2, 3, 4 and 5 and Erie RR interchange House and Team Tracks			X	X	X	X	X	X	X
SHARON: National Malleable, Messina Bros., Westerman and Taylor Supply Co. Westinghouse plant tracks Freedom Oil Co. and Mercer Tube Co. Crossover main track to team track			X	X	X	X	X	X	X
SHARPSVILLE: Steel Fabricator Co. Shenango-Penn. Mold, Mertz Coal & Supply, except trestle track, Lee Supply Co. except trestle track Metz Coal & Supply and Lee Supply Co. trestle tracks Loop track		X	X	X	X	X	X	X	X
VICTORY: Nos. 1, 2, 3, 5 and 6 tracks Camp Reynolds Nos. 4, 7, 8 and 10 tracks, Camp Reynolds	D	D	D	D	D	D	D	D	X
GREENVILLE: Greenville Eastern States Farmer's Exchange Keelan-Bost Co. United Supply Co.			X	X	X	X	X	X	X
JAMESTOWN: Jamestown Paint Co., back track beyond east end of building			X	X	X	X	X	X	X
LINESVILLE: Wye track Palmer Feed Co. trestle	5	5	5	5	5	5	5	5	X
LOW GRADE BRANCH									
KENWOOD INDUSTRIAL TRACK: 1340 feet east of Mile Post 30 to end of track W. E. Osborne Co. track						X	X	3	X
MILE POST 31 (West of) Eastville Clay Products Co.			X	X	X	X	X	X	X
BRIDGE 41.11: Wampum	15	15	15	15	15	15	15	15	10
ALLIANCE BRANCH									
BERLIN CENTER: Hawkins Co. trestle	X	X	X	X	X	X	X	X	X
NORTH SEBRING: Beaver-Fork Coal Co.	X	X	X	X	X	X	X	X	X
WALFORD SECONDARY TRACK: Coverts to end of track. (b) Am. Cyanamid & Chem. Co. Plant No. 1, one car length beyond frog on No. 1 track		X	X	X	X	X	X	X	X
HOUSTON SECONDARY TRACK: Washington St. to west end of Houston secondary track Oakland to Washington St.				X		X	X	X	X
BRIDGE 48.88: Oakland	15	15	15	15	15	15	15	15	5
NEW CASTLE: Atlantic Refining Co., New Castle Junk Co., John A. Panella Co., Nutt St. track east of S. Jefferson St., Penna. Engr. Works, United Engr. & Fdry., except straight track at entrance, Island tracks Erie-Lackawanna RR connection and old stock pen track Pittsburgh Coal & Junk Co. low track, Scarazzo Coal Co., and Butler Branch track Frey Bros. and Boyles Coal Co. Bordonaro & Canfora Maxwell & Gibson Coal track and New Castle Produce Co. J. J. Dean Co., H. G. Preston Co., and Fombell Coal Co. Eastside station tracks		X	X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
BRIDGE 57.96: West of Wilmington Jct.	20	25	25	20	X	20	20	15	10
BRIDGE 64.71: West of Leesburg	20	25	25	20	X	20	5	X	X
BRIDGE 66.89: West of Milburn	20	25	25	20	X	20	20	20	20
BRIDGE 71.64: West of Mercer	20	25	25	20	X	20	20	15	10
WILMINGTON INDUSTRIAL TRACK: Wilmington Jct. to New Wilmington			X	X	X	X	X	X	X
NEW WILMINGTON: Team track coal trestle	X	X	X	X	X	X	X	X	X
WOLF CREEK INDUSTRIAL TRACK: Leesburg to end of track					X		X	X	X
BRIDGE 0.22: West of Leesburg	D 10	D 10	D 10	D 10	X	10	X	X	X
TUSCARAWAS SECONDARY TRACK: Bayard to DJ									
MINERVA: Mill track		X	X	X	X	X	X	X	X
L. E. A. & W. Transfer				X	X	X	X	X	X
Cronin China Co.				X	X	X	X	X	X
PEKIN: Metropolitan Brick Co.				X	X	X	X	X	X
MALVERN: Pipe track				X	X	X	X	X	X
Clay Co. track				X	X	X	X	X	X
MAGNOLIA: Team track				X	X	X	X	X	X
Brush Run spur				X	X	X	X	X	X
DOVER: Reeves Mfg. Co.			X	X	X	X	X	X	X
Reilly Tar Co.				X	X	X	X	X	X
NP-INDUSTRIAL TRACK: General Asphalt				X	X	X	X	X	X
DOVER SECONDARY TRACK: DJ to Newcomerstown									X
STRASBURG SPUR: North of O. V. and J. Yard				X	X	X	X	X	X
DOVER: Delivery Transfer to B&O RR.				X	X				X
Receiving Transfer from B&O RR.									
NEWCOMERSTOWN TO BYESVILLE					X		X	X	X
NEWCOMERSTOWN: South turnouts, yard tracks 13 and 15				X	X	X	X	X	X
Bridge 83.29—0.9 mile south of Newcomerstown		20	20	20	X	20	X	X	X
MARIETTA BRANCH:									
CAMBRIDGE: Bridge 59.78—1.8 miles north		25	25	20	X	20	X	X	X
Cambridge				X	X	X	X	X	X
Hoffman La Roche				X	X	X	X	X	X
Trestle, Thatcher track	X	X	X	X	X	X	X	X	X
CAMBRIDGE SHOP: Cambridge Glass Co.				X	X	X	X	X	X
Universal Pottery Co.				X	X	X	X	X	X
Cambridge Lumber and Coal Co.				X	X	X	X	X	X
BYESVILLE TO MARIETTA					X		X	X	X
BRIDGE 41.97: South of MP 42					X		X	X	X
BRIDGE 29.59: South of MP 30					X		X	X	X
BRIDGE 26.99: South of MP 27					X		X	X	X
BRIDGE 26.03: North of MP 26	15	10	15	10	X	10	X	X	X
MACKSBURG WYE: South of Macksburg					X		X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
MARIETTA: L. T. Cisler and Son				X	X	X	X	X	X
Crescent Supply Co.				X	X	X	X	X	X
U.S. Repair Dept., south of gate		X	X	X	X	X	X	X	X
Marietta Paint & Color Co.				X	X	X	X	X	X
MAHONING SECONDARY TRACK: Alliance to Bayard									
BAYARD BRANCH									
McCULLOUGH: Yard tracks, east of State Route 213				X	X		X	X	X
Grade Crossing									
IRONDALE: McLain Brick Co.—(Irondale Works)				X	X	X	X	X	X
NEW SALISBURY: McLain Brick Co.—(Colonial Work)				X	X	X	X	X	X
SALINEVILLE: Yard tracks Nos. 10, 12, 14, 16 and 18					X		X	X	X
SALINEVILLE INDUSTRIAL TRACK				X	X	X	X	X	X
SUMMITVILLE: Summitville Brick Co.				X	X	X	X	X	X
AKRON BRANCH:									
HUDSON: Bridge 0.00 Southward movements									
Bridge 0.00									
SILVER: Falls Paper Box Co.				X	X	X	X	X	X
Trestle, Tucker Coal Co.				X	X	X	X	X	X
CUYAHOGA FALLS: Curve at overhead crane, Falls Clutch & Machine Co.	X	X	X	X	X	X	X	X	X
GORGE: Ohio Edison Co. beyond 200 feet from switch				X	X	X	X	X	X
Owens Concrete Products Co.				X	X	X	X	X	X
Trestle, Owens Concrete Products Co.	X	X	X	X	X	X	X	X	X
North Hill Coal Co., 40 feet from end of track				X	X	X	X	X	X
Trestle, North Hill Coal Co.	X	X	X	X	X	X	X	X	X
ARLINGTON: Robinson Clay Products Co.				X	X	X	X	X	X
AKRON: Yard and Freight House tracks		X	X	X	X	X	X	X	X
Wise Furnace Co.		X	X	X	X	X	X	X	X
SOUTH AKRON: Brown Graves Co.				X	X	X	X	X	X
Freight House tracks			X	X	X	X	X	X	X
Belt tracks			X	X	X	X	X	X	X
Firestone Tire & Rubber Co.				X	X	X	X	X	X
Colonial Salt Co.				X	X	X	X	X	X
Trestle, Colonial Salt Co.	X	X	X	X	X	X	X	X	X
BARBERTON: Columbia Chemical Transfer				X	X	X	X	X	X
AKRON SECONDARY TRACK: WARWICK TO REGION POST (Western Reg.)									35
ORRVILLE: Water Works spur				X	X	X	X	X	X
Smucker Co. spur				X	X	X	X	X	X
CROWN SECONDARY TRACK: Twin to Crown							X		X

NOTE:

- (a) Engines must not use track beyond point designated.
 (b) Diesel engines—class AS-16 and AS-16M may be operated between Coverts and end of track.

COLUMN	1	2	3	4	5	L	M	I	J
NORTHERN DIVISION									
BUFFALO:									
ALABAMA ST. YARD:									
North end A&P Tea Co. No. 3			X	X	X				
A&P Tea Co. No. 4			X	X	X				
Keystone Warehouse			X	X	X				
Kenney Coal Co.			X	X	X				
Standard Milling Co., Nos. 1 & 2	X	X	X	X	X		X	X	X
Hamburg St. Tracks Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12			X	X	X				
All other tracks North of SS49A				X	X				
FILLMORE AVE. YARD:									
Chemical Charcoal Co. No. 2			X	X	X				
Fillmore Foundry			X	X	X				
Balber Coal Co.			X	X	X				
Arctic Ice Co.			X	X	X				
Miller Lumber Co.			X	X	X				
BRIDGE 1.69:									
Fillmore Ave.	30	30	30	30	30	30	20	20	10
CONNECTING TERMINAL ELEVATOR									
No. 1 and No. 2 loading tracks under elevator shed and north thereof	X	X	X	X	X				
All other tracks							X	X	X
MICHIGAN AVE. YARD:									
All tracks									
BURROWS LOT:									
Buffalo Creek RR Connection				X	X				
Loop Tracks				X	X				
International Milling Co.			X	X	X				
Perot Malting Co.				X	X				
Archer Daniels Midland				X	X				
Kelley Island Lime Co.				X	X				
Pierce & Stevens Co.				X	X				
All other tracks					X				
BUFFALO CREEK RR:									
Clinton and Howard St. Bridges				X	X		X	X	X
All tracks	20	20	20	X	X		X	X	X
WEST SENECA BRANCH:									
All Tracks									
EBENEZER:									
Wye Tracks at GJ						10	10	10	X
DOCK EXTENSION RUNNING TRACK:									
LACKAWANNA:									
South Buffalo Ry. Interchange Tracks, North end				X	X				
ORE DOCK:									
Scale Track			X	X	X				
Back Scale Track			X	X	X				
Crossover No. 1 Track to Scale Track					X				
Rubbish Track			X	X	X	X	X	X	X
Empty Yard					X	X	X	X	X
Hanna Furnace Corp'n			X	X	X				
Buffalo Slag Co.				X	X				
Townhall Lumber & Supply Co.				X	X				
Lehigh Portland Cement Co.				X	X				
MAIN LINE—BUFFALO:									
NYC RR Connection at FW			X	X	X				
BC RR Connection at FW			X	X	X				
E-L RR Connection at FW			X	X	X				
E-L RR Interchange Tracks, Babcock St. Yard 2—Babcock St. North end of Tracks 7, 8, 9 and 10			X	X	X				
Branch Yard Tracks 13 to 27 inclusive			X	X	X				
Greeny Iron Co., Inc.			X	X	X				
Buffalo Pottery Co., to sign			X	X	X				
Buffalo Pottery Co. Trestle, beyond sign	X	X	X	X	X	X	X	X	X
R. J. Watters			X	X	X				
Lackawanna Steel Construction Co.			X	X	X				
W. Virginia Pulp & Paper Co.			X	X	X				
Chapin and Fagan			X	X	X				
F. N. Burt, Ltd.			X	X	X	X	X	X	X
American Car & Foundry			X	X	X	X	X	X	X
Verity Mills			X	X	X	X	X	X	X
E-L RR Connections south of DM									
E-L RR Interchange Tracks 1, 2 and 3			X	X	X				
Worthington Corp'n			X	X	X				
Niagara Hudson Power Corp.									
BRIDGE 3.53:									
South of DM						50	35	25	
Iroquois Gas Co.			X	X	X				
Madison Wire Co.			X	X	X				
NYC RR Interchange at GJ			X	X	X				
Philadelphia Quartz Co.			X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	L	M	I	J
EBENEZER:									
North end Yard 2, except Tracks 1 and 2				X	X				
Scale Track, on Scales	4	4	4	X	X	X	X	X	X
Receiving Yard Tracks Nos. 1 to 8 incl.	10	10	10	10	10	10	10	10	10
EAST AURORA:									
Freight House Tracks									
Griggs & Ball			X	X	X	E	E	E	E
E. E. Godfrey			X	X	X	E	E	E	E
Tenney Lumber			X	X	X	E	E	E	E
Fisher Price Toys, Inc.			X	X	X				
East Aurora Lumber Co.			X	X	X				
All other Tracks									
CHAFFEE:									
Local and Mill Tracks									
ARCADE:									
Run around Track									
DELEVAN:									
Bordens Company									
MACHIAS:									
Olean Gravel Inc.									
Olean Gravel Inc.; under tippie	X	X	X	X	X	X	X	X	X
B&O RR Connection					B5		10	10	10
MILE POST 47, NORTH OF:									
Buffalo Slag Co.				X	X				
FRANKLINVILLE:									
J. H. Gray Milling Co. and Ontario Knife Co.			X	X	X				
Jones Old Track			X	X	X				
OLEAN:									
Clark Bros. Tracks	X	X	X	X	X	E	E	E	E
Olean Transfer Co.				X		E	E	E	E
Olean Transfer Co., beyond first coal Trestle				X	X	X	X	X	X
Foss Bros. Co.				X	X	X	X	X	X
Van der Horst Corp. of America				X	X	E	E	E	E
Daystrom Corp. No. 2 Track to Franklin Ave.				X	X	E	E	E	E
Daystrom Corp. No. 2 Track beyond Franklin Ave.			X	X	X	E	E	E	E
I. W. Miller & Son to door of building			X	X	X	E	E	E	E
I. W. Miller & Son beyond door of building		X	X	X	X	E	E	E	E
Armour & Co. siding		X	X	X	X	E	E	E	E
Socony Vacuum Oil Plant			X	X	X				
E-L RR Interchange No. 1	5	5	5	X	X				
E-L RR Interchange No. 3			X	X	X				
E-L RR Interchange No. 4			X	X	X				
Olean Branch Side Track	5	5	5	X	X	5	5	5	5
Olean Branch Side Track beyond Henley St.	5	5	5	X	X	E	E	E	E
Blue Line Track & Freight House Tracks	5	5	5	5	5	E	E	E	E
Red Line and all connecting tracks to a point 50 feet west of South Union St. Crossing	5	5	X	X	X	X	X	X	X
Red Line Track beyond a point 50 feet west of South Union St. Crossing	5	5	X	X	X	X	X	X	X
Olean Creek Bridge on side track South of E. State St.	5	5	X	X	X	X	X	X	X
Trestle, Quirin Coal Co.	X	X	X	X	X	X	X	X	X
Trestles, on Olean Tile Co. and Public Deliv. Tracks	10	X	X	X	X	X	X	X	X
England Walton & Co. beyond a point 270 feet from switch	E	E	E	E	E	E	E	E	E
OW: NORTH OF:									
Wholesale Grocery Co-op			X	X	X				
Line Material Co. Track	5	5	5	5	5				
Zukerman Track	5	5	5	5	5				
PORTVILLE:									
Dairymen's League Switch				X	X	E	E	E	E
CLERMONT SECONDARY TRACK:									
Between Clermont Jct. and Mile Post 5, Farmers Valley				E	E	E	E	E	E
Mile Post 5, Farmers Valley	10	10	10	E	E	E	E	E	E
FARMERS VALLEY SECONDARY TRACK:									
Between Coryville and Farmers Valley				E	E	E	E	E	E
Quaker State Refg. Co.: Tracks Nos. 2, 3 and 4 beyond a point 370 feet from point of switch				X	X				
Quaker State Refg. Co.: Tracks Nos. 5 and 6 beyond a point 350 feet from Secondary Track Switch				X	X				

[illegible]

COLUMN	1	2	3	4	5	L	M	I	J
ERIE									
ERIE—DOCK JCT:									
City Track—East of Chestnut Street				X	X	E	E	E	E
City Track—All industrial tracks			X	X	X	E	E	E	E
City Track—B&E Interchange			X	X	X				
Continental Rubber Co.			X	X	X	X	X	X	X
Dock Jct.—Dead rail over scales		X	X	X	X				
Dock Jct.—Repair yd.				X	X	E	E	E	E
Reed Mfg. Co.				X	X				
ERIE—WEST LAKE YARD:									
Penna. Elec. Co. 5th and Cranberry	X	X	X	X	X	X	X	X	X
United Oil Mfg. Co.				X	X		E	E	E
Dock 2—Track 21				X	X		E	E	E
Dock 1—No. 1 Track				X	X		E	E	E
Dock 1—No. 2 Track				X	X		E	E	E
Dock 4—Sand Products				X	X		E	E	E
Water Works		E	E	X	X	X	E	E	E
Ruberoid Corp.			X	X	X		E	E	E
Erie Sand and Gravel Co.				X	X		E	E	E
ERIE—EAST LAKE YARD:									
Penna. Elec. Co. East & W. of French St.			X	X	X		E	E	E
Penna. Elec. Co. East of Holland St.			X	X	X		E	E	E
Penna. Elec. Co.—Trestle		X	X	X	X	X	E	E	E
Grain Elevator Yard				X	X		E	E	E
Flour Yard				X	X		E	E	E
Duquesne Terminal Tracks 1, 2 and 3				X	X		E	E	E
Hammermill Dock Tracks 1 and 2				X	X		E	E	E
Coal Dock Gravity Tracks				X	X		E	E	E
Coal Dock Tracks to White line				X	X		E	E	E
Coal Dock Tracks to Sign				X	X		E	E	E
Coal Dock Tracks beyond Sign	X	X	X	X	X	X	E	E	E
Ore Dock Tracks				X	X		E	E	E
Ore Dock, east of Power Plant				X	X		E	E	E
Loop Yard Tracks				X	X		E	E	E
Loop Yard Track No. 1 beyond Curve	X	X	X	X	X	X	E	E	E
Mud Yard to first curve				X	X		E	E	E
Mud Yard beyond first curve				X	X		E	E	E
New Yard				X	X	X	E	E	E
Switches at East end Nos. 1, 2 and 3									
Cut Yard				X	X				
Soldiers and Sailors Home Trestle	X	X	X	X	X	X	E	E	E
Whalen Yard				X	X		E	E	E
Penna. Gas Co.		X	X	X	X		E	E	E
Perry Furnace Trestle No. 4	X	X	X	X	X	X	E	E	E
Perry Furnace Trestles 1, 2 and 3				X	X	X	E	E	E
R. K. McMullen Co.				X	X		E	E	E
Acme Coal Co.		X	X	X	X		E	E	E
Frontier Lbr. Co.				X	X		E	E	E
Erie Burial Case				X	X		E	E	E
Liberty Iron & Metal				X	X		E	E	E
Penn Coal Co.				X	X		E	E	E
Union Junk & Metal				X	X		E	E	E
Tenth St. Track				X	X		E	E	E
Metric Metal Co.				X	X		E	E	E
J. F. Siegel Coal Co.				X	X		E	E	E
Storage Track at 11th Street				X	X		E	E	E
Erie Engine Co.			X	X	X		E	E	E
Erie City Iron Works			X	X	X		E	E	E
MAIN LINE—ERIE									
ERIE—"OD" YARD:									
Freight House Tracks East of Platform									
Nos. 1 to 8 incl.				X	X		E	E	E
Freight House Tracks West of Platform									
Nos. 1 to 8 incl.				X	X		E	E	E
Creek Tracks Nos 1 to 4 incl.				X	X		E	E	E
Erie Grocery Corp'n				X	X	X	E	E	E
Car Shop Yard				X	X		E	E	E
Cabin Tracks				X	X		E	E	E
Old Outbound Tracks Nos. 1 to 4 incl.				X	X		E	E	E
Wye Track				X	X		E	E	E
Liberty Iron and Metal Co.				X	X		E	E	E
Larkin Co.				X	X		E	E	E

COLUMN	1	2	3	4	5	L	M	I	J
WATERFORD:									
Station Tracks.....				X	X		E	E	E
Bridge 24.72.....							25	20	15
UNION CITY:									
Tracks leading to York and Foster, Inc.				X	X	E	E	E	E
Union City Chair Co.....				X	X		E	E	E
G.L.F. Co-op, Ass'n.....				X	X		E	E	E
Nos. 3, 4 and 5 Yard Tracks.....			X	X	X		E	E	E
CORRY:									
McInnes Steel Co.....				X	X		E	E	E
Howard Tannery Co.....				X	X		E	E	E
SPRING CREEK:									
Team Track.....									
YOUNGSVILLE:									
Feed Mill Track.....				X	X				
IRVINETON:									
Yard Tracks south of Main Track.....				X	X				
STARBRICK:									
Penna. Elec. Co.....				X	X				
Warren Tank Car Co. Tracks Nos 2, 3 and 4.....	X	X	X	X	X	X	X	X	X
Other Tracks.....									
WARREN:									
South of Tank Car Company's Switch on DeLuxe Track.....	X	X	X	X	X	X	X	X	X
DeLuxe Metal Furniture Co.....				X	X				
Fourth Street Track.....				X	X				
Penn. Furn. & Iron Co.....				X	X				
Switches from old scale Track at east end Freight House.....				X	X				
Switch at east end No. 2 House Track.....				X	X				
Smith Horton Co.....				X	X				
Switch at east end No. 2 Yard Track.....				X	X				
Thomas Flexible Coupling Co.....				X	X				
Warren Planing Mill Co. beyond Yard Limit board.....				X	X				
Gravel Pit.....				X	X				
WEST OF MILE POST 71:									
Industrial Oil Co.....									
Stoneham Gasoline Co.....									
CLARENDON:									
Tiona Refining Co. No. 2.....						E	E	E	E
Bradford Penn Refining Co.....						E	E	E	E
Barrel Works.....									
SHEFFIELD:									
No. 1 Interchange.....				X	X				
Penna. Glass Bottle Co.....				X	X				
Storage Track.....									
KANE:									
Richgas Co.....				X	X				
Track leading to Kane Mfg. Co.....				X	X	E	E	E	E
Freight House Track.....				X	X	E	E	E	E
Miles-Kane Co. No. 1.....				X	X	E	E	E	E
Town Delivery.....									
Connection to B&O RR.....					X				
Board of Trade to restricting sign.....					X	E	E	E	E
Kane Lumber and Fuel Co., as far as derail.....			X	X	X				
SERGEANT:									
Sergeant Glass Co.....					X				
Otto Chemical Co.....					X	E	E	E	E
WILCOX:									
Keystone Tanning & Glue Co.....									
JOHNSONBURG:									
N. Y. & Pa. Co., Inc. beyond 300 feet east of east end of bridge.....				X	X	X	X	X	X
N. Y. & Pa. Co., Inc. Wood yard track and connections.....				X	X	E	E	E	E
Br. Trk. into Penna. Paper Co.....				X	X	X	X	X	X
Connection to Rolfe RR.....				X	X				
New Track.....				X	X				
Old Track.....			X	X	X	E	E	E	E
Track leading to Smith Lumber Co. and Sinclair Refining Co.....				X	X	E	E	E	E
Freight House Deliv.....				X	X				
Team Track.....				X	X				
Old Scale.....				X	X		E	E	E
West Yard Nos. 2, 3 and 4.....				X	X				
Speer Carbon Co.....				X	X				
General Chemical Co.....				X	X				

COLUMN	1	2	3	4	5	L	M	I	J
RIDGWAY:									
Elliott Co.....		X	X	X	X				
Connection to Keystone Tanning & Glue Co., track No. 5.....				X	X	E	E	E	E
Keystone Tanning & Glue Co., track No. 5 beyond sign.....	X	X	X	X	X	E	E	E	E
Smith Bros. and Co. beyond restricting sign.....	X	X	X	X	X	X	X	X	X
Hyde Murphy Co.....						E	E	E	E
No. 1 House Track.....									
Storage Track—West end.....									
Russell Car and Snow Plow Co. beyond restricting sign.....	X	X	X	X	X	E	E	E	E
Russell Car and Snow Plow Co. connection.....						E	E	E	E
Ridgway Machine Co.....									
ST. MARYS—WEST YARD:									
Wolfer & Keller (Texaco).....									
Connection to track No. 7 east end of Yard.....									
Connection to East Yard.....									
ST. MARYS—EAST YARD:									
Armour Leather Co. track.....						E	E	E	E
Industrial Track.....				X	X	E	E	E	E
Harvey Esso and St. Marys Block Co.....						E	E	E	E
Builders Supply Co.....						E	E	E	E
Thompson WE.....						E	E	E	E
Stackpole Carbon Co. 1.....									
Speer Carbon Co.....									
Stackpole Carbon Co. 2.....									
St. Marys Sewer Co.....				X	X	E	E	E	E
All other Tracks.....				X	X	E	E	E	E
CHAUTAUQUA BRANCH:									
Engines running light over above territory.....				30	30				
BUFFALO:									
Elk St. Yard.....			X	X	X				
BROCTON:									
Brocton Preserving Co. and Brocton Mills.....			X	X	X				
Station Track.....									
Ryckman's National Grape Corp'n.....									
BRIDGE 60.44:									
South of Pross.....							35	35	35
MAYVILLE:									
South end of Bell's.....				X	X				
Chautauqua Cabinet Co.....				X	X				
CORRY:									
Ajax Iron Works beyond frog.....				X	X				
SPARTANSBURG: BRIDGE 102.35:									
On Mill Track.....	5	5	5	X	X	X	X	X	X
TITUSVILLE:									
Mechanic St. Team Track.....				E	E	E	E	E	E
Pioneer Track.....				E	E	E	E	E	E
Water Works Track beyond Clearance Point.....				E	E	E	E	E	E
Titusville Iron Works.....				E	E	E	E	E	E
Dillon Track.....				E	E	E	E	E	E
Meyers Track.....				E	E	E	E	E	E
Hale Track.....				E	E	E	E	E	E
BRIDGE 130.27:									
South of Petroleum Center.....							30	30	
OIL CITY:									
Continental Refining Co.....				X	X				
Pennzoil Plant No. 1.....					X				
Pennzoil Plant No. 2—Hole Track.....					X				
Pennzoil Plant No. 2—Fuel Oil Track.....				X	X				
J. B. Berry Sons Co.....					X				
Upper Yard Tracks.....				X	X				
Borland Lumber Co.....			X	X	X				
Wye at passenger Station.....			X	X	X				
SALAMANCA BRANCH:									
Over entire branch:									
Engines running forward light.....				30	30				
Engines running backward.....				25	25				
IRVINETON:									
Yard Tracks.....				X	X				

COLUMN	1	2	3	4	5	L	M	I	J
OIL CITY SECONDARY TRACK:									
OIL CITY:									
Emil Koos			X	X	X				
BRIDGE 26.04:									
South of West Hickory							20	20	20
BRIDGE 39.29:									
North of Gem							20	20	20
BRIDGE 47.66:									
South of Stone							20	20	20
STRUTHERS RUNNING TRACK:									
Seneca Works No. 1				X	X				
L. Segel Track				X	X				
Phenix Furniture Co. and Public Delivery Track				X	X				
Seneca Works No. 2				X	X				
Warren Axe and Tool Co.				X	X				
Rogers Spur				X	X				
Crew Levick Co.				X	X				
Cooperative GLF Farm Supplies Nos. 1 and 2 Tracks				X	X				
Pure Oil Co.				X	X				
Nu-Guard Chemicals, Inc.				X	X				
Warren Lamp Co.				X	X				
Hammond Iron Works, Nos 1 to 3 inclusive				X	X				
Riverside Acid Works				X	X				
United Refinery Co., Tannery Tracks				X	X				
Warren Water Co. Track				X	X				
SALAMANCA SECONDARY TRACK:									
SALAMANCA:									
Public Delivery Track				E	E				
Cement Block Track									
BRIDGE 97.33:									
North of Salamanca							15	15	15
RIVERSIDE JCT:									
B&O RR Connection	5	5	5	5	5	5			
VANDALIA:									
Public Delivery Track									
ALLEGANY:									
Wm. N. Hall Track									
St. Bona. College Track to 200 feet North of Highway									
St. Bona. College Track from 200 feet North of Highway to End			X	X	X				
BRIDGE 115.23:									
South of Bill							15	15	15
OLEAN:									
Western Lumber Co.			X	X	X	X	X	X	X
South end No. 5 Coach Yard				X	X	X	X	X	X
Engine Storage Yard						X	X	X	X
Cabin Track				X	X				
Dailey Mills, No. 4 Track				X	X				
South end Olean Yard On Track Scales	X	X	X	X	X	X	X	X	X
BRADFORD TRACK:									
All Tracks				X	X				
ROCHESTER SECONDARY TRACK:									
Entire Secondary Track			B 20	B 15	B 15				
ROCHESTER:									
Hubbs & Hastings	X	X	X	X	X	E	E	E	E
Miller's Waste Material Track			E	E	E	E	E	E	E
All Industrial Tracks from Station to Term Block-Limit Station			E	E	E	E	E	E	E
All tracks beyond Wye			E	E	E	E	E	E	E
RIDGWAY BRANCH:									
End of block sign south of Ridgway to Falls Creek				20	20				
RIDGWAY:									
No. 4 Team Track and No. 1 Freight House Track				X	X				
Hyde-Murphy Co. and C. O. Salberg				X	X	E	E	E	E
Main Street Track									
Penn Ridge Ice Co.				X	X	E	E	E	E
Switch at North end Hungarian Track							E	E	E
BROCKWAY:									
McCauley & McKay Track		X	X	X	X	E	E	E	E
Brockway Glass Co., coal trestle	X	X	X	X	X	E	E	E	E

COLUMN	1	2	3	4	5	L	M	I	J
ALLEGHENY BRANCH:									
FOXBURG:									
Keystone Supply Co. Track							E	E	E
EMLENTON:									
Freight Station Track				X	X				
MILE POST 120 TO BRIDGE:									
Engines running light									
VENANGO:									
On Track Scales	X	X	X	X	X	X	X	X	X
OIL CITY:									
Water Works Track		X	X	X	X	X	X	X	X
Oil City Milling Co.				X	X				
Retail Tracks				X	X				
EAST BRADY RUNNING TRACK:									
Phillipston Yard—Cross-over from Run									
Around Track to Ladder North end									
Phillipston to end of track									
LOW GRADE SECONDARY TRACK:									
Jct. Allegheny Branch and Mort				15	15				
Mort to Falls Creek				20	20				
Falls Creek to Driftwood				20	20				
LAWSONHAM:									
River storage track				X	X				
Switch to Sligo Running Track				X	X				
BRIDGE 14.90:									
St. Charles	20	20	20	20	20	15	15	15	X
CLIMAX:									
Switch to Tile Co. track				X	X				
BOSTONIA:									
Bostonia track				X	X				
NEW BETHLEHEM:									
Tile Co. track				X	X				
BRIDGE 22.27:									
West of OD	20	20	20	20	20	20	15	15	X
OAK RIDGE:									
Crawford Furn. Co. Track				X	X				
HAWTHORN:									
Sherman Mine tracks beyond tipple				X	X	X	X	X	X
Wallwork track				X	X				
BRIDGE 30.76:									
West of Heathville	20	20	20	20	20	20	15	15	X
BRIDGE 35.63:									
Second bridge east of SU	20	20	20	20	20	20	20	20	X
BRIDGE 35.92:									
Third bridge east of SU	20	20	20	20	20	20	15	15	X
BRIDGE 41.00:									
East of GH	20	20	20	20	20	20	20	20	X
BRIDGE 42.36:									
East of Brookville	20	20	20	20	20	20	15	15	X
BROOKVILLE:									
Brookville track				X	X		E	E	E
Locomotive Works track				X	X				
BRIDGE 47.68:									
East of BE	20	20	20	20	20	20	15	15	X
FULLER:									
Carload delivery track									
Coal track									
BRIDGE 51.68:									
West of Mile Post 52	20	20	20	20	20	20	15	15	X
BRIDGE 53.29:									
East of Mile Post 53	20	20	20	20	20	20	20	20	X
BRIDGE 53.50:									
Second bridge east of Mile Post 53	20	20	20	20	20	20	20	20	X
BRIDGE 53.66:									
Third bridge east of Mile Post 53	20	20	20	20	20	20	15	15	X
BRIDGE 54.41:									
Second bridge west of RS	20	20	20	20	20	20	15	15	X

COLUMN	1	2	3	4	5	L	M	I	J
REYNOLDSVILLE:									
Cabin track.....				X	X				
Glass Works track.....				X	X				
West End RS siding.....				A	A				
FALLS CREEK:									
Bridge 62.64.....	20	20	20	20	20	20	20	20	X
All connections north side main track except east end warehouse track.....				X	X				
B&O RR connection from siding.....				X	X				
Jackson China Co. spur.....				X	X				
BRIDGE 63.11:									
East of Falls Creek.....	20	20	20	20	20	20	20	20	X
BRIDGE 64.35:									
Second bridge west of DB.....	20	20	20	20	20	20	15	15	X
DUBOIS:									
Industrial track west of B&O RR connection.....				X	X				
Old Clay track.....				X	X				
Trestle-Kohlhepp's coal track.....				X	X	X	X	X	X
Shakespeare's scrap yard beyond clear- ance point.....				X	X				
Brady Street track to freight house.....				X	X				
All other tracks except DB siding.....				X	X				
TYLER:									
Crossover between tracks of New Shaw- mut Mining Co., west of tipple.....	X	X	X	X	X	X	X	X	X
BRIDGE 85.69:									
Fourth bridge east of VI.....	20	20	20	20	20	20	15	15	X
BRIDGE 90.21:									
Second bridge west of Medix Run.....	20	20	20	20	20	20	15	15	X
SLIGO RUNNING TRACK:									
AW to SLIGO.....				X	X				
BALD EAGLE BRANCH:									
Lock Haven and MP 52.....									
LOCK HAVEN:									
Penn. Woven Wire Co.....					X	X	X	X	X
Hoberman Coal and Junk Yard.....				X	X				
American Aniline Prod. Co.....				X	X				
N. Y. & Penna. Paper Co.....				X	X				
Castanea Paper Co.....				X	X	X	X	X	X
L. V. JUNCTION									
SECONDARY TRACK:									
MP 1 to Lykens.....				X	X	X	X	X	X
ELIZABETHVILLE:									
Deibler Bros. Trestle.....	X	X	X	X	X	X	X	X	X
SELINGSGROVE									
SECONDARY TRACK:									
Selingsgrove Jct. to Selingsgrove.....				X	X	X	X	X	X
Selingsgrove to McClure.....				X	X	X	X	X	X
Bridge 44.04, Susquehanna River.....	10	10	10	D10	D10	X	X	X	X
Bridge 44.40, Susquehanna River.....	10	10	10	D10	D10	X	X	X	X
SELINGSGROVE:									
Fisher Coal Trestle.....	X	X	X	X	X	X	X	X	X
Susquehanna Univ. Trestle.....	X	X	X	X	X	X	X	X	X
MIDDLEBURG:									
H. G. Winey Trestle.....	X	X	X	X	X	X	X	X	X
WILLIAMSPORT BRANCH:									
Entire Branch.....									
WILLIAMSPORT:									
3d St. Undergrade Bridge 249.40.....							35	20	10
Trestle at Gas Co. and Lycoming College Freight House, Walnut St.....	X	X	X	X	X	X	X	X	X
Coach Yard—Walnut St.....									
Trayer Coal Trestle.....	X	X	X	X	X				
Campbell St. Undergrade Bridge 247.88.....									20
Ray E. Thomas.....									
All Industrial Tracks on Long Siding.....									
Wagner Coal Co., Trestle, Long Siding.....			X	X	X	X	X	X	X
Hepburn Street Trestle, Lumber Track.....			X	X	X	X	X	X	X
Wmspt. Storage (Rose St.).....			X	X	X				
Canal, Lumber Tracks.....			X	X	X				
Lycoming Creek Bridge 246.53.....							45	30	20
LINDEN									
E. of—(River) Bridge 242.86.....							45	30	20
SHAMOKIN									
SECONDARY TRACK:									
Entire Secondary Track.....									

[illegible]

COLUMN	1	2	3	4	5	L	M	I	J
CATAWISSA: Station Tracks.....									
SOUTH DANVILLE: East end Station Track.....									
Merek & Company, Lead to.....									
Ammonia tracks Nos. 1 and 2 and Power House track.....				X	X				
MONTANDON SECONDARY TRACK: 1000 feet west of Montandon to White.....				X	X		X	X	X
LEWISBURG: Kunkle & Comstock Trestle.....	X	X	X	X	X	X	X	X	X
VICKSBURG: W. of MP 7, Bridge 7.21.....						20	X	X	X
LINDEN HALL: Bridge 54.69.....						20	X	X	X
Bridge 55.19.....						20	X	X	X
OAK HALL: Bridge 57.09.....						20	X	X	X
LEMONT: E. C. Ross Trestle.....						X	X	X	X
WATSONTOWN SECONDARY TRACK: 1000 feet east of connection with main line, Wats'n to Berwick.....				X	X	X	X	X	X
OTTAWA: E. C. Smith Trestle.....				X	X	X	X	X	X
SOUTH WILLIAMSPORT: Delvan Block Co.....									
Public Delivery.....									
Ray-O-Vac 1 and 2.....									
West Branch Grocery.....				X	X	X	X	X	X
Keystone Friction Hinge.....				X	X	X	X	X	X
ELMIRA BRANCH: Entire Branch.....									X
NEWBERRY: Lundy Lumber Co.....				X	X				
Bridge 2.09.....								35	X
Bridge 2.64.....								25	X
Bridge 3.84.....								30	X
COGAN: Bridge 6.23.....								30	X
Bridge 6.56.....								35	X
TROUT RUN: Bridge 13.91.....								30	X
Bridge 15.09.....								30	X
Bridge 15.60.....							35	30	X
Bridge 17.60.....								30	X
BODINE: Bridge 18.91.....							35	25	X
BERGAN: Bridge 20.23.....								35	X
Bridge 20.81.....								30	X
Bridge 21.21.....								30	X
RALSTON: Bridge 22.64.....								30	X
Bridge 23.02.....								30	X
Bridge 23.43.....								35	X
GROVER: Bridge 35.89.....							35	35	X
CANTON: Bridge 38.33.....							35	25	X
Ellis Coal Co. Trestle.....				X	X	X	X	X	X
Belmar Mfg. Co. Trestle.....	X	X	X	X	X	X	X	X	X
Swaze Box Co. Trestle.....				X	X	X	X	X	X
TROY: Borden Milk Co. Trestle.....	X	X	X	X	X	X	X	X	X
Bridge 53.54.....							35	35	X
FASSETT: Bridge 73.89.....								30	X
Bridge 73.94.....								20	X
SOUTHPORT: North end tracks 6, 7, 8, 9, 10.....				X	X		X		X
Oil House Track.....				X	X		X	X	X
Depressed Track.....				X	X				
Paint Track.....				X	X				

COLUMN	1	2	3	4	5	L	M	I	J
HORSEHEADS: Bridge 0.59.....							25	25	X
Levi Marshall Sons.....									
Consolidated Brick Co.....									
PINE VALLEY: Bridge 5.99.....								35	X
MILLPORT: Bridge 7.09.....							20	20	X
MONTOUR FALLS: North of Bridge 16.02.....								20	X
WATKINS GLEN: Sinclair Oil Co.....									
Watkins Salt Co.....									
Short Dump.....									
Bridge 21.82.....							35	20	X
Bridge 22.09.....							35	20	X
ROCK STREAM: Bridge 24.56.....						20	20	20	X
Bridge 24.71.....							20	20	X
Bridge 25.05.....						20	20	20	X
SODUS BAY SECONDARY TRACK: Entire Secondary Track.....									X
PENN YAN Fiero & Monin.....				X	X	X	X	X	X
J. D. Moore Coal Trestle.....	X	X	X	X	X	X	X	X	X
BELLONA Public Delivery.....				X	X	X	X	X	X
Libby, McNeil & Libby.....				X	X	X	X	X	X
STANLEY: LV RR Wye track.....									
CANANDAIGUA TRACK: Entire track.....				X	X				X
Bridge 53.42.....								15	X
Bridge 59.97.....								30	X
PHELPS JUNCTION: Wye to NYC.....									
NEWARK: N. Y. State School.....				X	X	X	X	X	X
Newark Coal Co.....				X	X	X	X	X	X
Bloomer Bros. Paper Mill Track.....				X	X	X	X	X	X
C. H. Stewart & Sons.....									
Pub. Delivery Track.....							X	20	X
Bridge 16.83.....							X	20	X
Bridge 16.95.....									
NEWARK TO MARION Newark—Bridge 2.....	15	X	X	X	X	X	X	X	X
SODUS POINT: Coal pier tracks.....									X

NORTHERN DIVISION

1160-A2. Where trackage right agreements are in effect, a foreign railroad diesel engine may be operated on tracks of this region subject to restrictions applying to the comparable class of PRR engine.

1160-A3. Class AS-6 and AS-10 diesel engines are permitted on Standard Milling Co. track Nos. 1 and 2 and Keystone Nos. 1 and 2, Buffalo.

1160-A4. All types of engines are prohibited from going over pits on No. 1 and No. 2 tracks at the American Elevators, Burrows Lot.

1160-A5. Class EP 22 and AS 24 diesel engines are permitted on north leg of wye track at Emporium.

1160-A6. Class AS-16 engines may be operated on all tracks at Rochester at a speed not exceeding 15 miles per hour.

1160-A7. Lake Division. Cleveland-West Breakwater, Class AS-16, AF-16, AS-18M, BS-24, ES-15, and FS-20 diesel engines equipped with trainphone antenna are prohibited from using the south rail of underpass N. Y. C. R. R. (Hickory Street).

1160-A8. Lake Division. Baltimore and Ohio Railroad diesel engines heavier than Class DP5X are prohibited between Arlington and Warwick.

1160-A9. Lake Division. New York Central Railroad diesel engines heavier than Class F, Class DPA-1a and Class DPD-1b are prohibited between Brady and Minerva Junction, and Girard and Niles Junction.

1160-A10. All Divs. On account of improper shunting of track circuits, diesel electric class GS-4 engines must not be operated in track circuit territory, unless one or more cars are attached.

1160-A11. Lake Division. Class AF-24A diesel unit must not exceed a speed of 15 miles per hour on tracks other than Main and Secondary tracks and are further restricted to 15 miles per hour on the following tracks: Marietta Branch—Houston Secondary track, and under overhead Bridge No. 124.13 (N.Y.C.R.R. Hickory Street), Cleveland.

Equipment Restrictions

ALL DIVISIONS

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

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

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

The above restrictions do not apply to Jenny type hopper or gondola cars. These cars have a gross weight up to 220,000 lbs. and a coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and trains with loaded coupled Jenny type Iron Ore cars are subject to restrictions in Special Instruction 1160-A1 as follows:

Two or more loaded coupled cars—Column I or J special load restrictions.

Cars having a combined weight of car and lading in excess of 263,000 pounds, must not be accepted from shippers or connecting railroads without first obtaining authority from General Manager Transportation.

ALL DIVISIONS

Special Handling of Multiple Loads

1160-B2. A multiple load requiring the use of two carrying cars, separated by an idler car, is restricted from operation over crest of a hump whenever practicable; when humping operation is necessary, movement must be carefully made under close observation of yard crew and load must not be humped with motive power detached.

A multiple load requiring the use of two end carrying cars, separated by two idler cars, is restricted from movement over crest of hump.

After multiple loads have been carefully placed on classification track, care must be exercised to prevent humped cars, routed to same classification track, from coupling to multiple load at a speed in excess of four miles per hour.

1160-B3. Allegheny Division Bellefonte Central Railroad

Cars having a combined weight of car and lading of 251,000 pounds permitted on Bridges Nos. 2, 4 and 6 at a speed of 30 miles per hour.

1160-B4. Pittsburgh Division Jenny type hopper cars may be operated over Under Grade Bridge No. 12.19, on the McKeesport Secondary Track between South Duquesne and McKeesport, subject to the following restrictions:

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

1160-B5. Pittsburgh Division. Cars 50 to 52 feet in length must not be placed on the Cook-Anderson Co. and the W. H. Silverman Co. tracks located between Buffalo St. and Fair Ave. on the Beaver Valley Secondary Track, unless coupled to 40 foot cars and handled with extreme care. Cars exceeding 52 feet in length are prohibited on these tracks.

1160-B6. Pittsburgh Division. Cars containing hot metal may be operated over the Wheeling Secondary Track and Wheeling Running Track, Westward Running Track, between Benwood and East Steubenville, subject to the following restrictions:

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

1160-B3. Lake Division Republic Steel Corp. Hot Metal cars having a gross weight of 495,000 pounds may be operated between Haselton and Warren via Detour, subject to following restrictions:

1. Moved on Main tracks only between Center Street and Warren.
2. Crab Creek Yard: use No 3 yard track and main yard track.
3. Wardwell, Trumbull Steel Yard: use lead track and No 1 main yard track.
4. Engine and Hot Metal car must be separated by at least two cars.
5. Cabin and Hot Metal car must be separated by at least two cars.
6. When more than one Hot Metal car is to be moved they must be separated by at least two cars.
7. They must not exceed a speed of 20 miles per hour.

1160-B4. Northern Division. Loaded cars weighing in excess of 220,000 pounds, car and lading, are prohibited on the following tracks:

Clermont Secondary Track, beyond a point 1320 feet south of Mile Post 5

Selinsgrove Secondary Track

Watsonstown Secondary Track

L. V. Junction Secondary Track

Brookville Industrial Track, Brookville, Pa., beyond a point 6800 feet from switch to Low Grade Secondary Track

Scott Industrial Track, Shamokin, Pa.

Marion Industrial Track, Newark, New York

Ridgway Secondary Track

Montandon Secondary Track

Snow plows and other equipment used in snow removal service.

1160-B5. Northern Division. On two or more tracks, passenger trains and train handling single track snow plow or Jordan Spreader when used in snow removal service, must not be moved in the opposite directions between two block or interlocking stations.

1160-B-6. Northern Division. A train handling snow plow, Jordan Spreader or like equipment in snow removal service must not be admitted to a block which is occupied by another train.

1160-B7. Northern Division. Snow plows will not clear station platform on No. 2 track at Olean and Emporium.

1160-B8. Northern Division. Engines equipped with snow plows are prohibited on No. 17 track and engine storage track at Alabama Street yard, Buffalo, account close side clearance.

1160-B9. All Divisions. Engine limit board will indicate portions of track on which engines are prohibited.

1160-B10. All Divisions. On tracks designated "X", "A" or "B", Columns 1 or 2, under Special Instruction 1160-A1, Cushion Underframe cars of foreign ownership are to be moved with caution, not exceeding 3 mile per hour, through curves on such side tracks, and observed closely for indication of impending derailment. Such cars may be recognized by the unusual projection of the couplers beyond the body of the car, two to three feet, and by such signs on the side as "Shock Control" and "Hydra-Cushion."

1160-B11. Persons operating snow flangers must exercise care to avoid damage to signal equipment in the vicinity of signal bridges and ground signal posts, also within the limits of interlocking, at hand switches and at all other points where there is any interference by switches, frogs, guard rail, dragging equipment detectors, road crossings, station platforms or other obstructions.

1160-B12. Train orders issued for movement of snow plows must specify whether single or multiple track plow.

1160-B13. When plowing, snow plow must be pushed with front end of engine coupled to plow. If engine is improperly turned and there are no facilities for turning, then a steel gondola should be placed between plow and engine.

1160-B14. All personnel riding moving snow plows must maintain proper hand hold to avoid injury.

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

Location	Between	And	Bridge	Note
Main Line— Allegheny Division	Banks	Slope		2
Hollidaysburg and Petersburg Br. and H. & P. Secondary track	Pete	Alto		1
Clearfield Branch	Wilson	Park		
Bald Eagle Branch	Park	Lock Haven		
Bellefonte Secondary Track	Miles	White		
Main Line—	Slope	Pittsburgh Division		
New Portage Secondary track	Wye	SF		3
Irvona Branch	Cresson	Blandburg		3
South Fork Branch	W	LV		3
South Fork Secondary track	LV	End of track		3
Cresson Secondary track	Cresson	Fordham	18.59 27.79	3-4 3-4
Black Lick Secondary track	Ebensburg Jct.	Black Lick	23.81	3-4
Susquehanna Secondary track	Bradley Jct.	Cherry Tree		3
Main Line Pittsburgh Division	Allegheny Division	Pittsburgh		
Monogahela Branch and Monongahela Secondary track	Monon	West Brownsville Jct.		
Hempfield Industrial track	Hempfield Jct. Cowansburg	Cowansburg Gratztown		3 3-5
Southwest Secondary track	RG	Scottdale		
Greensburg Secondary track	Greensburg Jct.	County Jct.		
Main Line— Conemaugh District	JD	Federal St.		
These derricks are not prohibited on any Conemaugh Branch, Secondary track or industrial track. Except as follows:				
Indiana Secondary track	Homer City	Indiana		
Avenmore Industrial track	Junction switch	End of track		
Plum Creek Industrial track	Verona	End of track		
Schenley Industrial track	Schenley	End of track		
Brilliant Branch	CM	UY		
Main Line— Eastern	Pittsburgh	Div. Post (Lake Div.)		
These derricks are not prohibited on any Eastern Br., Secondary track or industrial track Except as follows:				
Ben Avon			J. Berkbichler Trestle	

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

Lake & Northern Divisions. Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory, etc., as follows:

Location	Between	And	Bridge	Note
Columbiana			Public trestle	
Orrville			Milling Co. trestle	
Loudonville			Dudtes Coal Co. trestle	
Salineville Industrial track	Salineville	Sterling Mine		
Marietta Branch	FA	Marietta		
Dover Secondary track	DJ	FA		
Houston Secondary track	Oakland	Houston Jct.		
Walford Secondary track	Coverts	Walford		
Kenwood Industrial track	Fetterman	End of Track		

Location	Between	And	Bridge	Note
Main Line Northern Division	Buffalo	Region Post East. Reg.)		
Main Line—Erie	Erie	JN		
Elmira Branch	Newberry	Himrod Jct.		
Wilkes-Barre Branch	Kase	Wilkes-Barre		
Shamokin Secondary track	Kase	Mt. Carmel		
Sodus Bay Secondary track	Himrod Jct.	Sodus Point		
Chautauqua Branch	BM	Oil City		
Salamanca Secondary track	AD	End of Block		
Oil City Secondary track	Bridge	Stone		
West Seneca Branch	GJ	GB		
Allegheny Branch	Red Bank	Oil City		

These derricks are prohibited from passing under overhead bridge No. 0.94 on the Dock Extension Running Track unless smoke bonnet has been removed. Movement under this bridge may be made on the West Seneca Branch without removing smoke bonnet.

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 obtained for Special Loads, Column M, I or J in Special Instruction 1160-A1.

NOTE 1. When hauled by engine heavier than class FS-20 the derrick must be separated from the engine by at least 4 cars, which may or may not be loaded.

NOTE 2. Account close clearance with station platform Tyrone on No. 3 track, train must operate at slow speed.

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

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

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

1160-C2. Pittsburgh Division. Point Bridge. Trestle Stewart elevator. Wreck derricks are prohibited.

Pittsburgh Division—Washington Secondary Track TYLERDALE:

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

Pittsburgh Division—Terminal Branch MARTINS FERRY:

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

Wheeling Secondary Track (Yard Track) ZANE:

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

Powhatan Secondary Track AETNAVILLE:

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

Northern Division. Sodus Bay Secondary Track.

1160-C7. Newark to Marion:

Wrecking cranes larger than 120 ton capacity must not be used over bridges and derrick must be separated from engine by three empty cars.

1160-D2. NOR. DIV. TTX type cars and similar trailer or automobile carrying flat cars 85 feet or more in length are restricted at locations shown below:

NOTE—X—Prohibited.

Column 1—Restrictions applying to these cars when coupled to cabin cars, type N-5.

Column 2—Restrictions applying to these cars when two or more are coupled, or are coupled to conventional type freight cars.

Column 3—Restriction of these types of cars when not coupled to other cars or engines.

Length of cars:		85 feet			87 and 89 feet		
LOCATION:	Column:	1	2	3	1	2	3
BUFFALO:							
ALABAMA ST. YARD:							
Kenny Coal Co.		X	X		X	X	
Swan St., Nos. 3 and 4 tracks		X	X		X	X	
A&P Tea Co. No. 3 track		X	X		X	X	
A&P Tea Co. Nos. 5, 6 and 7 trks.		X	X		X	X	
Alabama St., Nos. 15, 16, 17, 14-1 and 14-2 tracks and No. 13 spur		X	X		X	X	
MICHIGAN AVE. YARD:							
Main Lead		X	X		X	X	
Nos. 1, 2 and 3 turnouts		X	X		X	X	
BURROWS LOT:							
Outside and Inside Loop tracks		X	X		X	X	
BC RR Conn. track		X	X		X		
PENN YARD:							
Rubbish track		X	X		X	X	
MAIN LINE							
BUFFALO:							
NYC RR Conn. track, FW		X	X		X	X	
BC RR Conn. track, FW		X	X		X	X	
E-L RR Conn., FW, inside		X	X		X		
E-L RR Conn., FW, outside		X	X		X		
E-L RR Conn., DM, yard 3		X	X		X	X	
North end of yard tracks, Winchester		X	X		X	X	
Philadelphia Quartz Co.		X	X		X	X	
EBENEZER:							
Turnout from outbound track to lumber yard, north of Union		X	X		X	X	
North end of Trevor Pipe Corp. track		X			X		
EAST AURORA:							
Griggs and Ball track		X	X		X	X	
East Aurora Lumber Co. track		X	X		X	X	
MACHIAS:							
Olean Gravel Co. track		X	X		X	X	
OLEAN:							
Daystrom track (new side)		X	X		X	X	
Fibre Forming Co.		X	X		X	X	
Socony Vacuum Oil Plant		X	X		X	X	
Clark Bros. Co., Plant #1		X	X		X	X	
Red Line and Blue Line tracks		X	X		X	X	
Line Material Co. track		X	X		X	X	
Zukerman track		X	X		X	X	
Olean Whse. Grocery, Nos. 1 and 2 tracks		X	X		X	X	
PORTVILLE:							
G.L.F. track		X	X		X	X	
FARMERS VALLEY SECONDARY TRACK:							
Quaker State Refg. Co. trk, No. 4		X	X		X	X	
PORT ALLEGANY:							
Pitt Corning Co. track No. 2		X	X		X	X	
Planning Mill Co. track		X	X		X	X	
Pierce Glass Co. track		X	X		X	X	
Wyman's track		X	X		X	X	
EMPORIUM:							
North leg, Wye track		X	X		X	X	
WATSONTOWN:							
Watson Foundry & Machine Co.		X	X		X	X	
Philco Co. track, No. 2		X	X		X	X	
ERIE:							
DOCK JCT:							
City Track—Bessemer RR Conn.		X	X		X	X	
—Marx Toy Co. track		X	X		X	X	
Continental Rubber Co. track		X	X		X	X	

Length of cars:		85 feet			87 and 89 feet		
LOCATION:	Column:	1	2	3	1	2	3
WEST LAKE YARD:							
Coal Dock—to Feed tracks		X	X		X	X	
Coal Dock—to Gravel tracks		X	X		X	X	
Flour yard, all tracks		X	X		X	X	
Duquesne Whse trk (west side)		X	X		X	X	
Pennsylvania Electric Co.		X	X		X	X	
Ruberoid Corp.—all tracks		X	X		X	X	
"OD" YARD:							
Wye track		X	X		X	X	
Sears and Roebuck Co. track		X	X		X	X	
NKP RR Conn. track		X	X		X	X	
NYC RR Conn. track		X	X		X	X	
WARFEL YARD:							
Elm Street Spur		X	X		X	X	
Ducain Constr. Co. Block Plant		X	X		X	X	
TENTH STREET INDUSTRIAL TRACK:							
Between 10th St. and 11th St.		X	X		X	X	
Inland Container Co. track		X	X		X	X	
Penna. Gas Co.		X	X		X	X	
Interlake Iron Gravel yard		X	X		X	X	
Perry Furnace, Whalen yard		X	X		X	X	
Interlake Corp., East Ave.		X	X		X	X	
MAIN LINE—ERIE							
UNION CITY:							
Chair Factory, No. 4 track		X	X		X	X	
Shreve side track		X	X		X	X	
ST. MARY'S:							
Sylvania Electric Co. track		X	X		X	X	
CHAUTAUQUA BRANCH:							
CORRY:							
Ajax Iron Works track		X	X	X	X	X	X
SALAMANCA SECONDARY TRACK							
B&O RR Conn track, RJ		X	X		X	X	
ALLEGANY:							
Wm. N. Hall track		X	X		X	X	
OLEAN:							
Weston Lumber Co. track		X	X		X	X	
Corn track		X	X		X	X	
ROCHESTER SECONDARY TRACK							
ROCHESTER:							
Beauregard track		X	X		X	X	
LOW GRADE SECONDARY TRACK							
RED BANK:							
Red Bank yard tracks		X	X		X	X	
OAK RIDGE:							
Crawford Furniture Co. track		X	X		X	X	
BROOKVILLE:							
Brookville track		X	X		X	X	
DU BOIS:							
Town track		X	X		X	X	
SELINGROVE SECONDARY TRACK:							
Curve at Selingsgrove Jct.		X	X		X	X	
WILKES-BARRE BRANCH							
WILKES-BARRE:							
Hazard Nos. 2 and 3 tracks		X	X		X	X	
NANTICOKE:							
West Leg of Wye track		X	X		X	X	
WILLIAMSPORT BRANCH							
WILLIAMSPORT:							
WilliamSPORT Storage track (Rose St.)		X	X		X	X	
Scale track, Rose St.		X	X		X	X	
Freight House tracks, Nos. 3, 4, 5		X	X		X	X	
Walnut Street:							
B. & C. Shop trk, west end		X	X		X	X	
Hill track		X	X		X	X	
NEWBERRY:							
Glyco Plant track, No. 2		X	X		X	X	
Upper Canal, Middle Canal, and Lumber tracks		X	X		X	X	
LOWER CANAL TRACK:							
C. A. Reed storage track		X	X		X	X	
BALD EAGLE BRANCH							
LOCK HAVEN:							
Wye track, west leg		X	X		X	X	
ELMIRA BRANCH							
Sned Wye track							
Stanley Wye track		X	X		X	X	

Pittsburgh Division. Wheeling Secondary Track (Yard Track)**ZANE:**

1160-D1. Account no clearance, movement of cars or engines through doorway of building on track serving Sylvania Electric Products Inc., west of Zane, prohibited.

1160-D2. Northern Division. F-39 type TTX cars and similar trailer or automobile carrying flat cars 75 feet in length or longer are prohibited on NYC connection track at FW.

Overhead Clearance. All Divisions.

1163-A1. Employees are prohibited from riding or walking on the roof of any moving car.

Side Clearance

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

Allegheny Division

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

Conemaugh Loop Track, Gallitzin.

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

Pittsburgh Division

U. S. Post Office Building.
Railway Express Terminal.
33rd Street Bridge.

No. 1 and Naught Industrial Track, River Rail Terminal, Buncher Industrial Plant.

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

Lake Division

Passing Diesel Sanding Facilities located as follows:

Canton—On track adjacent to coal dock.

Cleveland—Kisman St. Eng. House inbound fueling track.

Northern Division

Close side clearance to columns at mill building of International Milling Company, Childs Street, Buffalo.

Close side clearance of several signs on buildings and the shelter shed roof on north side of Main track from a point 275 feet east of the east end of the passenger station platform to the west end of the platform Sunbury.

Rouseville

Dock boards installed adjacent to No. 1 and No. 2 Refined Rack Tracks and No. 1 and No. 2 Unloading Rack Tracks at the Pennzoil Company.

Employees are warned of close side clearances from Dock Boards on these tracks.

Close side clearance to the sanding device at Phillipston enginehouse.

Engines and cars must not be moved beyond signs located on side of sanding device.

Close side clearance on loaded tracks at tipples of the Allison Engineering Company mine at Sligo, Pa.

Engines and cars must not be moved beyond close clearance signs located adjacent to the loaded tracks at this location.

Close side clearance to telephone poles located adjacent to east and west outbound tracks of engine storage area at Ebenezzer engine house.

1163-A4. All Divisions. 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-A6. Pittsburgh Division. Trainmen when working within the Pittsburgh Passenger Station must ride moving equipment and relay signals from platform side only.

Dalmatia

1163-A6. Northern Division. On account of close clearance, engines and box cars must not be moved under loading tipples on the Stone Crusher Track, 2 miles east of Dalmatia.

Panama

1163-A11. Northern Division. Trains with Jordan Spreader No. 499604 must stop and then observe movement of this equipment over Bridges 81.05 and 81.45, moving prepared to stop in event of insufficient side clearance.

Conductor must arrange to inform the engineman when this equipment is contained in their train.

Allegany

1163-A12. Northern Division. Employees are warned of close side clearance existing at unloading ramp of the W. N. Hall and Son Lumber Co. Cars must be shifted at this location only during daylight hours.

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers.

Altoona: Train Dispatchers in charge as follows:

Main Line: Banks to Derry.

Secondary Tracks:

Antis to Slope, New Portage.

Cresson:

Branches:

Bald Eagle, Clearfield, Irvona, Hollidaysburg and Petersburg, South Fork, Paint Creek and Shade Creek.

Secondary Tracks:

Clearfield (between Park and Cur), Moshannon (between Mills and Ram), Bellefonte, South Fork (between LV and HC), Cresson, Susquehanna, Black Lick, H & P, Morrison Cove (between Holly and Brook), Bedford, Mt. Dallas.

Pittsburgh:

Main Line—Derry to Wood (Lake Div.) and Custer (Western Reg.). JD to Federal Street.

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

Train orders will be issued over the signature of Superintendent, Pittsburgh Division for movement of trains over portions of connecting Divisions shown above.

Branches:

Turtle Creek, Monongahela, Port Perry, Scully, Brilliant, Bayard, (Rochester to Yellow Creek), River, New Cumberland, Terminal.

Secondary Tracks:

Monongahela, Ellsworth, Southwest, Greensburg, Redstone, Yukon, Indiana, Butler, Carnegie, Washington, Powhatan, New Cumberland, Weirton, Wheeling, Monongahela Running Track.

Lake Division Train Dispatchers in charge of that part of Pittsburgh Division, Low Grade Branch between Rochester and Division Post, Lake Division, and that portion of the Bayard Branch between Yellow Creek and River.

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

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

Pittsburgh Division Train Dispatchers in charge of that part of Buckeye Division, between Region Post (Western Region) and Custer. Train orders will be issued over signature of Superintendent, Pittsburgh Division.

Lake Division.

Cleveland:

Main Line—Eastern, Wood to Lucas.

Main Line—Lake, Alliance to Seneca and Y. and R. connection

Branches:

Bayard (Yellow Creek to Fairhope), E & A, Low Grade, E & P, P Y & A, Akron, Alliance, Marietta.

Secondary Tracks:

Tuscarawas, Dover, Mahoning, P Y & A, Akron (Warwick to Orrville).

Northern Division.

BUFFALO

Main Line—Buffalo to Rockville.

Main Line—Erie—Erie to JN

Branches:

Chautauqua—BM to Bridge, Salamanca—Irv to Stone, West Seneca, Allegheny—Brady to Bridge.

Williamsport, Elmira, Wilkes-Barre.

Secondary Tracks:

Rochester, Low Grade, Oil City, Salamanca, Ridgway.

L. V. Junction, Montandon, Watsonstown, Shamokin, Sodus Bay, Selinsgrove.

Running Tracks:

Sligo, East Brady.

1201-B1. Northern Division. Conductor of all passenger trains, before leaving Union Station Erie, must ask Operator, Elm Block Station by telephone for orders.

If no orders are received, Conductor must personally advise engineman, and engineman must not proceed without receiving such advice.

1201-B2. Northern Division. Referring to Rule 201: Fifth Paragraph in effect on Main Line—Erie.

1201-B3. Northern Division. A Train-order signal displayed in front of Lock Haven Block Station indicates there are orders for Main Line trains or for eastward trains moving from the Bald Eagle Branch to the Main Line. A Train-order signal displayed on the southeast corner of the block station indicates orders for westward trains moving from the Main Line to the Bald Eagle Branch.

1201-B4. All Divisions. Trains must not leave their initial station without train orders or instructions from Operator that there are no orders.

1201-B5. All Divisions Referring to Rule 204: A copy of the train order for the engineman of each helping engine pushing the train need not be supplied. This applies whether engine is coupled directly ahead of or behind the cabin car.

1206-A1. Allegheny Division. Referring to Rule 206:

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

SIGNAL RULES

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

X—Indicates Rules in Effect.

Column 1—Movement of Trains in the same direction by Block Signals

Rules 251, 253 and 254.

Column 2—Opposing and following movement of trains by Block Signals

Rules 261, 262, 263 and 264.

Column 3—Movement of trains on Secondary Tracks

Rules 271, 272 and 273.

Column 4—Manual Block Signal System

Rules 305 to 373 inclusive, except Rule 316.

Column 5—Manual Block Signal System

Rules 305 to 373 inclusive, except Rule 317.

Column 6—Manual Block Signal System

Rules 305 to 373 inclusive, except Rule 317, for movements against the current of traffic.

Column 7—Manual Block Signal System

Rules 305 to 373 inclusive, except Rule 316, for movements against the current of traffic.

Column 8—Automatic Block Signal System

Rules 501 to 512, with the current of traffic and on single track.

Column 9—Automatic Block Signal System

Rules 501 to 512, against the current of traffic.

Column 10—Cab Signals

Rules 551 to 570, with the current of traffic and on single track.

Column 11—Cab Signals

Rules 551 to 570, against the current of traffic.

Allegheny Division

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

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
Works	Alto	4	X						X	X		X		
Works	Alto	3		X						X	X	X	X	
Alto	Slope	1, 2 and 4	X						X	X		X		
Alto	Slope	3		X						X	X			
Slope	SF	1, 2 and 4	X						X	X		X		
Slope	SF	3		X						X	X	X	X	
SF	AR	2	X						X	X		X		
SF	UN	3		X						X	X	X	X	
SF	UN	4	X					X		X		X		
AR	MO	0, 1 and 2	X						X	X		X		
UN	MO	3		X						X	X	X	X	
UN	MO	4	X						X	X		X		
MO	SG	1, 2 and 4	X						X	X		X		
MO	SG	3		X						X	X	X	X	
SG	JD	1, 2 and 3	X						X	X		X		
SG	JD	4 (Westward)		X						X		X		
SG	JD	4 (Eastward)		X		X								G
JD	Pgh. Div.	1 and 3	X						X	X		X		
JD	Pgh. Div.	2		X						X	X	X	X	
Conemaugh	Dist.	MAIN LINE												
JD	Pgh. Div.	1 and 2								X	X		X	E
Bald Eagle Branch														
Lock Haven (Northern Div.)	Park	Single		X						X				
Wilson	Park	Clearfield Br. Single		X						X				
Park	Summit	Clearfield Sec. North'd Only			X	X								A-B
Summit	Park	South'd Only			X		X							B
Summit	Cur	Secondary			X	X								B
Hollidaysburg & Petersburg Branch														
Alto	Eldo	1 and 2								X	X			
Eldo	Wye	Single		X						X				
Wye	Holly	1 H & P Secdy			X	X				X				A-B D
Holly	Wye	2 H & P Secdy			X	X				X				B-D
Pete	Holly	H & P Secdy			X	X								A-B
Holly	Brook	Morrison Cove Secondary			X	X								B
Brook	State Line	Bedford Secondary			X	X								B
Creek	Dallas	Mt. Dallas Secondary			X	X								B
Mills	Ram	Moshannon Secondary			X	X								B
Miles	White	Bellefonte Secondary			X	X								A-B
Rose	Antis	Antis-Alto 1 Secondary (East'd Only)			X						X		X	A-B D

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
Rose	Antis	1 Secondary (West'd Only)				X								D-F
Antis	Rose	2 Secondary (West'd Only)			X					X		X		A-B D
Antis	Rose	2 Secondary (East'd Only)				X								D-F
Wye	SF	New Portage Secondary			X	X								A-B
EP	RU	Cresson Secondary			X	X								A-B
KY	ZD	Black Lick Secondary			X	X								B
DF	DC	Susquehanna Secondary			X	X								B
South Fork	LV	South Fork Br. 1 and 2				X								
LV	HC	South Fork Secondary			X	X								B

Pittsburgh Division

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
		MAIN LINE												
Allgy. Div.	Millwood	1 and 3	X						X	X		X		
Allgy. Div.	DR	2		X						X	X	X	X	
Millwood	DR	0, 1 and 3	X						X	X		X		
DR	KR	1, 2, 3 and 4	X						X	X		X		
KR	RG	1, 2 and 3	X						X	X		X		
KR	RG	4	X					X		X		X		
RG	SZ	1, 2, 3 and 4	X						X	X		X		
SZ	WG	2, 3 and 4	X						X	X		X		
WG	Perry	0, 1, 2, 3, & 4	X						X	X		X		
Perry	R	1, 2, 3 and 4	X						X	X		X		
R	CM	1 and 3	X						X	X		X		
R	CM	2		X						X	X	X	X	
CM	Pitt	1 and 2	X						X	X		X		
RG	VA	Southwest Secondary			X	X								A-B
Perry	U. Jct.	Port Perry Br. 1 and 2						X		X				
U. Jct.	PG	Single		X										
SZ	BY	Turtle Creek Branch Single				X								
Monon	OB	Monongahela Branch Monon 1 & 2							X	X				
Monon	OB	Scully 1 & 2							X	X				
OB	Kenny	Hall Secondary			X	X								A-B H
OB	H	1 and 2							X	X				
MC	H	1 Secondary			X	X			X					A-B
H	MC	2 Secondary			X	X			X					A-B
MC	BF	Secondary			X	X								A-B
BF	RS	Redstone Secondary			X	X								A-B

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
Conemaugh	Dist.	MAIN LINE												
Allgy. Div.	AJ	1 and 2							X	X		X		E
Harris	AJ	1	X						X	X				
AJ	Harris	2		X						X	X			
Harris	UY	1 and 2	X						X	X				
UY	Federal St.	1 and 2							X	X				
UY	CM	Brilliant Br. 1 and 2	X						X	X				
UY	Brady (Nor. Div.)	Allegheny Br. Single				X								
D	NM	Indiana Secondary			X	X								B-C
JB	VO	Butler Secondary			X	X								A-B
		MAIN LINE												
Eastern	Dist.	MAIN LINE												
Pitt	Federal St.	1 and 2		X						X	X			
Federal St.	Penna. Ave.	1, 2, 3 and 4		X						X	X			
Penna. Ave.	East Conway	1, 2, 3 and 4	X							X	X			
East Conway	Wood (Lake Div.)	1 and 2	X							X	X			
		Ohio Conn. Bridge												
Jacks Run	Esplen	1 and 2								X	X			
Penna. Ave.	Island Ave. Junction	3 and 4								X	X			
		Low Grade Br.												
Rochester	Region Post (Lake Div.)	1 and 2	X							X	X			
		Bayard Br.												
Rochester	Region Post (Lake Div.)	1 and 2								X	X			
		River Br.												
Yellow Creek	Branch	1 and 2								X	X			
		River Br.												
Branch	Rockville	1 and 2								X	X	X		E
		MAIN LINE												
Panhandle	Dist.	MAIN LINE												
PH	Monon	Single		X						X		X		
Monon	Weirton Jct.	1 and 2	X							X	X	X		
CO	Weirton Jct.	3		X							X	X	X	
Weirton Jct.	(Western Reg.)	1 and 2	X							X	X	X		
Monon	Wagner	Scully Branch								X	X			
		Washington Secondary			X	X								A-B
Glenn	WH				X	X								
Weirton Jct.	UN	Wheeling Secondary			X	X								A-B
		Powhatan Secondary			X	X								B
GR	PN				X	X								
WT	NY	Terminal Br. Single				X								
		New Cumber- land Br.												
Weirton Jct.	WN	Single				X								
		Weirton Secondary			X	X								B
CY	WN				X	X								
		New Cumberland Secondary			X	X								B
WN	HS				X	X								

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

Pete
Park
Miles
*Wye
Rose
Antis

SF
EP
RG
*MC
*H
BF

VO
Glenn
Weirton Jct.
OB
Kenny

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

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

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

NOTE D—Third paragraph of Rule 271 will not apply.

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

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

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

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

NOTE G—In the application of Rule 335 and 361, where Rule 261 is in effect, fixed signals at JD indicate condition of the block on No. 4 track for eastward trains.

NOTE H—Trains and engines will not protect against following movements between Signal Bridge 4.8 and OB

Lake Division

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
		MAIN LINE EASTERN												
(Pgh. Div.)	CP	1 and 2	X						X	X				
CP	Wall	1, 2 and 3	X						X	X				
Wall	Fairhope	1 and 2	X						X	X				
Fairhope	McKinley	1, 2, 3 and 4	X						X	X				
McKinley	Reed	1, 2 and 3	X						X	X				
Reed	Orrville	1 and 2	X						X	X				
Orrville	Big Run	1, 2 and 3	X						X	X				
Big Run	Lucas	1 and 2	X						X	X				
LAKE	DIST.	MAIN LINE												
Alliance	Rave	1 and 2							X	X				
Rave	Seneca	1 and 2	X						X	X				
		Y & R Connection												
Ravenna (B&O RR)	Rave	1 and 2	X						X	X				
		BAYARD BRANCH												
Div. Post (Pgh. Div.)	Bayard	1 and 2							X	X				
Bayard	Fairhope	Single		X						X				
		LOW GRADE BRANCH												
Div. Post (Pgh. Div.)	Wampum Jct.	1 and 2	X						X	X				
		ALLIANCE BRANCH												
Boanna	CP	Single				X								
		AKRON BRANCH												
Hudson	Arlington	Single		X						X				
Arlington	Warwick	1 and 2	X						X	X				

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
		E & A BRANCH												
Wampum Jct.	Girard	1 and 2	X						X	X				
Girard	Belmont St.	2	X						X	X				
Girard	Belmont St.	1		X					X	X				
Belmont St.	Niles Jct.	1 and 2	X						X	X				
		E & P BRANCH												
Castle	Thornton Jct.	Single				X								
Thornton Jct.	Girard Jct.	1 and 2							X	X				
		P Y & A BRANCH												
Detour	North Warren	1 and 2				X			X					
		P Y & A SECONDARY												
North Warren	GR	Single			X	X								A-B
		AKRON SECONDARY												
Warwick	Region Post (Buckeye Reg.)	Single			X	X								A-B
		MAHONING SECONDARY												
Bayard	Alliance	Single			X	X								A-B
		TUSCA- RAWAS SECONDARY												
Bayard	DJ	Single			X	X								A-B
		DOVER SECONDARY												
DJ	FA	Single			X	X								B

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

P Y & A Secondary..... North Warren
Mahoning Secondary..... Bayard and Alliance
Tuscarawas Secondary..... Bayard
Akron Secondary..... Orrville—Northward & Southward
Warwick

NOTE B—Authority for movement of Passenger extras must be in writing.

Northern Division

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
		MAIN LINE												
Division Post (East. Reg.)	East Allens	Single		X						X				D
East Allens	West Allens	No. 1 & No. 2	X						X	X				D
West Allens	East Linden	Single		X						X				D
East Linden	Linden	No. 1 & No. 2		X						X				D
Linden	Pine	Single		X						X				D
Pine	Drury	No. 1 & No. 2	X						X	X				
Drury	DF	No. 1 & No. 2	X			X			X					
DF	HY	No. 1 & No. 2	X						X	X				

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
HY	SG	Single		X						X				
SG	JN	No. 1 & No. 2	X			X			X					
JN	Linore	No. 1 & No. 2	X						X	X				
Linore	NR	No. 1 & No. 2	X			X			X					
NR	CR	Single	X			X								
CR	SN	No. 1 & No. 2	X			X			X					
SN	OW	Single		X						X				
OW	Lake	No. 1 & No. 2	X						X	X				
Lake	Perry	Single		X						X				
Perry	Wales	No. 1 & No. 2		X						X	X			
Wales	Hubbard	Single		X						X				
Hubbard	DM	No. 1 & No. 2	X						X	X				
DM	FW	No. 1 & No. 2	X			X			X					
FW	SS49A (NYC)	No. 1 & No. 2	X						X	X				
		Williamsport Branch												
Newberry	Linden	Single		X						X				
River	East Linden	Single		X						X				
		MAIN LINE ERIE												
JN	OTTS	Single	X			X								
OTTS	IRV	No. 1 & No. 2	X						X	X				
IRV	MS	Single	X			X								
MS	LOVE	Single		X						X				
LOVE	End of Block Sign 300 feet east of French Street, Erie	Single	X			X								
		Ridgway Secondary Track												
End of Block Sign one-half mile South of Mile Post 1 Ridgway	Falls Creek	Secondary				X	X							C
		Chautauqua Branch												
BM	Bridge	Single		X						X				
		West Seneca Branch												
GJ	GB	Single				X								
		Oil City Secondary Track												
Bridge	Stone	Secondary				X	X							
		Salamanca Branch												
Stone	IRV	No. 1 & No. 2				X			X					
		Salamanca Secondary Track												
End of Block	AD	Secondary				X	X							

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
		Allegheny Branch												
(Pgh. Div.)	Brady	Single				X								
Brady	RH	Single		X						X				
RH	Bridge	No. 1 & No. 2							X	X				
		Low Grade Secondary Track												
Brady	DF	Secondary			X	X								B-C
		Rochester Secondary Track												
Term	Wadsworth Jet.	Secondary			X	X								C
		Wilkes-Barre Branch												
LOG	Hunlock	Single		X		X								
Hunlock	Kips	Single				X								
Kips	Kase	Single		X		X								
		Shamokin Secondary Track												
Kase	State	Secondary			X	X								B-C
		Elmira Branch												
Newberry	Southport Jet.	Single				X								
HO	Himrod Jet.	Single				X								
		Sodus Bay Secondary Track												
Himrod Jet.	Point	Secondary			X	X								B-C
		Selinsgrove Secondary Track												
SAL	End of Block Sign 834 feet East of Mile Post 23	Secondary			X	X								A-C
		Montandon Secondary Track												
Montandon	White (Pgh. Div.)	Secondary			X	X								A-C
		Bald Eagle Branch												
Lock Haven	(Pgh. Div.)	Single		X							X			

NOTE A—Rule 99 will not apply.

NOTE B—Second paragraph Rule 271 will apply at:

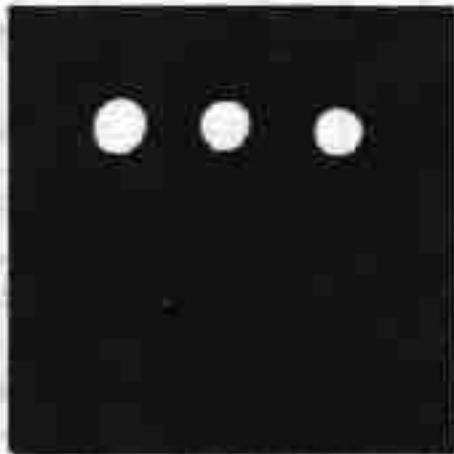
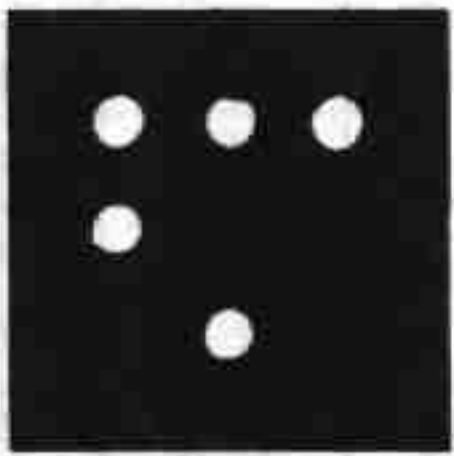
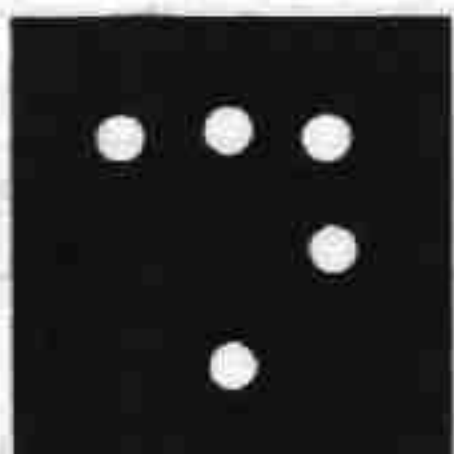
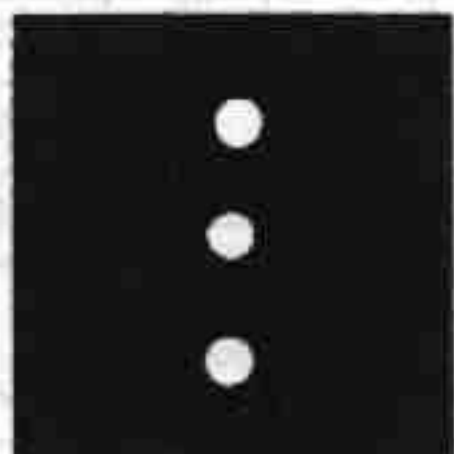
Stanley (When block station is open)
Himrod Jet.
Kase
Brady
SU (When block station is open)
GH (When block station is open)
Falls Creek
DF
RJ
Bridge
Stone
AD (When block station is open)

NOTE C—Authority for movement of passenger extras must be in writing.

NOTES A, B, and C apply to Column 3 Rules 271, 272 and 273.

NOTE D—The requirements of Medium Speed will have been complied with when the speed of freight trains has been reduced to not exceeding 30 miles per hour.

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

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

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

Take Siding Indicator



Indication—Take siding.

Name —Take siding indicator.

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

Take siding indicator in service:

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

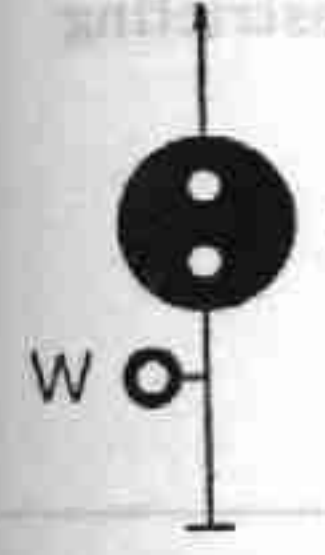
1280-A to 1296-A1. (Lake Div.). Signal aspects not in conformity with the typical aspects, in service.

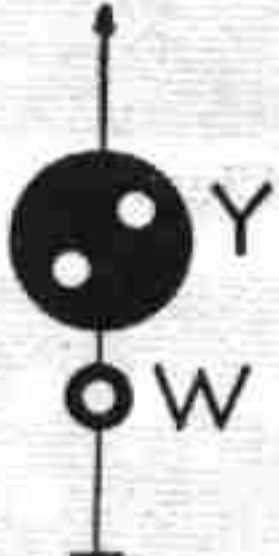
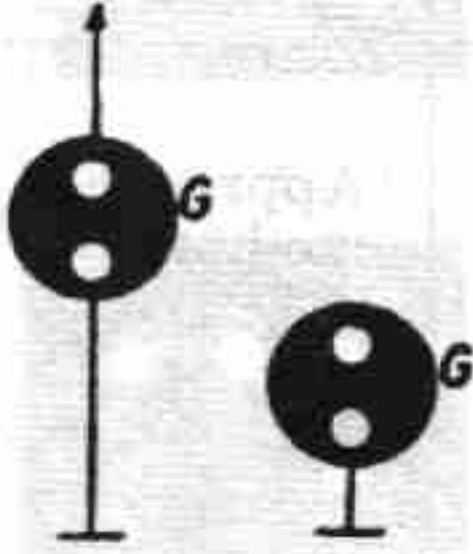
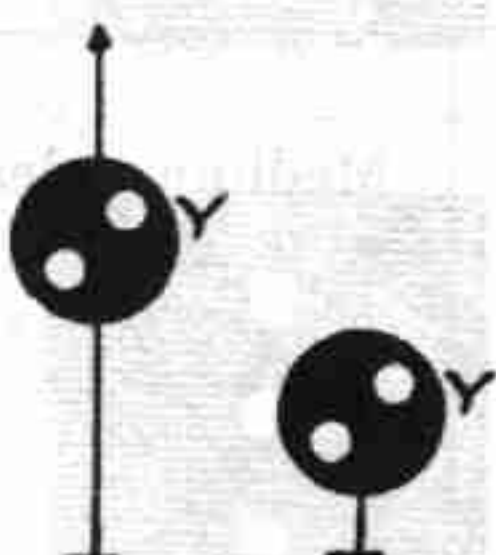
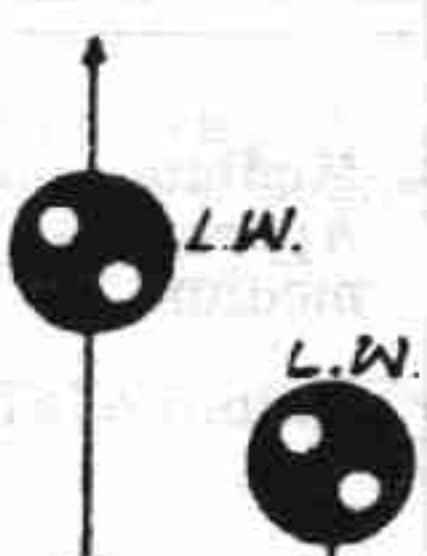
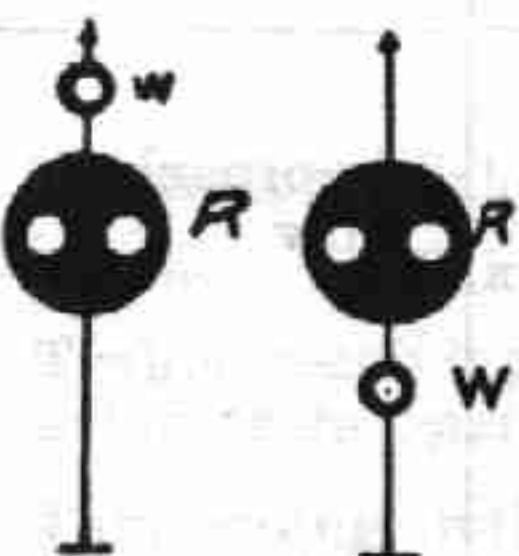
Akron Branch:

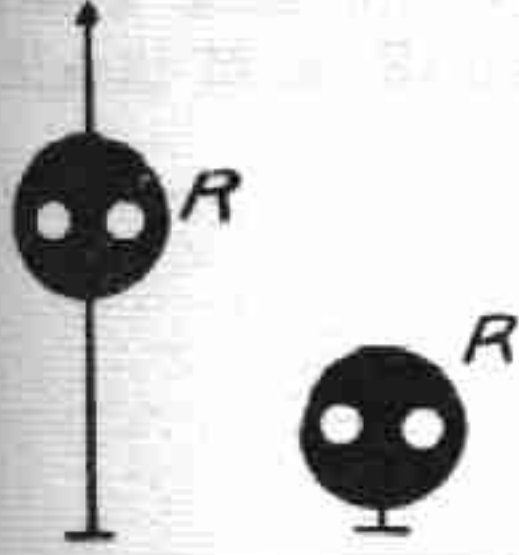
Between Arlington and Warwick.

Color Position Light Signals

Note: R-Red; Y-Yellow; G-Green; LW-Lunar White; W-White.

Aspects	Indication	Name
	Proceed.	Clear.
	Proceed approaching next signal at medium speed.	Approach—medium
	Proceed; medium speed within interlocking limits.	Medium—clear
	Proceed at medium speed approaching next signal at medium speed.	Medium—Approach—medium
	Proceed approaching next signal at slow speed. Train exceeding medium speed must at once reduce to that speed.	Approach—slow

Aspects	Indication	Name
	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.	Approach
	Proceed at medium speed prepared to stop at next signal.	Medium—approach
	Proceed at slow speed until entire train passes through switches, approaching next signal at slow speed, and be governed by indication displayed by that signal.	Slow—clear
	Proceed at slow speed, prepared to stop at next signal and be governed by indication displayed by that signal.	Slow—approach
	Proceed at restricted speed.	Restricting
	Stop and then proceed at restricted speed. NOTE — Freight trains of 90 or more cars or having tonnage of 80% or more of the prescribed engine rating may proceed at restricted speed without stopping at signals displaying a white disc on which is shown the letter "P" in black.	Stop—and—proceed

Aspects	Indication	Name
	Stop	Stop—signal

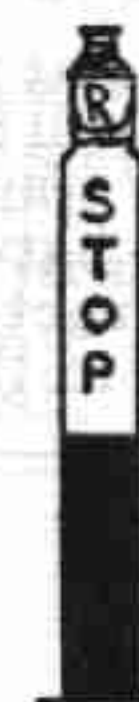
Color Light Type Signals

Note: R-Red.

Y-Yellow.

In service at DB for westward movement on No. 1 track.

Aspects	Indication	Name
	Proceed at Restricted Speed.	Restricting
	Stop	Stop—signal



Stop Board
Note: R-Red.

Indication—Stop.

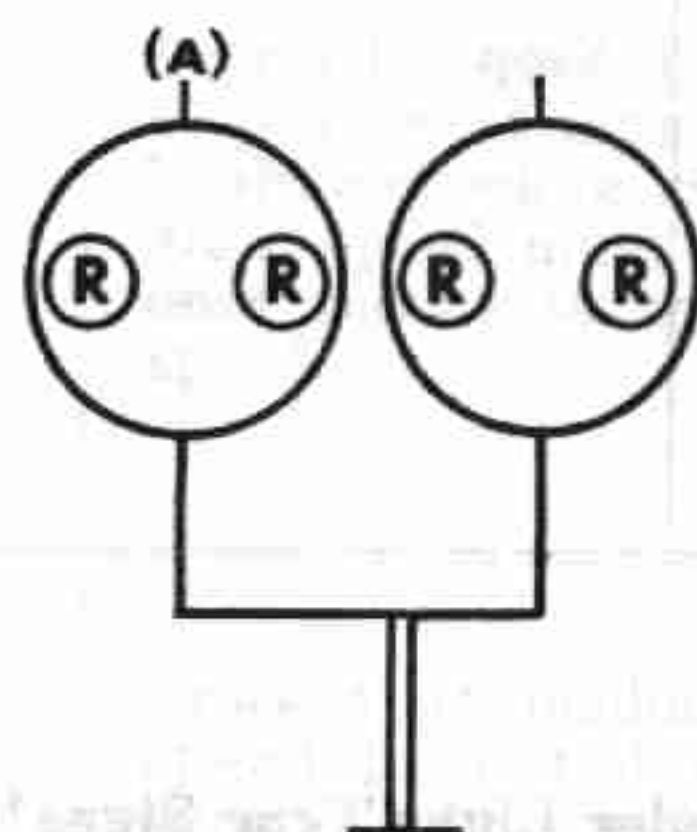
Name: Stop-board.

Location:

Toledo.

Manufacturers industrial track, 530 feet south of Nickel Plate R. R. crossing.

Manufacturers industrial track, 313 feet north of Nickel Plate R. R. crossing.



Indication—Position Light Type signals governing northward and southward movement. One track intervenes between Signal (A) and track it governs.

Name —Bracket Type Home Signal.

Location —Bay Jct.

NOTE —In event of signal failure at Bay Jct. PRR crews are to be governed by instructions posted in emergency control box located in southwest quadrant between N.Y.C. and N.K.P. crossing.

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

Semaphore Signals

NOTE: R-Red, G-Green, Y-Yellow.

Aspects	Indication	Name
	Proceed at restricted speed; will be authority for trains to use siding between BM and Brocton when routed to this track.	Restricting

Chautauqua Branch

BM

Governing Southward trains from Nickel Plate R. R. to Chautauqua Branch.

1280-A to 1296-A1. (All Divs.). 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:

PITTSBURGH DIVISION

Butler Secondary Track

On distant signal for Harris Interlocking.

Allegheny Branch

On distant signal No. 307 north of Aladdin.

Monongahela Branch

Block Signal No. M172 north of Wilson.

Block Signal No. M199 north of West Elizabeth.

LAKE DIVISION

Location—on westward block signal at North Warren.

NORTHERN DIVISION

Ridgway Secondary Track

On southward distant signal at Brockway.

Salamanca Secondary Track

On northward block signal at Salamanca.

Oil City Secondary Track

On northward block signal at Bridge.

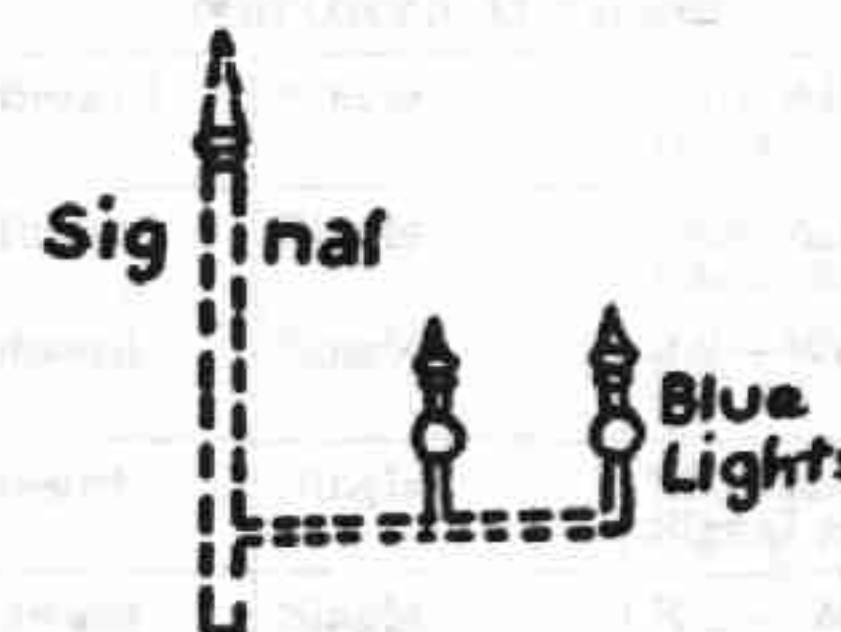
Elmira Branch

Columbia X Roads—Block Signals north and south.

Sodus Bay Secondary Track

Stanley—Block Signals south.

Home signal north.



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

Name —Signal mast bracket marker.

New Cumberland Branch

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

(All Div.). Slide Protection Fence Indicator

Note: Y—Yellow; G—Green



Indication—When slides are against the fence.

Name—Caution Indicator.



Indication—When fence is clear.

Name—Clear Indicator.

1290-A1. (Allegheny Div.). In the application of Rule 290, 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 is displayed.

1317-A2. (Northern Div.). Referring to Rule 317, freight trains with 15 cars or more must not make following movements between Keating Summit and JN, southward.

1317-A3. (Northern Div.). Referring to Rule 317, freight trains with 20 cars or more must not make following movements between Kane and Sergeant, eastward.

1317-A4. (Northern Div.). In the application of Rule 317, movements against the current of traffic on No. 1 track between Otts and Irv will not be permitted when an eastward movement has been authorized to pass Spring Block-Limit Station.

Facing Hand-operated Switches connected with Manual Block Signal.

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

Allegheny Division

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Wye	Westward	New Portage Secondary	Wye Block Station and switch 10 feet west of signal.
Miles	Eastward	Bellefonte Secondary	Miles Block Station and Westward distant signal No. B 320.
SF	Eastward	New Portage Secondary	SF—Block Station and switches 1336 feet and 2136 feet respectively, east of SF.

Pittsburgh Division

SZ	Eastward	Single	SZ—Block Station and switch 364 feet east of signal.
DN*	Northward	Single	DN—Block Station and switch 1200 feet north thereof.
DN*	Southward	Single	DN—Block Station and switch 394 feet south thereof.
FD*	Northward	Single	FD—Block Station and switch 280 feet north thereof.
MC*	Northward	No. 1 Secondary	MC—Block Station and switch 6635 feet north of signal inclusive.
BF	Southward	Redstone Secondary Track	BF—Block Station and switch 28 feet south thereof.
Glenn	Westward	Washington Secondary	Glenn Block Station and Mile Post 1.
Weirton Jct.	Westward	Wheeling Secondary	Weirton Jct. Block Station and East Steubenville.

Lake Division

Alliance	Eastward	Mahoning Secondary	Alliance Block Station and M. P. 66.
Orrville	Northward	Akron Secondary	Orrville Block Station and M. P. 36.
Castle	Westward	Single	Castle Block Station and Oakland.
Bruin	Eastward	Single	Bruin Block Station and Victory.
Detour	Westward	No. 2 (PY&A Branch)	Detour Block Station and Van Wye.

Northern Division

Port Allegany	Northward	Single	Port Allegany—Northward Block Signal and M. P. 96.
	Southward	Single	Port Allegany—Southward Block Signal and M. P. 98.
JN	Westward	Single	JN—Westward Block Signal and M. P. 148.
St. Marys	Eastward	Single	St. Marys—Eastward Block Signal and M. P. 130.
Elm	Westward	Single	Elm—Westward Block Signal and 1870 feet west thereof.
	Eastward	Single	Elm—Eastward Block Signal and 3977 feet east of M. P. 4.

Elmira Branch

Kendall	Northward	Single	Kendall and Shannon
Shannon	Southward	Single	Shannon and Kendall

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Wilkes-Barre Branch			
Kips	Eastward	Single	Kips and 3868 feet east of M. P. 10.
	Westward	Single	Kips and M. P. 8.
Hunlock	Westward	Single	Retreat
Oil City Secondary Track			
Bridge	Northward	Single	Bridge—Block Station and 1112 feet north thereof.
Low Grade Secondary Track			
Brady	Eastward	Secondary	Brady and Mile Post 1.

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

1365-A1. (Northern Div.). When a passenger train cuts off cars on a main track and proceeds with markers, the conductor, before proceeding, must notify the operator at the next block station in advance, that his train will pass the block station with markers displayed, but that he has left cars on the main track and block is not clear. Block will be considered occupied until reported clear by proper authority.

1365-A2. (Northern Div.). Southward freight trains required to report clear at Port will continue to Pine Valley and report clear at that point instead of at Port.

1365-A3. (Northern Div.). Eastward trains clearing main tracks at Love must report clear.

1365-A4. (Northern Div.). Western trains clearing main track at Elm Street, Erie, must report clear.

Locations where Operating Rules Change to those of a Foreign Railroad

1400-A1. (Lake Div.). Operating Rules in effect within interlocking limits as follows:

Interlocking	Rules in Effect	Note
Warwick	P.R.R.	1
Arlington	P.R.R.	1
Niles Jct.	B. & O.R.R.	
Ravenna	B. & O.R.R.	
Girard Jct.	N.Y.C.R.R.	

NOTE 1—Except B. & O. Red train order board will be displayed as required for trains going to the B. & O.R.R.

Glasses and Goggles

1400-C7A. (All Divs.). In the application of Rule 400C-7, the use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited, except when authorized by the Medical Department, approved colored lens glasses may be worn by employes in Train and Engine Service, when exposed to direct rays or glare of the sun.

Train and Engine Service Employes

1400N-1A. (All Divs.). In the application of Rule 400N-1, 3, 5 and 7, Duties and Responsibilities of Train and Engine Service Employes, the position and title of the Assistant Superintendent or his representative, will be considered as replacing those of Trainmaster and Road Foreman of Engines.

Information and instructions previously issued in the form of Trainmaster and Road Foreman of Engines Notices will henceforth be issued in the form of Train Service and Engine Service by authority of Assistant Superintendent or assistant Superintendent-Motive Power.

Hand-operated Switches where Trains or Engines must not clear.

1502-A1. At the following locations, trains and engines are prohibited from clearing main track:

Northern Division

Main Line

Track	Location
Public Delivery	Dauphin
Freight House Track	Millersburg
Millersburg Spur	4074 feet west of Mile Post 112
Cripple Car	1384 feet west of Mile Post 120
Cripple Car	Mile Post 125
Public Delivery	Mile Post 131 West of West Boyles
Public Delivery	260 feet east of Mile Post 282
Public Delivery	Montandon
Shippers Car Line Track	700 feet east of "MU"
Fuelane Corp. Track	Milton
Eastern State Farmers Exchange Track	1800 feet west of Milton Station
Creamery Siding	Dewart
Montgomery Table & Desk Works Track	Montgomery
Freight House Track	Muncy
Atlantic Oil Siding	2832 feet east of Mile Post 251
Public Delivery	Nisbet
Freight House Track	Jersey Shore
Public Delivery	South Wales
Public Delivery	Holland
Fisher Price Track	1752 feet north of Mile Post 27

Allegheny Branch

Keystone Supply Co.	1730 feet south of Mile Post 86, Foxburg
Cripple Car	210 feet north Mile Post 100, Woods
C. and K. Coal Co.	2880 feet south of Mile Post 77

Main Line—Erie

West leg of wye track	East of Love
-----------------------	--------------

Chautauqua Branch

Track	Location
Grape Plant Track	2469 feet south of Mile Post 52
Lawson Spur Track	757 feet north of Mile Post 53
Pross Shop Track	670 feet south of Mile Post 60
Gravit Bros. Track	893 feet north of Mile Post 64
Malter Milk Plant Track	425 feet north of Mile Post 64
G. L. F. Track	572 feet south of Mile Post 65
Mayville House Track	3282 feet north of Mile Post 66
Klings Furniture Track	2453 feet north of Mile Post 66
Summerdale Shop Track	995 feet south of Mile Post 70
Sherman Freight House Track	2042 feet south of Mile Post 74
G. L. F. Track	1200 feet north of Mile Post 75
Caflisch Lumber Co. Track	620 feet north of Mile Post 86
Gravel Pit Track	2659 feet north of Mile Post 93
Fogle Lumber Track	1599 feet south of Mile Post 93
Spartansburg, Freight House Track	923 feet south of Mile Post 102
Mill Track	2805 feet south of Mile Post 102
Centerville, Milk Plant Track	2799 feet south of Mile Post 109
Hydetown, Team Track	773 feet south of Mile Post 117
Titusville, Hale Track	4990 feet south of Mile Post 119
Waterworks Track	950 feet south of Mile Post 120

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

Location	Track	Governing Movements	Obtain Clearance Card (Form C), or train order through Operator at:
----------	-------	---------------------	---

Allegheny Division

West end UN interlocking	No. 4	Westward	AR
Signal Bridge 2752, just west of Johnstown Station	No. 2	Eastward	C
Signal Bridge 2804	No. 1	Eastward	SG
Atlas: 990 feet west of Mile Post 17	No. 2	Westward	Truxall
Atlas: 1530 feet east of Mile Post 18	No. 1	Eastward	Truxall

Pittsburgh Division

Signal Bridge 3207	No. 4	Westward	RG
Greensburg: 5458 feet west of Mile Post 323	No. 4	Westward	RG
Esplen: 1150 feet east of Esplen	Scully No. 1	Eastward	Esplen
Steubenville: 750 feet west of Mile Post 42	No. 2	Westward	Weirton Jct.
Steubenville: 500 feet west of Mile Post 44	No. 1	Eastward	Mingo Jct.
Kings: 2300 feet west of Mile Post 14	No. 2	Westward	Rockville

Lake Division

Location	Track	Governing Movements	Obtain Clearance Card (Form C), or train order through Operator at:
Alliance: N.Y.C.R.R. crossing	No. 1	Eastward	Rave
	No. 2	Westward	Alliance
Erie-Lackawanna R. R. Crossing, 1000 feet west of Center Street and B. & O. R. R. crossing, 1800 feet west of Center Street	No. 2	Westward	Graham
	No. 1	Eastward	Girard
B. & O. R. R. Crossing, Crab Creek	No. 1	Westward	Girard
	No. 2	Westward	Graham
Erie-Lackawanna R. R. Crossing, 2800 feet east of Youngstown	No. 2	Westward	Girard
Erie-Lackawanna R. R. Crossing, 1800 feet east of Youngstown	No. 1	Eastward	Girard
Erie-Lackawanna R. R. Crossing, Austintown	No. 1	Eastward	Girard
	No. 2	Westward	Graham

Northern Division

Signal Located at	On Tracks	Secure clearance card or train order through Operator at
Main Line Mile Post 7	No. 1	GJ
Linore	No. 2	JN
Mile Post 284	Northumberland Siding	Kase
Main Line—Erie 376 feet east of Mile Post 64	No. 1	Otts
Allegheny Branch 720 feet north of Mile Post 73	Single	Brady
3670 feet north of Mile Post 94	Single	Brady
220 feet north of Mile Post 100	Single	Brady
1660 feet south of Mile Post 112	Single	Brady
615 feet north of Mile Post 131	No. 1	Bridge
Chautauqua Branch Petro	Single	Eye

AUTOMATIC TRAIN STOP

1517-A1. (Lake Div.). Intermittent Inductive Automatic Train Stop Inductors located at a point 75 feet east of Automatic Signal No. 1285 west of Thornton Junction and at westward home signal Girard Junction. Inductors are unwound and will require forestalling at all times in order to avoid brake application when passing.

CAB SIGNALS

1551-A1. (All Divs.). Engines dispatched from points in cab signal territory to points where test circuits are not provided must have cab signal equipment cut in for the entire trip.

Engines dispatched from the following points destined to Cab Signal Territory must make departure tests and have cab signal equipment cut in before departure:

Ebenezer,
Oil City,
Southport,
Buttonwood,
Northumberland.

Engines dispatched from Altoona to Bellefonte, Southport, Northumberland or Buttonwood must have cab signals cut out in Tyrone yard.

Cutting-in Sections Located:

	Track	Between	And
Main Line	Westward Trains		
Allegheny & Pittsburgh Divns.	No. 3 and No. 4	Westward home signal for SLOPE	Signal 2373 on eastward home signal bridge for SLOPE
	No. 5	300 feet east of westward fixed signal for SO	Westward fixed signal SO
	No. 2	At fixed signal governing eastward movements 200 feet west of WG	
Conemaugh Dist.	No. 104	300 feet east of Westward Home Signal BI	Westward Home Signal BI
	No. 3 Old Main	300 feet east of Westward Home Signal BI	Westward Home Signal BI
Panhandle Dist.	No. 2	Interlocking signal west of Washington Street foot Bridge PH	Home Signal east of No. 1 Tunnel
	Mingo wye	152 feet west of Signal Y-209	Westward Home Signal Mingo Jct.

Cutting-in Sections Located:

	Track	Between	And
Main Line	Eastward Trains		
Allegheny & Pittsburgh Divns.	No. 4 (Eastward trains)	3641 feet west of eastward distant signal S32 for SG	Signal S32
	No. 1	310 feet west of signal 3364 (Westward Home Signal for SZ)	Signal 3364
	No. 1	PITT	Home Signal No. 1 Track, 400 feet east of PITT
Conemaugh Dist.	Apollo	300 feet west of Eastward Home Signal Apollo	Eastward Home Signal Apollo
	Horn	300 feet west of Eastward Home Signal AJ	Eastward Home Signal AJ
	No. 1	½ mile east of Mile Post 53	Eastward Home Signal Beale
Brilliant Branch	No. 1	Automatic Signal B-20	Home Signal for CM

Cutting-in Sections Located:

	Track	Between	And
Westward Trains			
New Portage Secondary Track	Secondary	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
Secondary Track	No. 27	711 feet east of Westward Home Signal for Corliss	Westward Home Signal, Corliss
Scully Branch	Scully No. 2	Block Signal No. 57 east of Wagner	Westward Home Signal, Wagner
River Branch	No. 2	Yellow Creek	Branch
Yellow Creek	Secondary	River	Branch
New Cumberland Branch	Single	755 feet east of Westward Home Signal for Weirton Jct.	Westward Home Signal, Weirton Jct.
Eastward Trains			
Cresson Yard Track	(Trains routed to No. 0)	300 feet west of Eastward fixed signal east end Jump-Over track. 1860 feet east of MO	Eastward fixed signal 1860 feet east of MO
Port Perry Branch	No. 1	Signal P118 (west of East Pittsburgh)	Home Signal at Perry
Wheeling Secondary Track	Secondary	2015 feet west of distant switch signal No. J-16	Eastward Home Signal, Weirton Jct.
River Branch	No. 1 Yard Track	300 feet west of Signal Y-210	Eastward Home Signal, Rockville
Northward Trains			
South Fork Branch	No. 2	600 ft. south of Northward distant signal 2656 for W	Signal 2656
Southwest Secondary	Secondary	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

1560-A1. (Allgy. & Pgh. Divs.). The following exceptions authorized for trains and engines not equipped with cab signals:

- Wire, work and wreck trains, and ballast cleaners to and from work.
- Engines to and from Shops.
- Engines used in Switching and Transfer Service, not exceeding 20 miles per hour, except between AJ and JD 15 miles per hour, unless otherwise instructed.

Between	and
Banks	Jacks
Gray	Alto
Slope	SG
DR	PITT
PH	Carnegie
Laurel Hill	Mingo Jct.
AJ	Apollo
BI	JD

Includes empty passenger equipment being pushed or pulled, and trains from non-equipped territory, yard engines and helping engines, within these limits.

1563-A2. (Allgy. Div.). Referring to Rule 563.

Trains with engine not equipped with cab signal apparatus, or equipped with cab signal apparatus not in operative condition, must be prepared to pass the following signals at Medium Speed:

Westward

Signal 1179—East of View
Signal 2035—East of Deer

Eastward

Signal 2036—West of Hunt
Signal 1142—0.8 miles west of Reg. Post.

1569-A1. (Allgy. & Pgh. Divs.). The following form of train order will be used to instruct a train or engine to proceed at authorized speed without cab signals between AJ and JD on Main Line-Conemaugh and between Branch and Rockville on River Branch, where cab signals are used without Fixed Automatic Block Signals:

Extra 4800 West proceed at authorized speed on No. 2 track from A to B without cab signals.

All block stations within the specified limits must have a copy of the train order.

INTERLOCKING

1605-A1. (Pittsburgh Div.). Rule 605—in effect:

	Track	Between	And
Main Line—Eastern Dist.	No. 2	Rochester	West Rochester
Panhandle Dist.	No. 1 and No. 2	Wagner	Camp Hill
	No. 1	Camp Hill	Home Signal 890 ft. west of Mile Post 11
	No. 1 and No. 2	Mingo Jct.	East end Gould siding
River Branch	Connection	Main Line at Mingo Jct.	River Branch at Rockville

1605-A2. (Panhandle Dist.). Gauntlet in No. 2 Tunnel just west of Corliss Block Station, and in No. 5 Tunnel just west of Gould interlocking are within the interlocking limits at those points.

1606-A1. Emergency Signals—Whistle or Horn in service as follows:

Allegheny Division

All attended interlocking stations except—Truxall and GI.

Pittsburgh Division

All attended interlocking stations except—Corliss, Laurel Hill, and Mingo Jct.

Lake Division

Main Line—Eastern Dist.—At all attended interlocking stations.

Main Line—Lake Dist.—Hudson

Bayard Branch—At all attended interlocking stations.

Akron Branch—JO

E & A Branch—At all attended interlocking stations.

E & P Branch—Bruin

P Y & A Branch—North Warren

Northern Division

FW, DM, GJ, Machias, Molly, Northumberland, Kase, Lock Haven, Eye, RJ, Otts, Irv, Bridge.

1606-A4. (Lake Div.). At Akron the Switching track located west of Mail Storage track and Drill track is not part of JO Interlocking. Trains and engines must not occupy Switching track at the following hand-operated switches:

South end Mail Storage track
North end Mail Storage track
South end Drill track

without permission from the operator at JO.

1663-A1. (Pittsburgh Div.). Home signals not protected by distant signals:

VO Interlocking Station, Butler Secondary track, for westward movement.

Zane Interlocking Station, Zane and Wheel Running tracks, for movement in either direction.

Trains and engines must not exceed Reduced Speed approaching Home signals at the above locations, prepared to stop at Home signal.

1663-A. (Lake & Northern Divs.). Interlockings Operated Automatically.

Automatic Interlockings in service at the following locations:

Location	Interlocking	Railroad Crossing	Location of Instructions
E & P Branch	Jamestown	N.Y.C. R.R.	P.R.R. Control Box at crossing
South Massillon Industrial Track	Joint N.K.P. & B. & O. crossing	N.K.P. & B. & O. R.R.	P.R.R. Control Box at crossing
Sodus Bay Secondary Track	Wallington	N.Y.C. R.R.	Telephone Box at Crossing
	Phelps Junction	N.Y.C. R.R.	Telephone Box at Crossing
Williamsport Industrial Track	Wills	Reading R.R.	Telephone Box at Crossing
Rochester Secondary Track	Genesee Jct.	N.Y.C. R.R.	Telephone Box at Crossing

At locations listed above, when a train, engine or track car is stopped by an interlocking home signal and there is no train or engine approaching on the foreign railroad and no cause for detaining train or engine be known, conductor, engineman or driver of track car must be governed by instructions posted at the crossing. Copies of instructions governing movement over each crossing are posted in adjacent Block Stations and Train Dispatchers office.

1663-A2. (Allgy. & Pgh. Divs.). Altoona—Pittsburgh passenger stations:

Trains and engines stopped after receiving a proceed interlocking signal at east and west end of station tracks, in such a position that the signal indication cannot be seen by the engine crew, will be governed as follows:

At Altoona; proceed on communicating signal supplemented by hand signal from member of train crew. The Conductor must know that fixed signal is in proceed position before the prescribed signal to proceed is given engineman.

At Pittsburgh; proceed after member of engine crew has gone back to observe that fixed signal is in proceed position, or a member of the train crew has gone forward to verbally convey this information to engineman.

At either location if necessary to change a route after signal has been cleared, conflicting routes must not be established until proper understanding is had with engineman of train involved.

1703-A2. (All Divisions). Conductors of trains having a trainphone equipped cabin car, will make trainphone test with the first block station after departing from their initial terminal.

Block operators, in turn, will notify train dispatchers that cabin car is trainphone equipped.

Home Division	Name	Occupation
	QUALIFIED FOR SERVICE	
	Zone	Part of Zone Qualified for
	Division	

[illegible]

CENTRAL REGION

ALL DIVISIONS

The Safety Rules are your guide. Start each and every day by reading the Safety Rule of the day.

—SAFETY CALENDAR—

Train, Engine and Other Transportation Employees
(except Station employees)

Date	January	February	March	April	May	June
1	1000	1000	1000	1208	1000	1053
2	1001	1001	1001	1000	1001	1107
3	1150	1092	1072	1001	1023	1158
4	1095	1008	1093	1071	1051	1172
5	1067	1202	1074	1043	1106	1129
6	1042	1209	1006	1007	1111	1161
7	1008	1071	1205	1005	1160	1219
8	1153	1045	1103	1092	1228	1157
9	1022	1206	1120	1065	1128	1115
10	1090	1213	1277	1041	1166	1156
11	1076	1018	1236	1042	1122	1234
12	1200	1047	1118	1078	1230	1237
13	1215	1002	1211	1048	1164	1173
14	1065	1204	1150	1008	1174	1227
15	1040	1218	1016	1013	1231	1110
16	1019	1100	1066	1075	1050	1052
17	1075	1216	1069	1004	1112	1127
18	1096	1015	1003	1067	1130	1233
19	1077	1041	1012	1044	1171	1281
20	1017	1005	1013	1152	1220	1238
21	1101	1068	1210	1094	1235	1275
22	1201	1048	1105	1217	1242	1121
23	1103	1049	1119	1200	1278	1223
24	1151	1010	1101	1207	1232	1245
25	1011	1203	1214	1021	1108	1284
26	1044	1102	1104	1090	1170	1290
27	1093	1046	1091	1202	1226	1124
28	1212	1073	1095	1155	1234	1055
29	1104	1104	1020	1114	1278	1288
30	1120	.....	1154	1125	1168	1239
31	1207	.....	1014	.....	1162	.....

Train and Engine Service Employees are required to know the Safety Rule of the day, which is printed above. They are also required to know the meaning, intent and application of the Rule.

Conductors and Enginemen will assure themselves that members of their Crew know and fully understand the Rule.

CENTRAL REGION

ALL DIVISIONS

The Safety Rules are your guide. Start each and every day by reading the Safety Rule of the day.

—SAFETY CALENDAR—

Train, Engine and Other Transportation Employees
(except Station employees)

Date	July	August	Sept.	October	Nov.	Dec.
1	1109	1000	1055	1000	1000	1000
2	1168	1001	1112	1001	1001	1001
3	1239	1108	1156	1109	1091	1066
4	1225	1174	1229	1051	1065	1041
5	1116	1130	1124	1113	1073	1012
6	1285	1163	1023	1053	1040	1013
7	1240	1171	1121	1174	1005	1074
8	1123	1226	1222	1116	1067	1046
9	1054	1126	1239	1162	1045	1014
10	1023	1050	1233	1169	1094	1155
11	1113	1106	1219	1126	1047	1068
12	1169	1111	1110	1052	1006	1005
13	1053	1167	1054	1106	1152	1070
14	1244	1223	1170	1171	1075	1024
15	1159	1230	1227	1229	1042	1078
16	1246	1221	1115	1157	1096	1043
17	1117	1160	1245	1230	1154	1003
18	1249	1122	1237	1123	1049	1077
19	1286	1157	1164	1234	1008	1009
20	1222	1228	1127	1130	1021	1201
21	1234	1243	1224	1165	1205	1007
22	1280	1220	1244	1240	1200	1048
23	1166	1173	1172	1050	1002	1072
24	1232	1231	1107	1159	1071	1016
25	1287	1247	1117	1243	1209	1203
26	1248	1128	1225	1241	1216	1217
27	1289	1165	1129	1167	1102	1100
28	1235	1280	1114	1125	1213	1119
29	1278	1238	1158	1015	1204	1105
30	1241	1161	1276	1090	1092	1208
31	1221	1275	.....	1004	.....	1015

Train and Engine Service Employees are required to know the Safety Rule of the day, which is printed above. They are also required to know the meaning, intent and application of the Rule.

Conductors and Enginemen will assure themselves that members of their Crew know and fully understand the Rule.

THE PENNSYLVANIA RAILROAD CENTRAL REGION

Pittsburgh, Pa., Oct. 15, 1964

GENERAL ORDER No. 101

Effective 2.01 A.M., Sunday, October 25, 1964

Applies in All Zones

- (a) Timetable No. 1 in effect. It contains the necessary instructions issued in general orders up to and including No. 1321 Former Pgh. Reg., No. 830 Former Lake Reg., No. 934 Former Northern Reg., No. 1119 Former Buckeye Reg., all of which must be removed from bulletin boards.

Each employee must examine each page of Timetable No. 1 to see that his copy is complete, pages properly lined up, and note changes.

Employees must turn in Timetable No. 13, 8, 9 and 11 of former above Regions to bulletin board attendant, after Timetable No. 1 takes effect.

General Orders will be numbered consecutively regardless of division on which they apply.

Employees of all divisions must have all General Orders of all divisions pasted in their timetable.

(b) BOOK OF RULES

RULES FOR CONDUCTING TRANSPORTATION

Rules for Conducting Transportation, effective October 28, 1956, revised in part as follows:

Revisions of April 28, 1957—

Rule 104—page 34, Rule 331—page 77, Rule 365—page 79, Rule 629—page 90, Form C—page 98, Form K—page 99 and Rule 4076-J—page 112.

Revision of October 27, 1957—

Rule 30—page 23, Rule 400C-1—page 100, Rule 4103-B—page 113 and Rule 4165-A—page 131.

Revision of September 1, 1958—

Rules G and H, page 8.

Rule R, third paragraph, page 10.

Rule 103, portion of last paragraph, page 34.

Rule 104 and 105, pages 34 and 35.

Rule 502, page 80.

Rule 400N-21, pages 107 and 108.

Rule 4076-F, pages 112, and Index, page 3, 18th line.

Rule 4076-I, page 112.

Rule 4154-B, pages 115 and 116.

Rule 4165-A, page 131.

Rule 283, page 56, NOTE 2 added.

Rule 400N-4, page 105, added.

Rule 4076-J, page 112, in sequence.

Revision of February 27, 1959—

Rule 26, second and third paragraphs, page 23.

Rule 34, page 24.

Rule 75, pages 25 and 26.

Rule 76, second and fourth paragraphs, page 26.

Rule 77, second paragraph, page 26.

Rule 99, fourth paragraph, page 32.

Rule 106, page 35.

Rule 204, third paragraph, page 37.

Rule 293-A, page 68.

Rule 365, second and fifth paragraphs, page 79.

Rule 568, page 87.

Rules 701, 702, 703, 704, 705, 706, 707 and 708, pages 92, 93, 94 and 95.

Form K, second paragraph of instructions, page 99.

Rule 4165-A, page 131.

Revision of May 1, 1960—

Rule M, page 8.

Rule 361, third paragraph, page 78.

Form K, last paragraph, page 99.

Rule 4076-J, page 112.

Rule 4155-I, page 122.

Rule 4155-J, first and fifth paragraphs, page 123.

Rule 4156-G, fourth paragraph, page 126.

Rule 4160-C, second and third paragraphs, page 129.

Revisions of March 1, 1964—

Region—page 11, Changed, Division—page 11 added.

Revisions of May 3, 1964—

Rule 4160-B, pages 128 and 129.

Rule 4160-C, page 129.

Rule 4160-D, page 129 (annulled).

Revision of August 25, 1964—

Rule 4076-F, page 112.

Employees must paste Rule revision in sticker form over the corresponding Rule or page of the Book of Rules as indicated thereon.

(c) BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS

Brake and Train Air Signal Instructions, 99-D-1, effective January 1, 1953, revised in part as follows:

Revision of —

12-5-54 — Rule 19B annulled

9-1-55 — Rule 5B

7-1-58 — 14, 14A

8-1-58 — 7A, 7D, 9, 9A, 9B, 9F, 11, 11A, 11B, 11C, 11D, 11E, 56B, 13, 13A, 14B, 15A, 18B, 44, 45

10-1-58 — 9C, 14F

8-1-60 — 12

11-1-63 — 7B

6-1-64 — 7, 7C, 28, 41

8-25-64 — 3M

Employees must paste revision in sticker form over corresponding instruction or page.

(d) RULES FOR CONDUCTING TRANSPORTATION

Authority vested in the Superintendent Transportation by Book of Rules is delegated to the Division Superintendent.

Train orders, messages and General Notices will be issued by authority and over the signature of the Division Superintendent.

General Notices will be numbered consecutively on each Division, prefixed by the number of the timetable.

General Orders will be issued by authority and over the signature of the General Superintendent of the Region.

(e) FREIGHT TRAIN OPERATION

When Welded Rail Train is being handled on grades it must not be separated from engine unless accompanied by a sufficient number of cars with operative hand brakes and train secured.

When placed in yards, sidings or similar tracks, wheels of welded rail train must be blocked or otherwise secured, in addition to hand brakes, so as to prevent movement when engine is detached.

(f) TIMETABLE AUTHORITY

On schedule pages where both Station and Block Station name appears on the same line, the time shown applies at Block Station for trains that do not make the station stop.

Applies in Zone A**(g) BLACK LICK SECONDARY TRACK
TWIN ROCKS - VINTONDALE**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between a point 1500 feet west of Mile Post 22 and Mile Post 24, account track condition.

Special Instruction 1157-F1, changed.

**(h) SUSQUEHANNA SECONDARY TRACK
SPANGLER - BARNESBORO**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour on Pull-Out Track between No. 2 and No. 4 crossovers, account track condition.

Special Instruction 1157-F1, changed.

(i) Following sidings blocked with stored cars:

Cresson Secondary Track:

Munster.

Ebensburg Jct.—North end.

Bradley Jct.

Welshdale.

Irvona Branch:

Candron.

Sandy Run.

Susquehanna Secondary Track:

BN.

Black Lick Secondary Track:

Twin Rocks.

Ritter.

Beulah.

**(j) INDIANA SECONDARY TRACK
ZD - MR**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 15 miles per hour between Mile Post 8 and Mile Post 12, account track conditions.

Special Instruction 1157-F1, changed.

Applies in Zone B**(k) CURVES, BRIDGES, ETC.**

MAXIMUM SPEED

MAIN LINE - CONEMAUGH

KISKI

Westward trains with ore destined Butler must not exceed a speed of 15 miles per hour passing Kiski Yard Office where trains will be scanned.

Special Instruction 1157-F1, changed.

**(l) ALEXANDRIA INDUSTRIAL TRACK
DONOHUE - SALEMVILLE**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 5 miles per hour between Mile Post 9 and Mile Post 11 Salemville, account of track condition.

Special Instruction 1157-F1, changed.

**(m) MAIN LINE - PITTSBURGH
SHADYSIDE - EAST LIBERTY**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 25 miles per hour on No. 1 track between Shadyside and East Liberty, account track condition.

Special Instruction 1157-F1, changed.

**(n) MAIN LINE - PITTSBURGH
SHADYSIDE - EAST LIBERTY**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 25 miles per hour on No. 2 track between Shadyside and East Liberty, account track condition.

Special Instruction 1157-F1, changed.

**(o) REDSTONE SECONDARY TRACK
FH — REDSTONE JUNCTION**

Redstone Secondary Track blocked with stored cars between FH and Mile Post 66.

Special Instruction 1157-F1, changed.

**(p) WASHINGTON SECONDARY TRACK
WS - WH**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 15 miles per hour between Mile Post 20 and Mile Post 21, account track condition.

Special Instruction 1157-F1, changed.

**(q) NEW CUMBERLAND SECONDARY TRACK
NEW CUMBERLAND - GLOBE**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 5 miles per hour between Mile Post 9 and Mile Post 10, account track condition.

Special Instruction 1157-F1, changed.

**(r) NEW CUMBERLAND SECONDARY TRACK
KENILWORTH - N**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 18 and Mile Post 19, account track condition.

Special Instruction 1157-F1, changed.

**(s) WHEELING SECONDARY TRACK
SHORT CREEK - EAST WARWOOD**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between a point 500 feet east of Mile Post 18 and a point 1000 feet west of Mile Post 18, account track condition.

Special Instruction 1157-F1, changed.

**(t) MAIN LINE - PAN HANDLE
CADIZ JCT.**

Trains are prohibited from setting off cars on turntable track. Other movements are prohibited from clearing on or otherwise obstructing Cadiz Secondary track West of the facing crossover lead from No. 1 track to No. 1 Storage track at Cadiz Junction without first securing permission from the operator at Acre.

Applies in Zone C

(u) MARIETTA BRANCH
CAMBRIDGE SHOP-FA

Single track between Cambridge Shop and FA, out of service between the hours of 11.00 P.M. Friday to 7.00 A.M. Monday and the following holidays: Memorial Day, May 30; Independence Day, July 4; Labor Day, Sept. 6; Thanksgiving Day, Nov. 28; Christmas Day, Dec. 25; New Years Day, Jan. 1; Washington's Birthday, Feb. 22.

(v) MAIN LINE - LAKE
ROCKSIDE - HARVARD

Secondary tracks No. 98 and No. 99 blocked with cars.

(w) Following sidings blocked with stored cars:

Alliance Branch:	P Y & A Branch
North Jackson	Bristolville
	RM

(x) HOUSTON SECONDARY TRACK
OAKLAND - HOUSTON JCT.

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 49 and Mile Post 60, account of track condition.

Special Instruction 1157-F1, changed.

(y) HOUSTON SECONDARY TRACK
OAKLAND - HOUSTON JCT.

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 65 and Mile Post 72, account of track condition.

Special Instruction 1157-F1, changed.

Applies in Zone D

(z) WILKES-BARRE BRANCH
MIFFLIN - NESCOPECK

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 30 miles per hour between Mile Post 31 and Mile Post 33, account of track condition.

Special Instruction 1157-F1, changed.

(aa) SODUS BAY SECONDARY TRACK
HALL - STANLEY

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 15 miles per hour while passing over hand-operated switch, 4784 feet south of Stanley, leading to Stanley storage track, account of track curvature.

Special Instruction 1157-F1, changed.

(ab) ELMIRA BRANCH
STARKEY - HIMROD JCT.

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 25 miles per hour between Mile Post 29 and a point 2500 feet north of Mile Post 30, account of track condition.

Special Instruction 1157-F1, changed.

(ac) SHAMOKIN SECONDARY TRACK
LUKE

Hand-operated derail in service on siding at a point 150 feet east of present pipe-connected derail at west end of Luke Siding.

Luke Siding blocked with stored cars.

Page 10, changed.

(ad) ALLEGHENY BRANCH
EMLENTON

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 25 miles per hour on main track while passing over public highway crossings at grade between Mile Post 89 and a point one-half mile north of Mile Post 89, Emlenton.

Special Instruction 1157-F1, changed.

(ae) ALLEGHENY BRANCH
BRADY

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour on main track within tunnel just north of Brady, account of track condition.

Special Instruction 1157-F1, changed.

(af) OIL CITY SECONDARY TRACK
BRIDGE - ROCKMERE

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between Bridge and Mile Post 2, account of track condition.

Special Instruction 1157-F1, changed.

(ag) MAIN LINE

Following sidings blocked with cars:

CR
CT
DF, eastward
JN, eastward and westward
QUAIL

LOW GRADE SECONDARY TRACK
SUALLEGHENY BRANCH
Madison

OIL CITY SECONDARY TRACK

Ace
Trunk
West Hickory
Gem

(ah) PROTECTION FOR PUBLIC HIGHWAY
CROSSINGS AT GRADE

Due to rust on the rails, track circuits operating Automatic Highway Crossing Protection at the following crossings may not function properly:

Track	Crossing
-------	----------

Oil City Secondary Track	U.S. Route 62, Hunter, Pa.
--------------------------	----------------------------

Oil City Secondary Track	Depot Street, Route 127, Tidioute, Pa.
--------------------------	---

Salamanca Branch	U.S. Route 6, Irvineton, Pa.
------------------	------------------------------

Trains and engines must approach these crossings prepared to stop unless it is known that the automatic protection is operating.

(ai) SELINGSGROVE SECONDARY TRACK
BEAVER SPRINGS - MIDDLEBURG

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 15 miles per hour between a point 834 feet east of Mile Post 24 and a point 3700 feet east of Mile Post 32, account of track condition.

Special Instruction 1157-F1, changed.

(aj) CHAUTAUQUA BRANCH
EYE

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 91 and Mile Post 92, account of track condition.

Special Instruction 1157-F1, changed.

(ak) CHAUTAUQUA BRANCH
OIL CITY

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 134 and a point 1000 feet south of Mile Post 137 account of track condition.

Special Instruction 1157-F1, changed.

(al) LOW GRADE SECONDARY TRACK
DB

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 65 and Mile Post 66 account of track condition.

Special Instruction 1157-F1, changed.

(am) LOW GRADE SECONDARY TRACK
NEW BETHLEHEM-OD

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 21 and a point 2500 feet east of Mile Post 21, account of track condition.

Special Instruction 1157-F1, changed.

(an) LOW GRADE SECONDARY TRACK
SHERWOOD-FALLS CREEK

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between a point 2600 feet east of Mile Post 58 and Mile Post 60, account of track condition.

Special Instruction 1157-F1, changed.

(ao) LOW GRADE SECONDARY TRACK
TYLER - MEDIX RUN

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 83 and Mile Post 85, account of track condition.

Special Instruction 1157-F1, changed.

This General Order is printed in Timetable No. 1 and will not be issued in sticker form.

J. A. FOSHEE,
General Superintendent.

**PUBLIC OPINION WILL CONTROL
THE COURSE OF OUR BUSINESS**

Public Relations is Everybody's Business