

The Pennsylvania Railroad

CENTRAL REGION

Western Pennsylvania Division

CONEMAUGH DIVISION

Time Table No. 29

In effect 3:01 A. M., Sunday, April 30, 1939

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

J. C. WHITE,
General Manager.

A. M. SEIVARD,
Supt. Pass. Transportation.

R. H. FLINN,
General Superintendent.

H. L. CLAPPER,
Supt. Frt. Transportation.

G. M. SIXSMITH,
Superintendent.

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Interlockings	Block Stations	Dist. between Stations	Dist. from Conspitt Jct.	STATIONS	Station Signals	Sidings assign'd direc'n Car capacity 45 ft. cars		
						E	W	Both
	I B			CONSPITT JUNCTION (Pgh. Div.)	JD			
	I B	1.6	1.6	BLAIRSVILLE	BI			
	I B	13.2	13.2	BI	BI			
		2.8	16.0	LIVERMORE				
		3.2	19.2	TUNNELTON				
		3.2	22.4	WHITE				
		2.2	24.6	SALTSBURG				
		2.8	27.4	EDRI				93
	B	1.1	28.5	VN	VN			
		0.4	28.9	AVONMORE				
		1.8	30.7	SALINA				
		3.7	34.4	TRUXALL				
	I B	1.8	36.2	AP	AP			
	I B	0.8	37.0	APOLLO	Apollo Branch	NS		
		0.2	37.2	APOLLO Y.				
		0.5	36.7	WEST APOLLO				
		1.6	38.3	EAST VANDERGRIFT				
		1.1	39.4	VANDERGRIFT				
		4.0	43.4	HYDE PARK				
		1.3	44.7	LEECHBURG				
	I B	0.8	45.5	UM	UM			
		1.9	47.4	BAGDAD				
	I B	2.5	49.9	KISKIMINETAS JCT.	AJ			
		1.2	51.1	FREEPORT				
		0.9	52.0	BJ SIDING				153
		2.4	54.4	KARNS				
		1.5	55.9	NATRONA				
		0.9	56.8	BRACKENRIDGE				
		1.1	57.9	TARENTUM				
		0.7	58.6	WEST TARENTUM				
	B	0.5	59.1	RA	RA			
		0.4	59.5	CREIGHTON				
		0.6	60.1	GLASSMERE				
		1.1	61.2	W. NEW KENSINGTON				
		1.5	62.7	SPRINGDALE				
		0.8	63.5	COLFAX				
		1.3	64.8	CHESWICK				
		1.0	65.8	DENNY				150
		1.1	66.9	HARMARVILLE				
		0.4	67.3	HULTON FERRY				
		2.0	69.3	GLEN OVER				
		1.0	70.3	BLAWNOK				
		0.3	70.6	PARKVIEW				
	I B	1.7	72.3	ASPINWALL	B. B.	UY		
	P	0.2	72.5	UY				
		0.5	73.0	VI INT. PLANT				
	I B	1.7	74.7	CM (Pgh. Div.)	CM			
	I B	1.7	72.3	ASPINWALL	UY			
		0.2	72.5	UY				
		1.0	73.5	SUMNER				
		0.5	74.0	SHARESBURG				
		2.5	76.5	MILLVALE				
	I B	1.1	77.6	STOCK YARDS	CQ			190
		0.3	77.9	CQ				
		0.7	78.6	HEINZ				
	I B	0.6	79.2	FEDERAL ST. (Eastern Div.)	FW			

NOTE—The above distances do not conform to Mile Post numbers.

- NOTE—(I) Interlocking Station and Plant.
 (P) Interlocking Plant—Remote controlled.
 (A) Interlocking Plant—Automatic.
 (B) Attended Block Station.
 (IB) Unattended Block Station.

NOTE—Train Order Offices other than Block Stations are open as follows:

Block Stations are open continuously except:

VN closed 7:01 A. M., Sunday to 7:01 A. M., Monday.
 RA closed 10:30 P. M., Saturday to 10:30 P. M., Sunday.

Also unattended Block Stations controlled by open Block Stations.

JD	Continuously	BI
NS	Continuously	AP

Note—During time VN is closed AP will handle movement on Avonmore Branch.

Interlockings	Block Stations	Dist. between Stations	Dist. from Oil City	STATIONS	Station Signals	Sidings assign'd direc'n Car capacity 45 ft. cars		
						N	S	Both
	I	B	3.5	3.5	OIL CITY RH	BUF. DIV.		
		11.5	15.0	EAST SANDY	RL			
		1.0	16.0	RL				
		0.9	16.9	INDIAN BEND				
		7.0	23.9	KENNERDELL				
	B	3.9	27.8	ST	ST	223	323	
		2.9	30.7	ROCKLAND				
		3.2	33.9	DOTTER				
		0.1	34.0	BIRCH SIDING				143
	1B	1.3	35.3	DR	DR			
		1.8	37.1	EMLENTON				
		3.8	40.9	FOXBURG				
		0.3	41.2	PARKERS SIDING				232
	B	2.4	43.6	PARKERS LANDING	NZ			
		4.7	48.3	WEST MONTEREY				
		5.0	53.3	TUNNEL SIDING				290
		1.0	54.3	SARAH FURNACE				
	1B	2.6	2.6	EAST BRADY PHILLIPSTON	BY			
	I	1.6	4.2	BJ	E. Brady Branch BJ			
	I	B	2.1	56.4	BJ			
		1.1	57.5	RED BANK				
		4.0	61.5	RIMERTON				
		2.6	64.1	HOOKS				
	B	2.2	66.3	MAHONING				
		1.1	67.3	TEMPLETON	MH			
		4.0	71.4	MOSGROVE				
		5.0	76.4	KITTANNING				
		2.3	78.7	MANORVILLE				
	I	B	1.3	80.0	FORD CITY			
		0.9	80.9	FD	FD	74	72	
		0.8	81.8	ROSTON				
		2.5	84.2	LOGANSFORD				
		1.9	86.1	KELLY				
		1.8	87.9	JOHNETTA				
		1.1	89.0	GODFREY				
		2.1	91.1	ALADDIN				
	I	B	0.7	91.8	SCHENLEY			
		0.4	92.2	KISKIMINETAS JCT.	AJ			55
		1.6	93.8	GARVER'S FERRY				
		0.8	94.6	GLENCALIN				
		0.8	95.4	McKEAN				
		2.8	98.2	BRAEBURN				79
		0.7	98.9	EDGECLIFF				
		3.2	102.1	ARNOLD				
	B	0.3	102.4	FN	FN			
		0.5	102.9	NEW KENSINGTON				
		0.7	103.6	PARNASSUS				
		1.0	104.6	LOGAN'S FERRY				
		1.2	105.8	BARKING				
		0.4	106.2	BARKING SIDING				40
		1.9	108.1	BLACK'S RUN				
		1.2	109.3	HULTON				
		0.6	109.9	OAKMONT				
		0.3	110.2	EDGEWATER				
	B	0.5	110.7	VERONA	DN			
		0.2	110.9	DN				
		1.3	112.2	SANDY CREEK				
		1.2	113.4	NADINE				
	P	1.8	115.2	VI INT. PLANT (B. Br.)				
	I	B	1.7	116.9	CM	Pgh. Div.	CM	
		5.1	122.0	PITTSBURGH				

NOTE—The above distances do not conform to Mile Post numbers.

NOTE—(I) Interlocking Station and Plant.

(P) Interlocking Plant—Remote controlled.

(A) Interlocking Plant—Automatic.

(B) Attended Block Station.

(1B) Unattended Block Station.

Block Stations are open continuously except:

FN closed 11:01 P. M. Saturday to 11:01 P. M. Sunday.

MH closed 8:00 P. M. to 4:00 A. M. daily and 4:00 A. M. Sunday to 8:00 P. M. Sunday.

NZ closed 7:15 P. M. to 3:15 A. M. daily and 3:15 A. M. Sunday to 7:15 P. M. Sunday.

NOTE—Train Order offices other than Block Stations are open as follows:

Also unattended Block Stations controlled by open Block Stations.

1BY Continuously BJ

1DR Continuously ST

1RL Continuously

Note—During time FN is closed DN will handle movement on Pucketa Branch.

BUTLER BRANCH

Interlockings	Block Stations	Dist. between Stations	Dist. from Butler	STATIONS	Station Signals	Sidings assign'd direc'n Car capacity 45 ft. cars		
						E	W	Both
	1B	0.2	0.2	BUTLER	BA			
	B	1.3	1.5	VO	VO			
	1B	2.4	3.9	WESTEND BUTLER WYE	CR			
		1.3	5.2	BRINKER				
		1.5	6.7	HERMAN				
	1B	0.9	7.6	GREAT BELT				73
		1.9	9.5	DILKS SIDING	KD			
		1.0	10.5	MARWOOD				
	1B	0.3	10.8	CABOT				
		2.6	13.4	CABOT SIDING	N			41
		2.1	15.5	SARVER				
	1B	0.7	16.5	SANDY LICK				
	1B	3.0	17.2	MONROE	WA			
		0.3	20.2	WINFIELD JUNCTION	LA			
	1B	1.0	20.5	LA	JB			
		0.3	21.5	LANE				
		1.0		JB				

NOTE—(I) Interlocking Station and Plant.

(P) Interlocking Plant—Remote controlled.

(A) Interlocking Plant—Automatic.

(B) Attended Block Station.

(1B) Unattended Block Station.

NOTE—Block Stations are open continuously.

Also unattended Block Stations controlled by open Block Stations.

1JB	Continuously	RA daily except 10:30 P. M. Saturday to 10:30 P. M. Sunday.
1LA		
1WA		
1N		
1KD		
1CR	Continuously	AJ 10:30 P. M. Saturday to 10:30 P. M. Sunday.
1BA		
		VO

INDIANA BRANCH

Interlockings	Block Stations	Dist. between Stations	Dist. from Indiana	STATIONS	Station Signals	Sidings assign'd direc'n Car capacity 45 ft. cars		
						N	S	Both
	1B	5.7	5.7	INDIANA	NM			
	1B	0.3	6.0	HOMER CITY	MR			15
		2.5	8.5	HOMER CITY SIDING				
		0.5	9.0	GRACETON				
	1B	2.3	11.3	CORAL				
	1B	4.7	16.0	BLACK LICK	ZD			
	1B	2.9	18.9	BLAIRSVILLE	D			
				TORRANCE	TR			

NOTE—(I) Interlocking Station and Plant.

(P) Interlocking Plant—Remote controlled.

(A) Interlocking Plant—Automatic.

(B) Attended Block Station.

(1B) Unattended Block Station.

NOTE—Block Stations are open continuously.

Also unattended Block Stations controlled by open Block Stations.

1NM	Continuously	BI
1MR		
1ZD		
1D		
1TR		

STATIONS	FIRST CLASS			
	●6751	*911	●6861	●6755
	‡DAILY	DAILY	DAILY	‡DAILY
	EX. SUN.		EX. SUN.	EX. SUN.
Leave	A. M.	A. M.	A. M.	A. M.
CONPITT JUNCTION				
TORRANCE (IND. BR.)				
BLAIRSVILLE				
BI				
LIVERMORE				
TUNNELTON				
WHITE				
SALTSBURG				
EDRI				
VN				
AVONMORE				
SALINA				
TRUXALL				
AP			5.27	
APOLLO	APOLLO BR.	Will Not Run	S 5.22	Will Not Run
APOLLO Y.			5.15	
WEST APOLLO	Jan. 1,		F 5.29	Jan. 1,
EAST VANDERGRIFT	May 30,		F 5.31	May 30,
VANDERGRIFT	July 4,		S 5.35	July 4,
HYDE PARK	Sept. 4,		S 5.41	Sept. 4,
	Nov. 30,			Nov. 30,
LEECHBURG	Dec. 25,		S 5.45	Dec. 25,
UM			5.47	
BAGDAD			F 5.50	
KISKIMINETAS JCT.	S 5.25	S 5.50	S 5.55	
FREEMPORT	S 5.27		S 5.58	
BJ SIDING				
KARNS	F 5.33			
NATRONA	S 5.36		S 6.06	
BRACKENRIDGE	S 5.39		S 6.09	
TARENTUM	S 5.42	S 6.03	F 6.12	
WEST TARENTUM	F 5.44		F 6.14	
RA	5.45	6.06	6.15	
CREIGHTON	S 5.46		F 6.16	
GLASMERL	F 5.48		F 6.18	
W. NEW KENSINGTON	S 5.51	F 6.10	F 6.21	
SPRINGDALE	S 5.54		S 6.24	
COLFAX	F 5.56			
CHESWICK	S 5.59		S 6.29	
DENNY				
HARMARVILLE	S 6.04		F 6.33	
HULTON FERRY	F 6.06			
GLENOVER	S 6.09		S 6.38	
BLAWNOX	S 6.12		S 6.41	
PARKVIEW				
ASPINWALL	S 6.18		S 6.47	S 7.00
UY	B. BR.	6.31	6.49	
VI INT. PLANT				
CM (Pgh Div)		6.40	6.55	
SUMNER	S 6.21			S 7.03
SHARPSBURG	S 6.24			S 7.06
MILLVALE	S 6.30			S 7.11
STOCK YARDS	S 6.33			S 7.14
CQ	6.34			S 7.15
HEINZ	S 6.35			S 7.16
PITTSBURGH (Pgh. Div.)	S 6.55		S 7.09	
FEDERAL STREET (ED.)	S 6.37			S 7.18
Arrive	A. M.	A. M.	A. M.	A. M.
	6751	911	6861	6755

FIRST CLASS					
●6783	●6757	6803	6737	●6789	●6809
DAILY	‡DAILY	DAILY	DAILY	DAILY	SUNDAY
EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	ONLY
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
		S 10.05			
		S 10.14			
		10.18			
		S 10.24			
		S 10.30			
		S 10.36			
		S 10.42			
		S 10.47			
		10.49			
		S 10.51			
		S 10.56			
		F 11.04			
		11.06	2.50		
	Will Not Run		S 2.45		
			2.42		
	Jan. 1,	S 11.08	F 2.52		
	May 30,	F 2.55			
	July 4,	S 11.17	S 2.58		
	Sept. 4,	S 11.25	S 3.04		
	Nov. 30,				
	Dec. 25,	S 11.30	S 3.10		
		11.32	3.12		
		F 11.35	F 3.15		
S 6.26		S 11.43	S 3.21	S 3.50	S 8.40
S 6.29		S 11.46	S 3.24	S 3.53	S 8.43
F 6.34					
S 6.37		S 11.55	S 3.32	S 4.00	S 8.51
S 6.40		S 11.59	S 3.36	S 4.03	S 8.54
S 6.43		S 12.04	S 3.39	S 4.06	S 8.57
S 6.45			F 3.41	F 4.08	F 8.59
6.46		12.07	3.42	4.09	9.01
S 6.48		F 12.08	S 3.44	F 4.10	F 9.02
F 6.51			S 3.46	F 4.12	F 9.04
S 6.54		S 12.11	S 3.48	S 4.14	S 9.07
S 6.57		S 12.15	S 3.51	S 4.17	S 9.10
S 7.00			S 3.53	F 4.19	F 9.12
S 7.03		S 12.20	S 3.57	F 4.22	F 9.14
S 7.07		S 12.24	S 4.01	S 4.26	F 9.18
			F 4.03	F 4.28	
F 7.11			S 4.06		
S 7.14		S 12.31	S 4.09	S 4.33	S 9.25
F 7.17			F 4.11		
S 7.21	S 7.40	S 12.37	S 4.15	S 4.38	S 9.30
7.23	7.41	12.39	4.17	4.40	9.32
7.29	7.46	12.46	4.23	4.48	9.39
S 7.43	S 8.00	S 1.00	S 4.37	S 5.03	S 9.58
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
6783	6757	6803	6737	6789	6809

STATIONS	FIRST CLASS			
	6800	6782	6738	6740
	A. M.	A. M.	P. M.	P. M.
CONPITT JUNCTION				
TORRANCE (IND. BR.)				
BLAIRSVILLE				
BI				
LIVERMORE				
TUNNELTON				
WHITE				
SALTSBURG				
EDRI				
VN				
AVONMORE				
SALINA				
TRUXALL				
AP			1.04	
APOLLO			S 1.10	Will Not Run
APOLLO Y } APOLLO BR.			1.12	
WEST APOLLO			F 1.02	Jan. 1,
EAST VANDERGRIFF			S 12.59	May 30,
VANDERGRIFF			S 12.56	July 4,
HYDE PARK			S 12.49	Sept. 4,
				Nov. 30,
LEECHBURG			S 12.45	Dec. 25.
UM			12.41	
BAGDAD			F 12.39	
KISKIMINETAS JCT.	S 6.37	S 8.00	S 12.33	S 1.37
FREEPORT	S 6.28	S 7.56	S 12.30	S 1.34
BJ SIDING				
KARNS			F 12.25	F 1.28
NATRONA	S 6.20	S 7.48	S 12.22	S 1.26
BRACKENRIDGE	S 6.16	S 7.45	S 12.19	S 1.23
TARENTUM	S 6.12	S 7.42	S 12.16	S 1.20
WEST TARENTUM	F 6.05	F 7.40	F 12.13	F 1.17
RA	6.04	7.39	12.11	1.16
CREIGHTON	S 6.03	S 7.38	S 12.10	S 1.15
GLASSMERE	S 6.01	F 7.36	F 12.08	F 1.13
W. NEW KENSINGTON	S 5.59	S 7.33	S 12.05	S 1.11
SPRINGDALE	S 5.56	S 7.30	S 12.01	S 1.08
COLFAX	F 5.53	S 7.28	F 11.58	S 1.05
CHESWICK	S 5.49	S 7.26	S 11.56	S 1.03
DENNY				F 1.00
HARMARVILLE	F 5.42	S 7.21	S 11.52	F 12.58
HULTON FERRY			F 11.50	F 12.56
GLENOVER		S 7.17	F 11.47	S 12.53
BLAWNOX	S 5.36	S 7.15	S 11.45	S 12.51
PARKVIEW				
ASPINWALL	S 5.32	S 7.10	S 11.41	S 12.47
UY				
VI INT. PLANT } B.BR.	5.30	7.08	11.39	12.45
CM (Pgh Div.)	5.25	7.03	11.34	12.39
SUMNER				
SHARPSBURG				
MILLVALE				
STOCK YARDS				
CQ				
HEINZ				
PITTSBURGH (Pgh. Div.)	S 5.10	S 6.48	S 11.20	S 12.26
FEDERAL STREET (FD.)				
Leave	A. M.	A. M.	A. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	#SAT. ONLY
	6800	6782	6738	6740

FIRST CLASS					
6804	6786	6788	6752	6864	6790
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
S 5.40					
S 5.32					
5.26					
S 5.21					
S 5.15					
F 5.09					
S 5.04					
F 4.58					
4.55					
S 4.54					
S 4.48					
4.39				6.28	
	Will Not Run	Will Not Run	Will Not Run	S 6.32	
				6.35	
S 4.37	Jan. 1,	Jan. 1,	Jan. 1,	F 6.25	
F 4.33	May 30,	May 30,	May 30,	F 6.21	
S 4.31	July 4,	July 4,	July 4,	S 6.18	
S 4.22	Sept. 4,	Sept. 4,	Sept. 4,	F 6.10	
	Nov. 30,	Nov. 30,	Nov. 30,		
S 4.19	Dec. 25.	Dec. 25.	Dec. 25.	S 6.06	
4.14				6.03	
F 4.12				F 6.00	
S 4.05	S 4.58	S 5.33		S 5.55	S 6.40
S 4.01	S 4.55	S 5.30		S 5.51	S 6.36
	F 4.48				
S 3.53	S 4.46	S 5.22		S 5.44	S 6.28
S 3.50	S 4.43	S 5.19		S 5.41	S 6.25
S 3.47	S 4.40	S 5.16		S 5.38	S 6.22
F 3.43	F 4.37	S 5.14			
S 3.41	4.36	5.13		5.35	6.20
S 3.40	F 4.35	S 5.12			F 6.19
S 3.37	F 4.33	F 5.10			
S 3.35	S 4.31	F 5.08		S 5.31	S 6.15
S 3.32	S 4.28	S 5.05		S 5.28	S 6.12
	S 4.26	S 5.02			F 6.10
S 3.27	S 4.23	S 5.00		S 5.23	S 6.08
F 3.23	S 4.18	F 4.55		F 5.19	F 6.03
F 3.21	S 4.16			F 5.17	F 6.01
F 3.18	S 4.13	S 4.51		S 5.14	S 5.58
S 3.16	S 4.10	S 4.49		S 5.12	S 5.55
S 3.12	S 4.06	S 4.45	S 5.04	S 5.08	S 5.51
3.10	4.04	4.43		5.06	5.49
3.05	3.59	4.37		5.01	5.44
			S 5.01		
			S 4.58		
			S 4.53		
			S 4.50		
			4.49		
			S 4.47		
S 2.50	S 3.45	S 4.23		S 4.47	S 5.30
			S 4.45		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SUN.	#DAILY EX. SAT & SUN	#DAILY EX. SAT & SUN	#DAILY EX. SAT & SUN	DAILY EX. SUN.	DAILY
6804	6786	6788	6752	6864	6790

INDIANA BRANCH

STATIONS	FIRST CLASS			
	6881	6803	6883	
	A. M.	A. M.	A. M.	
INDIANA.....	S 7.25	-----	\$ 11.00	-----
HOMER CITY.....	S 7.09	-----	\$ 10.44	-----
HOMER CITY SIDING	7.07	-----	10.42	-----
GRACETON.....	F 7.03	-----	\$ 10.38	-----
CORAL.....	F 7.00	-----	\$ 10.35	-----
BLACK LICK.....	S 6.56	-----	\$ 10.31	-----
BLAIRSVILLE.....	S 6.47	\$ 10.12	\$ 10.22	-----
W. LEG TORRANCE Y	-----	-----	-----	-----
TORRANCE.....	S 6.40	\$ 10.05	\$ 10.15	-----
	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SUN.	EX. SUN.	
	#6881	6803	#6883	

INDIANA BRANCH

STATIONS	FIRST CLASS			
	#6880	6886	#6882	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SUN.	EX. SUN.	
Leave	A. M.	A. M.	A. M.	
INDIANA.....	-----	-----	\$ 8.25	-----
HOMER CITY.....	-----	-----	\$ 8.35	-----
HOMER CITY SIDING	-----	-----	\$ 8.37	-----
GRACETON.....	-----	-----	\$ 8.41	-----
CORAL.....	-----	-----	\$ 8.43	-----
BLACK LICK.....	-----	-----	\$ 8.47	-----
BLAIRSVILLE.....	\$ 8.45	\$ 8.45	\$ 8.57	-----
W. LEG TORRANCE Y	-----	-----	-----	-----
TORRANCE.....	\$ 8.55	\$ 8.55	\$ 9.05	-----
Arrive	A. M.	A. M.	A. M.	
	6880	6886	6882	

No. 6881 is superior by direction to No. 6882.

NORTHWARD

FIRST CLASS					
	6885	6887			
	P. M.	P. M.			
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	\$ 4.43	\$ 6.53	-----	-----	-----
-----	\$ 4.35	\$ 6.45	-----	-----	-----
	P. M.	P. M.			
	DAILY EX. SUN. ⊕6885	DAILY EX. SUN. 6887			

SOUTHWARD

FIRST CLASS					
	#6884 DAILY EX. SUN. P. M.	6804 DAILY EX. SUN. P. M.			
-----	\$ 3.10	-----	-----	-----	-----
-----	\$ 3.20	-----	-----	-----	-----
-----	3.22	-----	-----	-----	-----
-----	\$ 3.26	-----	-----	-----	-----
-----	\$ 3.28	-----	-----	-----	-----
-----	\$ 3.32	-----	-----	-----	-----
-----	\$ 3.42	\$ 5.32	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	\$ 3.50	\$ 5.40	-----	-----	-----
	P. M. 6884	P. M. 6804			

Nos. 6881 and 6884 will stop at Indiana State Teachers' College platform for passengers.

STATIONS		FIRST CLASS			
		#912	●6918	●6920	926
		DAILY	DAILY	DAILY	DAILY
Leave		A. M.	A. M.	A. M.	A. M.
OIL CITY	BUFFALO DIV.	S 3.15			
RH		3.24			
IRL		3.45			
KENNERDELL	S	3.57		Will Not	
ST		4.04		Run	
ROCKLAND				Jan. 1,	
DOTTER				May 30,	
DR		4.13		July 4,	
EMLENTON	S	4.17		Sept. 4,	
FOXBURG				Nov. 30,	
				Dec. 25.	
PARKERS LANDING	S	4.26			
WEST MONTEREY					
SARAH FURNACE					
EAST BRADY	E. BRADY				
PHILLIPSTON	BRANCH				S 5.10
BJ		4.44			5.13
RED BANK					S 5.16
RIMERTON					F 5.22
HOOKS					F 5.26
MAHONING					F 5.31
TEMPLETON		5.04			S 5.33
MOSGROVE					F 5.39
KITTANNING	S	5.17			S 5.48
MANORVILLE					F 5.51
FORD CITY	S	5.26			S 5.55
FD		5.28			5.57
ROSSTON					F 5.59
LOGANSFORD					F 6.03
KELLY					F 6.06
JOHNETTA					
GODFREY					F 6.10
ALADDIN					F 6.16
SCHENLEY	S	5.46			F 6.19
KISKIMINETAS JCT.	S	5.50			S 6.22
GARVERS FERRY					S 6.25
GLENCAIRN					F 6.28
McKEAN					
BRAEBURN					S 6.35
EDGECLIFF					F 6.38
ARNOLD					S 6.44
FN					6.45
NEW KENSINGTON		S 5.56	S 6.22	S	6.48
PARNASSUS		S 5.58	S 6.24	S	6.50
LOGANS FERRY		F 6.00	S 6.26	S	6.53
BARKING		F 6.02	S 6.28	F	6.56
BLACKS RUN			F 6.32		
HULTON		S 6.09	S 6.36	S	7.03
OAKMONT		S 6.11	S 6.38	S	7.05
EDGEWATER		F 6.13	S 6.40	S	7.07
VERONA		S 6.15	S 6.42	S	7.09
DN		6.16	6.43		7.10
SANDY CREEK		F 6.18			
NADINE		S 6.20	F 6.48	F	7.15
VI INT. PLANT. (S. RR.)					
CM			6.28	6.58	7.23
TRAIN NOS.	Pgh. Div.		(6919)	(6921)	(927)
PITTSBURGH		S 6.42	S 7.12	S	7.37
Arrive		A. M.	A. M.	A. M.	A. M.
		912	6918	6920	926

		FIRST CLASS				
		●6922	928	●930	924	●6742
		DAILY	DAILY	SUN ONLY	DAILY	DAILY
		EX. SUN.	EX. SUN.		EX. SUN.	EX. SUN.
		A. M.	A. M.	A. M.	P. M.	P. M.
		Will Not				
		Run				
		Jan. 1,				
		May 30,				
		July 4,				
		Sept. 4,				
		Nov. 30,				
		Dec. 25.				
			S 9.25	S 10.32	S 1.59	
			S 9.33	S 10.40	S 2.07	
			9.36	10.43	2.10	
			S 9.41	S 10.46	S 2.14	
			F 9.47	F 10.52	F 2.21	
			F 9.53	F 10.58		
			S 9.56	F 11.01	F 2.29	
			S 9.58	S 11.03	S 2.32	
			S 10.05	F 11.09	F 2.38	
			S 10.14	S 11.18	S 2.48	
				F 11.21	F 2.51	
			S 10.21	S 11.25	S 2.55	
			10.23	11.27	2.57	
				F 11.29	F 2.59	
			F 10.28	F 11.33	S 3.03	
			F 10.31	F 11.36	F 3.06	
					F 3.08	
				F 11.40		
			F 10.39	F 11.46	S 3.15	S 3.46
			S 10.41	F 11.48	S 3.17	S 3.47
			S 10.44	S 11.50	S 3.20	S 3.50
			F 10.47	S 11.53	F 3.23	
				F 11.55		
			S 10.58	S 12.01	S 3.31	
				F 12.03		
			S 11.03	S 12.08		
			11.05	12.09	3.38	
		S 8.15	S 11.10	S 12.11	S 3.43	
		S 8.17	S 11.13	S 12.13		
		S 8.19		S 12.16		
		S 8.21		F 12.18		
		S 8.27		S 12.25		
		S 8.29	S 11.24	S 12.27	S 3.54	
		F 8.31	F 11.26	S 12.29		
		S 8.33	S 11.29	S 12.31	S 3.57	
		8.34	11.30	12.32	3.58	
		F 8.36				
		F 8.38		F 12.37		
			8.46	11.40	12.46	4.12
			(6923)	(929)	(931)	(925)
		S 9.00	S 11.55	S 1.00	S 4.27	
		A. M.	A. M.	P. M.	P. M.	P. M.
		6922	928	930	924	6742

OIL CITY TO PITTSBURGH

STATIONS		FIRST CLASS			
		●6924	*9012	902	
		‡DAILY EX SAT & SUN	DAILY EX. SUN.	DAILY	
Leave		P. M.	P. M.	P. M.	
OIL CITY	} BUFFALO DIV.			\$ 4.30	
RH				4.40	
IRL				5.00	
KENNERDELL		Will Not Run		\$ 5.12	
ST				5.18	
ROCKLAND		Jan. 1,		F 5.23	
DOTTER		May 30,			
‡DR		July 4,		5.29	
EMLENTON		Sept. 4,		\$ 5.34	
FOXBURG		Nov. 30, Dec. 25		\$ 5.41	
PARKERS LANDING				\$ 5.46	
WEST MONTEREY				\$ 5.53	
SARAH FURNACE				F 6.03	
EAST BRADY	} E. BRADY BRANCH				
PHILLIPSTON					
BJ				6.07	
RED BANK				\$ 6.20	
RIMERTON				F 6.26	
HOOKS				F 6.30	
MAHONING				F 6.33	
TEMPLETON				\$ 6.36	
MOSGROVE				F 6.42	
KITTANNING				\$ 6.51	
MANORVILLE					
FORD CITY				\$ 6.58	
FD				7.00	
ROSTON				F 7.02	
LOGANSPOET				F 7.06	
KELLY				F 7.09	
JOHNETTA					
GODFREY					
ALADDIN				F 7.16	
SCHENLEY				\$ 7.18	
KISKIMINETAS JCT.	\$ 3.53	\$ 5.10	\$ 7.21		
GARVERS FERRY	\$ 3.56	\$ 5.13	F 7.24		
GLENCAIRN					
McKEAN					
BRAEBURN	\$ 4.04	\$ 5.21	F 7.32		
EDGECLIFF					
ARNOLD	\$ 4.10	\$ 5.29	F 7.39		
FN	4.11	5.30	7.40		
NEW KENSINGTON	\$ 4.14	\$ 5.37	\$ 7.44		
PARNASSUS	\$ 4.16	\$ 5.39	\$ 7.46		
LOGANS FERRY	F 4.18	F 5.41	F 7.49		
BARKING	F 4.20	F 5.43	F 7.52		
BLACKS RUN					
HULTON	\$ 4.26	F 5.49	F 7.59		
OAKMONT	\$ 4.28	5.51	\$ 8.01		
EDGEWATER	\$ 4.30	F 5.53			
VERONA	\$ 4.32	\$ 5.55	\$ 8.04		
DN	4.33	5.56	8.05		
SANDY CREEK		F 5.58			
NADINE	F 4.37	F 6.01			
VI INT. PLANT (B. BR.)					
CM	} Pgh. Div.	4.46	6.10	8.16	
TRAIN NOS.		(6925)	(9013)	(901)	
PITTSBURGH		\$ 5.00	\$ 6.25	\$ 8.30	
Arrive		P. M.	P. M.	P. M.	
		6924	9012	902	

[illegible]

STATIONS		FIRST CLASS			
		6801	933	6905	903
Arrive		A. M.	A. M.	A. M.	P. M.
OIL CITY.....	BUFFALO DIV.	-----	-----	-----	\$ 12.50
RH.....		-----	-----	-----	12.40
↑RL		-----	-----	-----	12.10
KENNERDELL.....		-----	-----	-----	-----
ST.....		-----	-----	Will Not Run Jan. 1.	12.00
ROCKLAND.....		-----	-----	-----	F 11.50
DOTTER.....		-----	-----	-----	-----
↑DR.....		-----	-----	May 30, July 4, Sept. 4, Nov. 30, Dec. 25.	F 11.50
EMLENTON.....		-----	-----	-----	11.50
FOXBURG.....		-----	-----	-----	\$ 11.40
PARKERS LANDING.....		-----	-----	-----	\$ 11.30
WEST MONTEREY.....		-----	-----	-----	\$ 11.24
SARAH FURNACE.....		-----	-----	-----	F 11.18
EAST BRADY.....	E. BRADY BRANCH	-----	\$ 8.24	-----	-----
PHILLIPSTON.....		-----	\$ 8.16	-----	-----
BJ.....		-----	8.13	-----	11.10
RED BANK.....		-----	\$ 8.05	-----	\$ 11.04
RIMERTON.....		-----	\$ 7.55	-----	-----
HOOKS.....		-----	F 7.51	-----	-----
MAHONING.....		-----	\$ 7.47	-----	-----
TEMPLETON.....		-----	\$ 7.44	-----	\$ 10.40
MOSGROVE.....		-----	\$ 7.37	-----	-----
KITTANNING.....		-----	\$ 7.29	-----	\$ 10.37
MANORVILLE.....		-----	F 7.20	-----	-----
FORD CITY.....		-----	\$ 7.17	-----	\$ 10.28
FD.....		-----	7.11	-----	10.25
ROSTON.....		-----	F 7.09	-----	-----
LOGANSPOET.....		-----	F 7.05	-----	\$ 10.20
KELLY.....		-----	F 7.01	-----	F 10.17
JOHNETTA.....		-----	F 6.58	-----	-----
GODFREY.....		-----	-----	-----	-----
ALADDIN.....	\$ 6.43	F 6.51	-----	F 10.11	
SCHENLEY.....	\$ 6.41	\$ 6.49	-----	\$ 10.09	
KISKIMINETAS JCT.....	\$ 6.37	\$ 6.46	-----	\$ 10.07	
GARVERS FERRY.....		F 6.43	-----	\$ 10.04	
GLENCAIRN.....		-----	-----	-----	
McKEAN.....		-----	-----	-----	
BRAEBURN.....		\$ 6.36	\$ 7.40	\$ 9.56	
EDGECLIFF.....		F 6.32	-----	-----	
ARNOLD.....		\$ 6.28	\$ 7.33	-----	
FN.....		6.26	7.31	9.47	
NEW KENSINGTON.....		\$ 6.25	\$ 7.30	\$ 9.46	
PARNASSUS.....		\$ 6.17	\$ 7.27	-----	
LOGANS FERRY.....		F 6.14	\$ 7.25	-----	
BARKING.....		F 6.11	F 7.23	-----	
BLACKS RUN.....		-----	-----	-----	
HULTON.....		\$ 6.05	\$ 7.17	-----	
OAKMONT.....		\$ 6.03	\$ 7.15	\$ 9.28	
EDGEWATER.....		\$ 6.00	\$ 7.13	-----	
VERONA.....		\$ 5.58	\$ 7.11	-----	
DN.....		5.55	7.10	9.25	
SANDY CREEK.....		-----	F 7.08	-----	
NADINE.....		\$ 5.52	F 7.06	-----	
VI INT. PLANT (B. BR.).....		-----	-----	-----	
CM.....	Pgh. Div.	-----	5.45	6.59	9.19
TRAIN NOS.....		-----	(932)	(6904)	(904)
PITTSBURGH.....		-----	\$ 5.30	\$ 6.45	\$ 9.06
Leave		A. M.	A. M.	A. M.	A. M.
		DAILY EX. SUN. 6801	DAILY EX. SUN. *933	*DAILY EX. SUN. *6905	DAILY 903

[illegible]

STATIONS		FIRST CLASS			
		9017	913		
Arrive		P. M.	A. M.		
OIL CITY.....	BUFFALO DIV		\$ 2.20		
RH.....			2.12		
IRL.....			1.45		
KENNERDELL.....					
ST.....			1.30		
ROCKLAND.....					
DOTTER.....					
IDR.....			1.16		
EMLENTON.....		\$	1.13		
FOXBURG.....		\$	1.05		
PARKERS LANDING.....			12.59		
WEST MONTEREY.....					
SARAH FURNACE.....					
EAST BRADY.....	E. BRADY BRANCH				
PHILLIPSTON.....					
BJ.....			12.41		
RED BANK.....					
RIMERTON.....					
HOOKS.....					
MAHONING.....					
TEMPLETON.....		F	12.22		
MOSGROVE.....		V	12.15		
KITTANNING.....		S	12.09		
MANORVILLE.....					
FORD CITY.....		S	11.59		
FD.....			11.56		
ROSSTON.....					
LOGANSPOET.....		F	11.51		
KELLY.....					
JOHNETTA.....					
GODFREY.....					
ALADDIN.....					
SCHENLEY.....		F	11.41		
KISKIMINETAS JCT.....			11.39		
GARVERS FERRY.....		F	11.37		
GLENCAIRN.....					
McKEAN.....					
BRAEBURN.....					
EDGECLIFF.....					
ARNOLD.....					
FN.....			11.23		
NEW KENSINGTON.....	S	9.55	S 11.22		
PARNASSUS.....	F	9.53			
LOGANS FERRY.....	F	9.51			
BARKING.....	F	9.49			
BLACKS RUN.....					
HULTON.....	S	9.43			
OAKMONT.....	S	9.41	S 11.06		
EDGEWATER.....	F	9.39			
VERONA.....	S	9.37	S 11.03		
DN.....		9.36	11.01		
SANDY CREEK.....	F	9.34			
NADINE.....	F	9.31			
VI INT. PLANT (B. BR.)					
CM.....	Pgh. Div.	9.24	10.54		
TRAIN NOS.....		(9016)	(914)		
PITTSBURGH.....		S 9.10	S 10.40		
Leave		P. M.	P. M.		
		DAILY	DAILY		
		*9017	*913		

ADDITIONAL STOPS AND FLAG STATIONS

[illegible]

TRAINS WAIT FOR CONNECTIONS

JUNCTION	Train No.	Due At	Wait Until	For Train	FROM	Due At
Turner	6881	6.40 A.M.	6.55 A.M.	37	Pgh. Div.	6.00 A.M.
	6881	6.40 A.M.	6.55 A.M.	682	Pgh. Div.	6.08 A.M.
	6893	10.05 A.M.	10.15 A.M.	667	Pgh. Div.	9.13 A.M.
	6893	10.05 A.M.	10.15 A.M.	8	Pgh. Div.	9.54 A.M.
	6883	10.15 A.M.	10.25 A.M.	8	Pgh. Div.	9.54 A.M.
	6885	4.35 P.M.	4.45 P.M.	15	Pgh. Div.	3.59 P.M.
	6885	4.35 P.M.	4.45 P.M.	46	Pgh. Div.	4.29 P.M.
	6887	6.45 P.M.	7.00 P.M.	18	Pgh. Div.	6.42 P.M.
Ashtown	6864	5.08 P.M.	5.15 P.M.	6752	Cgh. Div.	5.04 P.M.
Red Bank	928	9.41 A.M.	10.00 A.M.	9227	Renovo Div.	9.25 A.M.

When a passenger train is late enough that it may miss connections, Conductor will promptly notify Superintendent whether he has passengers for the connection.

U. S. MAIL WORK

STATIONS	NON STOP STATIONS							
	EASTWARD TRAINS				WESTWARD TRAINS			
Glassmere.....					6803			
Creighton.....					CD			
					CD			
NORTHWARD TRAINS SOUTHWARD TRAINS								
	933	903	937		912	928	902	924
Kennerdell.....		CD						
West Monterey.....					1-D			
Sarah Furnace.....					1-D			
Rimerton.....		CD						
Mahoning.....								CD
Mosgrove.....		D						CD
Manorville.....	CD	CD			CD			CD
Rosston.....	ICD	CD			CD			CD
Kelly.....	CD	CD	CD		CD			CD
Verona.....	CD	CD						CD

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops, mail received or delivered or both.

H—Pass station at reduced speed to exchange mail.

I—Flag stop to receive and discharge U. S. Parcel Post Mail.

1—Monday Only. No. 912 make stop.

No. 924 catch and deliver mail at crane at McGrann (between Ford City and Manorville).

No. 912 reduce speed to discharge U. S. mail at Foxburg, West Monterey and Sarah Furnace.

NOTE—Letters and characters as used on this page has no reference to their application as provided for in S4.

Nos. 902, 903 will stop at Sarah Furnace on signal from Mail-Messenger to receive parcel post or on notice from Railway Postal Clerk to discharge parcel post mail, and will also stop on Sunday to discharge newspapers.

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

These Trains are run as Extras:

STATIONS	SO1 (1)	BF1 (1)	KC1 (1)	KJ1 (2)	PB1 (1)
CM	A. M.	A. M.	A. M.	P. M.	A. M.
FEDERAL STREET	4.10	8.45	6.15		12.25
AJ	5.30		12.01	10.00	2.15
BJ	8.30				5.30
RH	12.30	4.00		5.00	9.30
	P. M.	P. M.	P. M.	A. M.	A. M.

(4) Monday, Wednesday and Friday. (5) Daily except Tuesday.

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

These Trains are run as Extras:

STATIONS	KC2 (1)	SO2 (1)	KJ2 (2)	BF2 (1)	PB2 (1)
RH	A. M.	A. M.	A. M.	P. M.	P. M.
BJ		12.15	5.00	4.00	10.45
AJ		3.30		7.00	12.30
FEDERAL STREET	3.00	5.30	12.01	9.30	4.15
CM	9.00	7.15		11.00	5.45
	A. M.	A. M.	P. M.	P. M.	A. M.

(1) Daily. (2) Daily except Sunday. The time shown conveys no time-table authority.

(3) Daily except Monday.

ARRANGED FREIGHT TRAIN SERVICE — EASTWARD

These Trains are run as Extras:

STATIONS	CMB (1)	WP20 (2)	CE2 (1)	FW8 (1)	A-ED4 (1)	ED4 (1)	CS8 (1)	CE8 (3)	LCL2 (2)	FW8 (1)	ED2 (2)	PF2 (1)	PH10 (1)	PG2 (6)	PG6 (7)
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
FEDERAL STREET	2.00	3.30	5.45		8.30	10.10	10.50	11.45	3.45	8.00	10.30	9.30	10.45		
CQ				6.00						8.15					
43rd STREET									5.00					11.00	9.20
CM				6.30					5.20				11.30	1.00	10.00
AJ	3.30	6.00	6.45		9.30	11.05	11.50	12.45			12.01	11.00			
BLAIRSVILLE		11.15													
BH															
JD	5.15		9.00		12.30	1.15	2.15	3.15			1.45	1.30		4.30	
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.

(1) Daily. (2) Daily Except Sunday. (3) Daily Except Monday. (4) Monday, Wednesday and Friday. (5) Daily Except Saturday and Sunday. (6) Daily Except Saturday and Sunday. (7) Saturday and Sunday only.
The time shown conveys no time-table authority.

These Trains are run as Extras:

STATIONS	ED3 (1)	WP15 (1)	PG3 (1)	BANANA SPECIAL	LCL1A (2)	LCL1 (2)	EDI (1)	VCI (1)	NLI (1)	PG5 (1)	PF1 (1)	PF3 (1)	WP21 (2)
	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.
JD	12.01	12.01	2.00	3.00			2.55	3.45	5.30	9.00	1.30		10.30
BLAIRSVILLE													
BH													
AJ	2.00	3.30	4.00	4.40	6.45	7.30	5.00	5.45	7.45	10.50	3.30	11.00	3.00
CM													
FEDERAL STREET	3.15	5.00	5.30	5.35	7.25	8.10	6.15	6.45	9.30	12.01	5.00	11.30	6.00
	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.

(1) Daily (2) Daily Except Sunday. (3) Daily Except Monday. (4) Monday, Wednesday and Friday.
The time shown conveys no time-table authority.

ARRANGED FREIGHT TRAIN SERVICE — WESTWARD

TERMINAL FREIGHT TRAIN SERVICE — EASTWARD

These Trains are run as Extras:

STATIONS	PT21 (8)	PH22 (2)	ED46 (1)	ED48 (3)	PH16 (1)	ED44 (1)	PH18 (2)	ED56 (1)	PH24 (2)	PT60 (2)	ED40 (5)	ED50 (1)	CE4 (1)	PD2 (3)	ED52 (1)	EP2 (3)
FEDERAL STREET	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.
16th STREET	2.15	3.05	4.30	6.00	7.00	11.45	9.40	7.00	7.30		9.50	12.55	5.30	11.30	9.45	9.00
43rd STREET	3.00				8.00	12.45				9.00	10.20	1.30			10.45	
CM	3.45				9.00	1.30				9.30		2.00				
	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.

The time shown conveys no time-table authority.

TERMINAL FREIGHT TRAIN SERVICE — WESTWARD

STATIONS	ED47 (1)	PT61 (2)	PT2 (1)	PH17 (1)	PH23 (2)	ED43 (2)	PH19 (2)	ED57 (1)	PH25 (2)	ED39 (3)	ED49 (1)	CE5 (1)	PH1 (1)	ED45 (2)	ED51 (1)	NPI (1)
CM	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
43rd STREET	1.30	3.00		4.45	9.10		12.25	2.45	4.30			7.00	1.15	9.00	11.15	10.00
16th STREET		4.00	2.30		10.00	2.30			5.15		7.30					
FEDERAL STREET	4.00	4.30	4.00	6.15	10.30	4.30	2.30	4.30	8.30	11.00	7.45	7.30	1.45	9.45	12.01	10.30
	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.

(1) Daily. (2) Daily except Sunday.
The time shown conveys no time-table authority.

(3) Daily except Monday.
The time shown conveys no time-table authority.

(4) Monday, Wednesday and Friday.
The time shown conveys no time-table authority.

(5) Daily except Tuesday.
The time shown conveys no time-table authority.

(8) Daily except Saturday.
The time shown conveys no time-table authority.

THE TICKET OFFICES OF STATIONS NAMED BELOW WILL
BE OPEN FOR THE SALE OF TICKETS AS FOLLOWS:

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
6881	6804	Torrance.....	Closed	Closed
6881	6804	Blairsville.....	Closed	
6882	6884	Indiana.....	Closed	
6881	6884	Homer City.....	Closed	
6803	6804	Saltsburg.....	Closed	
6803	6804	Avonmore.....	Closed	
6738	6737	Salina.....	Closed	
6803	6804	Apollo.....	Closed	
6803	6804	Vandergrift.....	Closed	
926	902	Leechburg.....	Closed	
6861	6790	Kiskiminetas Jct. Freeport.....	Closed	
6861	6804	Natrona.....	Closed	
6861	6804	Brackenridge.....	Closed	
911	6804	Tarentum.....	Closed	
6800	6737	Creighton.....	Closed	
6800	6737	Springdale.....	Closed	
6800	6737	Cheswick.....	Closed	
6800	6786	Blawnox.....	Closed	
6861	6789	Aspinwall.....	Closed	
912	902	Emlenton.....	Closed	
903	903	Foxburg.....	Closed	
912	902	Parkers Landing.....	Closed	
933	937	East Brady.....	Closed	
933	937	Red Bank.....	Closed	Closed
926	902	Templeton.....	Closed	
912	902	Kittanning.....	903	902
933	924	Ford City.....	903	902
924	935	Braeburn.....	Closed	
6918	913	New Kensington.....	903	913
933	924	Oakmont.....	Closed	
933	924	Verona.....	Closed	

Kittanning open Saturday nights for sale of tickets for No. 913.
Kittanning and Ford City will not be open for sale of tickets for
train No. 939.

When an unusual number of passengers are expected for any
train not included in the foregoing list, Agents will open their
respective ticket offices to meet the demand.

SPECIAL INSTRUCTIONS.

S1. A rule referred to by number, unless otherwise specified is a rule in the Book of Rules.

Employees whose duties are affected by a Time-table, must have a copy with them while on duty.

TRAIN RULES.

S2. STANDARD TIME

S2A. Eastern Standard Time applies on this division as indicated on the cover and title pages.

D201. Standard clocks are located as follows:

Train Dispatchers Office, Pittsburgh
All attended Block Stations.

Pittsburgh Yard:—
Yard Office, 16th Street.
Yard Office, 43rd Street.

New Kensington:—
Agent's Office.

Kiskiminetas Junction:—
Yard Office.

Phillipston:—
Engine-house Office.

Herr's Island:—
Yard Office.

Blairsville:—
Crew Dispatcher's Office.

TIME TABLE

SYMBOLS

S3A. The following symbols will be used as indicated by Rule 5—A B C D, etc.

D301.

S4. LETTERS AND CHARACTERS

S4A. Rule 6 amplified:—

The following letters and characters 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, milk, newspapers or marketing.
- G—Regular stop, Saturday only.
- H—Regular stop to receive passengers, Saturday only.
- J—Regular stop to discharge passengers, Saturday only.
- K—Regular stop, Sunday only, to receive or discharge passengers.
- L—Stop on signal, Sunday only, to receive or discharge passengers.
- ‡—Unattended Block Station.
- No baggage service.
- ⊙—No baggage service Sunday.
- ⊕—Passenger train—Schedule assigned to gas or gas electric rail motor cars.
- *—Passenger train—Schedule assigned to handle passenger and freight equipment.
- ⊖—Passenger train—No train baggageman.
- ‡—Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

D401.

- M—Stop on signal to discharge passengers from.
- N—Stop on signal to receive passengers for and beyond.
- P—Stop on signal Saturday and Sunday to receive or discharge passengers.
- Q—Stop on signal to receive or discharge passengers, September 1st to June 1st.
- R—Stop on signal, Saturday only, to receive or discharge passengers.
- U—Stop on signal to discharge passengers from New Kensington and beyond.
- V—No 913 will stop on signal at Mosgrove 12:15 A. M. Sunday to discharge passengers.

S5.

COLOR SIGNALS

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc, (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. A track covered by a slow order, other than a train order or time-table Special Instructions, will be indicated by a Yellow Flag or Light placed to the right of the track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A Green Flag or Light placed to the right of track marks the end of restricted territory.

S6.—

S7. ENGINE WHISTLE SIGNALS

D701. Rule 14 (l) amplified.

Sound:

Indication:

— o o

Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards or other points where men may be at work on tracks.

Engine whistle signal will not be repeated or prolonged by trains making station stops at

Millvale	Verona
Aspinwall	Hulton
Blawnox	Oakmont
Cheswick	Parnassus
Springdale	New Kensington
Tarentum	Arnold
Brackenridge	Kittanning
Natrona	Foxburg
Hyde Park	Emlenton

for the street crossings located at these stations. However, special care to sound whistle must be used at these stations when a pedestrian or vehicle is seen approaching, or whenever a train is approaching at the same time another train, in same or opposite direction, is standing on, passing over, or just passed over the crossing.

D702. Rule 14m amplified:

"The engine whistle must be sounded as per Rule 14m, approaching non-stop points where mail is caught or delivered."

D703. "Rule 14m will not apply approaching regular station stops."

D704. If, for any reason a train is delayed after the flagman has been called and signal to proceed has been given, the engine-man will, after starting train, call for signal from the rear of train. If flagman is on the train, signal will be given according to Rule 12c. Trainmen must be in position to give and transmit signals.

D705. When necessary to make a road test of the air brake, the test must be completed before the Flagman is recalled.

D706. When enginemen of freight trains intend to stop for coal or water they will sound two long and three short blasts of the whistle when passing the last block station before reaching the water or coaling station at which it is intended to stop. Westward trains desiring water at Jacks Run will sound above signal at C. Q. Signalmen on receiving this signal will immediately notify the Train Dispatcher.

D707. Before entering a tunnel, Enginemen will sound the whistle as per Rule 14m as a warning to employees who may be working in tunnel.

S8. —

S9. COMMUNICATING SIGNALS

D901. Passenger trains will be started by the communicating signal. At initial terminals, this will be done from rear car of train. At station stops when train is ready to start, signal will be passed from the rear brakeman, forward by hand or lamp, and the trainman nearest the engine must give the communicating signal. At other stops, when the rear brakeman has been called and has returned to the train, he will give the signal.

When communicating signal fails and it cannot be repaired without detention, or when an engine not equipped with the signal appliance, is attached to a passenger train, before proceeding the Conductor will have an understanding with the Engineman as to how the train will be handled, instruct his crew accordingly and proceed, reporting the fact to the Superintendent at the most convenient place.

S10.

TRAIN SIGNALS

D1001.—

D1002. Rule 21a will apply on Double, Three or More Tracks.

Rule 21 modified:

(a) On single track portions of the Division the display of white flags and white lights as prescribed by Rule 21 will be omitted on all extra trains except passenger extras.

(b) A regular train will be identified by its engine number.

(c) A train must be informed by train order as to the number of the engine on an opposing superior regular train; if the engine number is not received by train order the identification will be made by a personal conference between the conductors and enginemen of trains involved.

(d) A train will obtain from the signalman the number of the engines on a superior regular train in the same direction it is moving.

(e) When a regular train is named in a train order by its schedule number, the engine numbers must be stated in addition to the schedule number.

(f) Signalmen must observe and record the engine number on regular trains and when reporting them will give the engine number in addition to the train number.

S10A.

RULE 21B

21b. (DOUBLE, THREE OR MORE TRACKS). On portions of the railroad so specified on the time-table, the display of white flags and white lights, as prescribed by Rule 21, will be omitted. Regular trains must be designated by both schedule and engine number.

D1003. Rule 17a amplified.

(g) Approaching a fixed Signal affecting the movement of the train when the weather conditions are such that signal can not be plainly read, headlights will be dimmed, if, in the judgment of the engineman, his view of the signal will be improved thereby.

D1004. Rule 26 amplified. When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

D1005. Rule 19 modified:

"The bottom line under Fig. 4, of Rule 19, page 24, and Fig. 10, page 27, and Fig. 14, page 29, modified to read:

'Lights showing yellow to the outside, and red to the rear.' and add the following:

Note—Markers will display colors to the rear as prescribed by figures 5 and 6 when conditions require."

D1006. Rule 19.

When the design of a car at the rear of a passenger train will not permit the change of night marker indication with safety, while the train is running, stop will be made. Conductors of passenger trains having such cars on rear of the train will notify the engineman.

D1007. Rule 19 amplified. On main tracks between Federal St. and A.J. between UY and VI Int. Plant and between VI Int. Plant and DN Block Station, Rule 19, Fig. 6, is not in effect.

Rule 19, Fig. 3, 4, 10 and 14 amplified in this territory:

DOUBLE TRACK. REAR OF TRAIN BY NIGHT WHEN TURNED OUT AGAINST THE CURRENT OF TRAFFIC. THREE OR MORE TRACKS. REAR OF TRAIN BY NIGHT ON FREIGHT TRACK WITH THE CURRENT OF TRAFFIC, OR ON ANY TRACK AGAINST THE CURRENT OF TRAFFIC.

D1008. When it is necessary for a train to clear on the Winfield Railroad main track at †WA Block Station, Rule 19, Figure 5, will be observed.

Operator at RA must not permit a train to follow such a train on the Winfield Railroad until a proper understanding has been had between the crews of both trains.

S11.

USE OF SIGNALS

S11A. When a pusher engine is assisting a train coupled behind the cabin car, and the flagman that protects the rear end

of the train is riding in the cabin car, the requirements as to the use of fuses should be met by throwing the fuses off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

D1101. Night signals will be displayed on rear of trains while passing through all tunnels by day.

D1102. Referring to Rule 27, when applied to Rule 287, figure 1, with marker light out, the absence of the marker light does not prevent the correct reading of the signal, but should be reported from the next point of communication where it can be done without serious delay to the train.

D1103. In complying with Rule 34, when calling signals, the name as it appears in the Book of Rules, shall be used, omitting the word signal, except Rule 275.

D1104. The minimum number of fuses and torpedoes which must be carried as part of the equipment in the service indicated, is as follows:

	Fuses	Torpedoes
Passenger Service.....	10	24
Freight Service.....	18	24
Engines.....	3	6

Additional fuses and torpedoes must be carried when necessitated by weather or other conditions. In event that the supply becomes depleted during the trip, proper advance information must be given in order that it may be replenished at convenient points.

Conductor and engineman will be responsible for seeing that train and engine are properly provided with train signals before starting from initial terminal, as well as enroute—Flagman and fireman are responsible for informing conductor and engineman when supply should be replenished enroute.

D1105. On Nos. 101, 102, 103, 104 Yard Tracks, Inbound and Outbound Engine, Cabin and Shop Tracks Kiski Jet. Yard, Switch Lamps will not be lighted. Between Homer City and Indiana switch targets used in lieu of switch lamps. Third paragraph Rule 27, not in effect.

D1106. Rule 27 modified.

Reflectors illuminated by headlights are substituted for lighted lamps on switch stands at:

West End Denny Siding No. 1 Track.

East End Denny Siding No. 2 Track.

Sarver Station track.

West end and east end Franklin Glass Company track west of Cabot.

West end and east end Cabot Siding.

Cabot Station track.

East end Wye, Butler.

West end Wye, Butler.

Standard Oil Co. switch, Butler.

Atlantic Refining Co. switch, Butler.

Sinclair Oil Co. switch, Butler.

Franklin Glass Co. switch, Butler.

East end WA Storage switch.

West end WA Storage switch.

Marwood Siding.

Craigs Siding.

East end KD Siding.

West end KD Siding.

Herman Siding.

Indiana Branch—All main track switches between MP 3, Blairsville, and MP 13, Homer City.

D1106A. Rule 27 modified.

Reflectors illuminated by headlights substituted for marker lights upon distant signals at:

Garvers Ferry No. 2 track S. P. Signal.

Braeburn No. 2 track S. P. Signal.

Slow Boards at:

Salina Tunnel No. 1 and No. 2 tracks.

Woodhill Tunnel, Northward and Southward.

East Brady Branch, B. J. Southward.

Apollo Branch, AP Eastward.

S11B. Slide Protection Fences.

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

On Double track, trains moving against the current of traffic must be governed by signal marked SP for normal track and the signal governing approach thereto.

Employees finding such signals displaying the most restrictive indication must promptly report to the Superintendent. Slide protection fences located as follows:

(a) No. 2 track—signal 2994 feet north of fence located north of Garvers Ferry.

(b) No. 1 track—signal south of Garvers Ferry (governs reverse movements on No. 2 track when caution is displayed.)

(c) No. 2 track—signal north of Braeburn for fence located north and south of Edgecliff.

(d) No. 1 track—signals 196 and 214 for fences located between Valley Camp and Braeburn.

(e) No. 1 track—signal 2500 feet west of Leechburg for fence at Leechburg.

(f) No. 2 track—Distant Signal for UM (governs reverse movements on No. 1 track when Caution is displayed).

D1107. S P Signals protect facing switches as follows:

Signal 214—switch leading to Braeburn Siding No. 1 Track.

Signal Garvers Ferry No. 1 track—switch leading to K. J. Sdg. and Hill track K. J.

Signal East UM No. 1 track—switch leading to Valley Coal Co. track.

S12.

SUPERIORITY OF TRAINS

D1201. On the Apollo Branch trains from AP Block Station to Apollo Y are superior by direction to trains of the same class in the opposite direction.

D1202. Except on Indiana Branch, Northward and Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

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

S13.

BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division, where all General Orders of this Division will be posted and delivered, also bulletin board points on Winfield R. R., where General Orders of this Division, as indicated below, will be posted and delivered.

General Orders of other Divisions will be posted and delivered at points on this Division as indicated below:

LOCATION	OTHER DIVISIONS	ZONE
Herris Island, Yard Office	Pittsburgh Eastern	A,B,C, A
West Winfield, Agent's Office	Conemaugh	A.
Kiskiminetas Jet., Yard Office	Pittsburgh Middle Buffalo Eastern	A,B,C, B, H, A.
Blairsville, Crew Dispatchers Office	Pittsburgh Middle Eastern	A,B,C, B, A.
16th Street Pittsburgh, Yard Office	Pittsburgh Eastern	A. A.
43rd Street, Pittsburgh, Yard Office	Pittsburgh Buffalo Pan Handle Eastern	A,B,C, H, A, A.
New Kensington, Agent's Office	Pittsburgh Eastern Buffalo	A. A. H.
Phillipston, Enginehouse Office	Buffalo Renovo Pittsburgh	H. F. A.

S14.

GENERAL ORDERS

S14a. Rule 75 amplified.

D1401.

1. Conductors and enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page following the instructions under caption "Miscellaneous" in each conductor and engineman's Home Division time-table must show their Home Division, Name, Occupation, and all General Order Zones over which they are qualified to run, either in part or as a whole. If a conductor or engineman is qualified to run over a Foreign Division, the qualification page in their time-table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time-tables.

2. The Bulletin Board Attendant will supervise the handling of the employee's register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

He must personally witness the signatures of conductors and enginemen on their register, personally inspect time-tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time-tables, and, after each conductor and engineman has registered and has his time-table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time-table and Form "Z" his time slip and Form "Z" properly prepared.

An additional form "Z" card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a conductor or engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "last General Order" on employee's register, will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on, the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time-table is effective, or, after a Form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of a month, with no change in time-table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time-table is effective, the information shown on the old form "Z" card need not be shown on the new one, but proper information for first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the engineman must show his General Orders to his fireman, and when he has no conductor he must also show his Form "Z" to his fireman. The conductor must show his General Orders to his trainmen.

4. When conductors and enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

(a) Check the qualification page in each others time-tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each others time-tables.

(c) Compare their Forms "Z" for that trip.

5. In the application of these instructions a pilot will be regarded the same as a conductor or engineman.

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen when not serving in that capacity must be provided with a Form Z, and when they register at the beginning of each day's work, present to the bulletin board attendant their Time Tables and have necessary General Orders inserted, also present their Form Z to be punched as provided by instructions covering conductors and enginemen serving in that capacity.

7. Qualifications of Conductors and Enginemen will be checked when new time tables go into effect. The proper entries will be made on the qualifying pages of the time tables by the Assistant Train Masters and Assistant Road Foremen of Engines for trainmen and engine employees. These new qualifications will remain in effect until the issuance of the succeeding time table, except as hereinafter specified.

A Conductor or an Engineman, who has not made a trip, either in service or a special trip in order to keep posted, on the physical characteristics of the road, on his own division, or a part of it, or over connecting divisions used in interdivisional service during the time the preceding time table was in effect, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portions of the road involved, be examined and qualified by the proper division officer.

If time tables are not issued twice a year, qualifications of Conductors and Enginemen will be checked at the expiration of six months from date of issuance of last time table.

Conductors and Enginemen ordered to run over any portion of a Division or foreign railroad, over which they are not qualified, must inform Crew Dispatcher, or, when conditions require, the Superintendent.

D1401A. On turnaround runs, conductors and enginemen relieved for a period of three hours or less, are not required to present time-tables to Bulletin Board Attendant for examination at turning point. However, this does not relieve compliance with paragraphs 3 and 4 of D1401.

D1402. General Order Zones of this Division are as follows:

Zone A. West of Bagdad and south of Kiski River Bridge 28.91 Kiski Jet, including Branches.

Zone B. Territory East of Bagdad including Branches.

Zone D. Territory North of Kiski River Bridge 28.91 Kiski Jet, including Branches.

General Orders for each Zone will be numbered consecutively followed by the proper zone letter, (Example: General Order No. 301, Zone A.)

S15.

TRACK ASSIGNMENTS

D1501. Double Track: (NUMBERED SOUTH TO NORTH) (EAST TO WEST):

Federal Street to JD.

VI Int. Plant to UY (Brilliant Branch).

Track No. 1, EASTWARD TRACK.

Track No. 2, WESTWARD TRACK.

VI Int. Plant to BJ.

Track No. 1, NORTHWARD TRACK.

Track No. 2, SOUTHWARD TRACK.

D1502.—

D1503. When siding switches are numbered the following will apply. Only those main track switches connecting a siding used in train movement will be numbered, No. 101 being the most eastward or northward Switch, with the numbers increasing toward the westward or southward. When trains meet at a numbered switch by train order, the train which can enter the siding without backing must do so.

D1504. Other Assigned Tracks and Sidings.

(a) No. 101 shifting track between CQ and UY used in both directions and movements thereon must not be made without permission from signalman at CQ, except that proper signal governing movement to No. 101 track at CQ will be authority to make eastward movements thereon and proper signal governing movements to No. 101 at UY will be authority to make westward movements thereon.

Trains or engines clearing this track between CQ and UY will report clear promptly to CQ. Time Table Special Instruction D-1608 will apply.

(b) Third track between connection with No. 1 main track 1135 ft. west of Glassmere and Natrona used as a shifting track and permission must be secured from Signalman RA to use this track. Time Table Special Instructions D1608 will apply.

(c) No. 101 and No. 102 yard tracks between NA Block Station and North end Coleman Yard used respectively as Northward and Southward freight shifting tracks. Time Table Special Instruction D1608 will apply.

Normal Position for switch leading from 101 track to 103 track South End Coleman Yard is for 103 track. Trains using 101 track will not pass clearance point until switch has been set for movement.

Reverse movements on these tracks between 29th Street and North end Coleman Yard must not be made without authority of Yard Master at 43rd Street.

Trains must not use these tracks between 29th Street and NA Block Station without permission from Signalman at NA.

Signalman at "NA" is authorized to make reverse movements between 29th Street and "NA."

Trains or engines must secure permission from Yard Master 43rd Street to use No. 102 or No. 101 track between 29th Street and north end Coleman Yard.

(d) Third track between VI Int. Plant and Coleman Yard used as No. 103 freight shifting track in both directions. Movements on this track must not be made without permission from signalman at "UY", except that proper signal at VI Int. Plant will be authority to make northward movements thereon.

Northward trains using this track must secure permission from Yard Master 43rd Street before fouling switches at south end Coleman Yard. Time Table Special Instruction D1608 will apply.

(e) No. 101 track between BJ Block Station and Phillipston used in both directions under control of signalman BJ. Permission must be secured from Signalman BJ before movements can be made on this track, except that proper signal at BJ will be authority to make Northward movements thereon. Time Table Special Instructions D1608 will apply.

(f) No. 101 track between North End Parkers Siding and tDR Block Station used in both directions under control of Signalman NZ. Permission must be secured from Signalman NZ

before movements can be made on this track. During time NZ is closed permission must be secured from Signalman ST before movements can be made on this track. Time Table Special Instructions D1608 will apply.

Proper fixed signals at BJ and NZ will be authority for northward trains to use Tunnel and Parker Siding.

(g) No. 301 track between tRL Block Station and Mile Post 120, used in both directions under control of Signalman RH. Permission must be secured from Signalman RH before movements can be made on this track. Time Table Special Instructions D1608 will apply.

(h) On above mentioned tracks Rule 14 (db) will apply for Eastward or Northward movements and Rule 14 (ef) will apply for Westward or Southward movements.

(i) Trains with cabin cars or light engines on above mentioned Nos. 101, 301, 102, 103 tracks and shifting tracks at night will display yellow to rear and trains without cabin cars will display one yellow flag, by day and one red light, by night, to indicate rear of train.

(j) Schenley, Pucketa, Plum Creek, Yellow Creek, Tearing Run, Avonmore, and Kennerdell Branches, and Apollo Extension will be operated as industrial tracks. Time Table Special Instructions D1608 will apply.

Movements on these tracks will not be made without permission from signalman as follows:

Schenley	AJ
Pucketa	FN
Plum Creek	DN
Yellow Creek	} BI
Tearing Run	
Kennerdell	ST
Avonmore	VN
Apollo Extension	AP

(k) On foregoing tracks a speed of 15 miles per hour must not be exceeded.

S16.

MOVEMENT OF TRAINS

D1601. Train Dispatchers are located at Penna Station, Pittsburgh, Pa.

Renovo Division Train Dispatchers are in charge of movements between Division Board East End Red Bank Yard and Red Bank Station.

S16A. Rules 83 and 83a.

The information required by Rules 83 and 83a must be obtained as indicated below:

D1602. Rule 83. Written Clearance, C. T. 1246 issued by Signalman, or Train Order, issued by Dispatcher.

Rule 83a. Verbal or by signal.

S16B. Rule 98.

D1603. (a) An unattended Interlocking Station, on east side of B. & O. R. R. main track, just north of the crossing of the Conemaugh Division and B. & O. R. R., Indiana Y, in service. Directions for the operation of the plant posted in building.

Trains using this crossing will be governed as follows:—

When signals on B. & O. R. R., track are in diagonal position, and in addition, display of yellow light by night, B. & O. R. R. trains may proceed over crossing without stopping. When signals are in horizontal position, and in addition, display of red light by night, B. & O. R. R., trains must stop.

When signals on Conemaugh Division track are in diagonal position, and in addition, display of yellow light by night, and derail set to proceed, Conemaugh Division trains may proceed over crossing. When signals are in horizontal position, and in addition, display of red light by night, Conemaugh Division trains must stop.

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

(c) The Pittsburgh and Allegheny railroad, crosses the tracks of the Conemaugh Division at 31st Street, Pittsburgh Yard. All trains or engines must be preceded by a flagman before making a movement over this crossing.

S16C. Rule 104.

Unless hand-operated switches in main track are listed in the time-table as being in charge of a switch tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour.

D1604A. Switch tenders are stationed at and have charge of main track switches as indicated:

Location	Switches
----------	----------

D1604B. Switches at Block Stations are in charge of Signalman as follows:

ST. Block Station, crossover switches.

NZ Block Station, South end Parkers Siding.

RA Block Station, crossover switches.

VN Block Station, crossover switches.

Signalman will not set switch for a train to enter a siding or crossover until speed has been reduced to 15 miles per hour, except where this speed is controlled by fixed signal indication.

S16D. Rules 106 and 106a.

D1604. At Freeport trains are relieved from observing Rule 106.

ALADDIN—SCHENLEY

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

(a) When passenger trains are receiving or discharging passengers, trainmen must, unless otherwise instructed, have all side and trap doors closed on the opposite side from the station platform and must conform to Rule 106a when using other than assigned track or making other than schedule stops.

(b) Signalman BI will notify westward inferior trains if superior trains due have not arrived or departed and will also notify inferior trains on Indiana Branch if superior trains due have not arrived and departed.

(c) Signalman at AP and AJ, will notify inferior trains if westward superior trains due to start from their station, have not left, or if superior trains terminating at their station and due, have not arrived.

(d) Signalman at AJ will notify southward inferior trains if southward superior trains due to start from that station, have not left, or if superior trains terminating at AJ and due, have not arrived. Will also notify northward inferior trains from the East or West if Southward Superior trains due at AJ have not arrived. Also notify southward trains if northward trains due to arrive at Braeburn have not arrived and if southward trains due to depart from Braeburn have not left.

(e) Signalman at UY will notify eastward low grade inferior trains if eastward superior trains due via the route not being used by the former, have not left, or if westward superior trains due, have not passed. Will also notify inferior trains moving to that point from west leg of Y if westward superior trains due, have not left and will notify westward inferior trains from Brilliant Branch or westward trains on low grade, if westward low grade superior trains due, have not left, or if eastward low grade superior trains due have not passed.

UY will notify Eastward trains from Brilliant Branch if Westward passenger trains due have not passed.

(f) Signalman at CM will notify Eastward trains moving to Valley No. 1 or entering No. 1 between CM and DN if superior trains due have not left on Valley No. 1 or if passenger trains Southward due have not passed.

(g) Signalman at FN will notify southward inferior trains if southward superior trains due to start from New Kensington, have not left or if northward superior trains terminating there and due, have not arrived.

(h) Signalman FD will notify Southward trains if Northward trains due to arrive at Aladdin have not arrived and if Southward trains due to depart from Aladdin or Schenley have not left.

(j) Signalman Federal St. will notify Eastward trains if westward Passenger trains due have not arrived.

(k) Signalman at "BJ" will notify all Southward inferior trains if Southward superior trains due from East Brady Branch have not passed, and also notify Southward trains if trains due to terminate on East Brady Branch have not arrived.

Conductors and Enginemen will be governed accordingly.

S16E. Rules 251, 253, 254.**D1605. Double, Three or More Tracks.**

Rules 251, 253 and 254 are in effect.

Steam or equipment failures, taking coal or water, will be considered work.

D1606.—**S16F. AUTOMATIC HIGHWAY CROSSING SIGNALS.**

D1607. Automatic highway signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 30 and 31. They operate when trains approach crossings with or against the current of traffic on main tracks only.

"Except that at the following locations they do not operate for movement against the current of traffic. Trains moving against the current of traffic must approach these crossings, at not to exceed one-half their maximum authorized speed prepared to stop short of an obstruction, and must prolong or repeat warning whistle (Rule 14-L)."

PARNASSUS:**First and Second Crossing North and first crossing South of Station.**

Trains moving on sidings or in yards which cross a highway where automatic highway crossing signals are installed, will run carefully, sounding the warnings as prescribed by Rules 30 and 31.

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

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

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

At the following locations a device is provided to cut out the operation of automatic highway crossing signals by trainmen. When such device is used, no movement may be made over the crossing by their train unless protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

No. 101 track St. Petersburg Road, Foxburg.

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

D1607-A. Automatic highway crossing signals are in service on Nos. 101 and 102 tracks at Atlantic Refinery, 57th Street and 58th Street, Pittsburgh Yard; also on No. 101 track St. Petersburg Road, Foxburg. Circuits at 57th and 58th Streets extend between a point 420 feet north of 58th Street and 420 feet South of 57th Street.

Circuit on No. 101 track at Foxburg extends 600 feet on each side of crossing.

D1607-B. No. 101 track, Foxburg. Push buttons marked "Stop" and "Start" for No. 101 track St. Petersburg Road, Foxburg, in service.

These buttons are connected with flashing light highway crossing signals. Operation of button marked "Stop" prevents flashing of signals at that point and operation of button marked "Start" restores them to service for No. 101 track.

When engines or cars are standing or switching on No. 101 track within approximately 600 feet of crossing (locations indicated by yellow marker boards), and crossing will not be fouled, a member of either the engine or train crew must operate button marked "Stop" for that track and button marked "Start" must be operated by same crew only, before train proceeds over crossing.

Trains on No. 101 track will reduce speed so that front of train will not exceed 12 miles per hour over the crossing.

D1607-C. Movements of gas-electric cars or cars of similar type without trailer over highway crossings protected by crossing warnings must be made carefully to avoid possible accident.

When there is a film of rust or foreign substance on the rails gasoline or gas-electric rail motor cars cannot be depended on to operate flasher highway crossing signals. Enginemen and trainmen must observe such signals and if not properly flashing upon approach of motor car must arrange for protection of crossing before passing over it.

D1607-D. Approaching the following grade crossings, protected by watchman, trains running against the current of traffic or on other than main tracks must sound a second warning whistle, Rule 14 (l) and must reduce speed so the front of train will not pass over crossing in excess of 15 miles per hour.

SHARPSBURG—Main Street.

" —13th Street.

" —15th Street.

NEW KENSINGTON—9th Street.

PITTSBURGH—28th Street and Liberty.

" —28th Street and Penn Avenue.

" —28th Street and Smallman Street.

D1608. Trains moving on yard and other tracks not operated under Block Signal rules or by train orders, must move at such speed that they can stop within range of vision unless tracks are seen or known to be clear and switches properly set.

D1609. When starting a freight train on an ascending grade having a helper on the rear, the front engineman will signal for the return of the flagman. When the flagman returns, the engineman of rear helper will signal to release brakes. Steam should then be applied gradually to avoid rough handling of the train. The leading engine should be moved carefully for a distance of one car length for each 20 or 25 cars the engine will start.

When necessary to take the slack to start the train, the front engineman will do so, after giving the whistle signal as prescribed by Rule 14 (a). If not successful in starting the train after taking the slack with the front engine, the rear engineman will take the slack, after giving the whistle signal as prescribed by Rule 14 (a). When there are two engines on the front end of a train, the leading engineman only will take the slack; and when there are two helpers on the rear, the rear engineman only will take the slack. In starting the train under either of the above conditions, the engineman next to the train will not use steam until necessary to supplement the other engine. Enginemen must use care and good judgment to avoid damage to the train.

When starting a freight train on a descending grade, having a helper on the rear, after proper signals have been transmitted and the brakes released, the helping engineman on the rear will

start the train. The engineman must use care and avoid rough handling. If for any reason the helping engine on the rear cannot start the train the engineman on the hauling engine, on receiving proper signals, will use steam gradually until the train is started. The engineman of the hauling engine should exercise extreme care when taking up the slack. When necessary, the independent brake should be used to control the speed until the entire train is in motion.

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

When the flagman is ready to cut off the pushing engine he will give the engineman a cut-off signal, i. e., hand, flag or lamp swung vertically in circle at one-half arms length followed by proceed signal. After engineman acknowledges this signal as prescribed by Rule 14-g flagman will close angle cock on rear end of cabin and stop cock on front end of pushing engine and will separate brake pipe hose between cabin and pushing engine. Engineman will cut in cut-out cock underneath brake valve but will continue to push as occasion requires until stop signal is given by flagman. Engineman will then ease off gradually in order to avoid damage to train.

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

D1610. Signal located on north end of Island Platform on west side of No. 2 inbound house track, 11th Street Freight Station, Pittsburgh, shows two positions for bridges spanning Nos. 1 and 2 tracks between inbound house track and Island platform. When showing red it will indicate that the bridges are up and when showing green it will indicate that bridges are down.

Signal located on north end of outbound house showing two positions for bridges spanning Nos. 7 and 8 tracks, will govern movements to be made same as outlined above for Nos. 1 and 2 tracks.

D1611. The minimum clearance for trolley wires running across and over tracks is 20' 9" above top of rail. A man standing on a high box car in the act of giving a signal by swinging his arm or lantern overhead would make contact with such wires, if he happened to give the signal at the time he was passing under the wire and subject himself to serious danger, and trainmen are warned against this danger at the following points where overhead trolley wires cross the tracks of the Conemaugh Division:

28th Street and Penn Avenue, Pittsburgh.

Liberty Avenue and Penn Avenue, Pittsburgh.

Main Street Crossing, Sharpsburg.

D1612. Overhead bridges 118.17 at East Sandy and 0.10 over back channel of Allegheny River at Herrs Island do not have proper clearance and are not protected by head tappers.

Trainmen will be so governed when riding on top of box cars under these bridges.

The following overhead bridges do not have sufficient clearance above top of rail to clear men riding on top of cars and are not protected by the use of Bridge Warnings or Head Tappers. Trainmen will be governed accordingly when riding on top of cars under these bridges:

- (1) Highway Bridge between Blairsville Station and BI on Highgrade tracks.
- (2) Avonmore Coal Station, Sand Bins and Coal Tipple.
- (3) Highway Bridge over Lane Public Delivery track.
- (4) McFettridge Bros. Coal Tipple—Baileys Run Branch.
- (5) 16th Street Bridge—Allegheny River over tracks Pittsburgh Yard.
- (6) Highway Bridge—62nd Street, Etna.
- (7) Pipe Crossing—Crucible Steel Company just south of 30th Street, Pittsburgh Yard.
- (8) U. S. Aluminum Company Coal Tipple north of Valley Camp.
- (9) Red Bank Coaling Station—Low Grade Track.

D1613. Box cars not exceeding a width of 10 feet and height of 13 feet 6 inches, can be placed on Allegheny-Pittsburgh Coal Company track at Logan's Ferry.

No clearance for man on top or side of car while moving through arch bridge.

No clearance for Engine or Box Car to pass Crusher Building, Templeton, Limestone track due to screen on side of Plant.

Close clearance at Bog Ore Dock, Kennerdell Industrial Track, and insufficient clearance for man on top of car Grain Elevators, Schenley Distillery. Train and engine crews will be governed accordingly.

D1614. Enginemen of all locomotives moving on Nos. 1 and 2 high grade tracks, Aspinwall Station, must not lean out of cab window on account of close clearance with Station roof.

D1615. Sidings will be used only by permission from signalman as follows and as provided for by Rule 90A;

Tunnel Siding	BJ
Parkers Siding	NZ
CQ Siding	CQ

D1616. When trains moving to or from Pittsburgh, via 29th street stop and block crossings at Smallman Street, Penn Avenue or Liberty Avenue, conductors must open them immediately, using great care on account of grade at these points. After crossing has been cut and it has been ascertained that cars are properly secured, conductor will notify gateman at Smallman Street, Penn Avenue and Liberty Avenue, so that they can arrange to let street traffic through. In cutting crossing, cars must not be closer than 60 feet from crossing.

On account of the large volume of traffic over grade crossings in the Sharpsburg district and Pittsburgh Yard District 11th Street to 62nd Street, inclusive, it is of the utmost importance that these crossings be obstructed as little as possible, and freight trainmen must be in a position to promptly open crossings at any point in their train.

D1618. The fixed semaphore signal for Northward movements located just south of Liberty Avenue and an additional fixed semaphore signal located just north of Smallman Street will be used in connection with the protection of street traffic over Liberty Avenue, Penn Avenue and Smallman Street. In the event of a reverse movement being made, or if trains are notified that signal is out of order, conductors and enginemen in addition to obtaining proper authority to proceed, are required to know that all gates are down or street crossings otherwise protected.

D1619. When helping engines are to be coupled to the rear of freight trains, such trains must come to a stop for the purpose of having helping engine coupled, and the air brake on helping engine made operative from the leading engine. After air brake hose between helping engine and train has been coupled, a road test must be made to ascertain that air brakes are in perfect working order.

D1620. At RA, VN, DN, FN, BJ, and at AJ, South of AJ only, trains may make crossover movements within the Home or Block Signal limits, without regard to the superiority of trains after obtaining permission from the Signalman. Trainmen and Enginemen are relieved from observing Rule 152.

Signalmen must not give permission if the Home and distant signals have been cleared without permission from Train Dispatcher.

D1621.—

D1622. When Fig. 1, Rule 275 is displayed by position light fixed signals located at North and South ends of Wood Hill Tunnel and North end of East Brady Tunnel, trainmen will get in communication with Operators at "ST" and "BJ" respectively before proceeding through tunnels.

When Fig. 3, Rule 282 is displayed by fixed signals located at North and South end of Kennerdell Tunnel, trainmen will get in communication with Operator at "ST" before proceeding through tunnel.

SALINA TUNNEL:

Tunnel signal for No. 1 track, located west end tunnel, will display Aspects Fig. 1, Rules 275, 282, 283 and 286, and will also operate as Distant Signal for VN Block Signal. Slow board located 2000 feet west of Tunnel Signal.

Tunnel signal for No. 2 track, located east of Salina Bridge No. 27.79, will display Aspects Fig. 1, Rules 275 and 286. Slow board located 2000 feet east of Tunnel Signal.

When Fig. 1, Rule 275 is displayed by these signals, trainmen moving with current of traffic will communicate with Signalman at "VN" for instructions.

In the event of means of communication failing at these tunnels, in which case train will proceed carefully with flagman 1800 hundred feet in advance with the train under control prepared to stop short of any obstruction while moving within limits of tunnel signals.

D1625. Conductors and Enginemen, in addition to complying with Rule 103-A, must arrange that each and every movement over public grade crossings at the following locations are protected by having trainmen precede such movement to warn the public.

PITTSBURGH

—Pike and Smallman Streets between 11th and 29th Streets, except Smallman St., Penn Ave., and Liberty Ave.

GLENOVER

—Sun Oil Co. Track 1353 feet west of Passenger Station.

HARMARVILLE

—Freeport Road.

CHESWICK

—Freeport Road.

CREIGHTON

—Freeport Road.

BUTLER

—Monroe St.

BUTLER

—Kittanning Road (Route 422).

SCHENLEY BRANCH

—Park Coal Co. Track.

APOLLO

—Apollo Station.

INDIANA

—Philadelphia St.

INDIANA

—Oakland St. (Route 80).

TEARING RUN BCH

—Indiana Public Highway.

YELLOW CREEK BCH

—Mecco Public Highway.

YELLOW CREEK BCH

—Homer City Public Highway.

GRACETON

—Indiana Public Highway.

CORAL

—Indiana Public Highway.

OAKMONT

—Scaife's Industrial Track.

NEW KENSINGTON

—Indian Run Branch.

COWANSHANOC

BRANCH

—State Highway.

KITTANNING

—Duck Run Branch.

EAST BRADY

—Main Street (Route 68).

D1626. BLAIRSVILLE. The use of manually operated Safety Gates at Market Street Crossing discontinued from 5:35 A. M., Sunday, until 5:35 A. M. Monday. Any train or engine movement over this crossing between hours named must be protected by train or engine coming to a full stop before proceeding over crossing, and two flagmen, with red flags by day and red and white lanterns by night, precede each train movement over the crossing and remain at crossing on each side of train until it has cleared crossing.

D1627. During wet or thawing weather trains must approach both ends of East Brady, Kennerdell and Woodhill Tunnels carefully, account of rocks and dirt falling.

D1628. RED BANK STATION. Trains on No. 1 and No. 2 main tracks will approach Red Bank Station carefully and not proceed until it is seen or known that track is clear.

D1629. When necessary to back a Gas-Electric or Gas Rail Motor Car, a trainman must take position on the leading end of car while moving backwards.

S17.

MOVEMENT BY TRAIN ORDERS.

D1701. Enginemen of helping engines, except enginemen of pushing engines, must be provided with a copy of orders affecting the movement of their trains. The engineman of each engine taken on as a hauler at a point where no orders are delivered to the train, must be advised by the train engineman of all orders affecting the train in the territory covered by the additional hauling engines.

D1702. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a.

D1703. When a slow order to be delivered to a train covers a track close to the Block Station signalman must bring the train to a stop before delivering the order.

D1704. Train orders issued for movement of single or double track snow plows must specify kind of plow—whether single or double track.

D1705. When train order signal aspect 290 is displayed for other than Train Order the notation (No 19 Orders) must be written on the bottom and signed "Operator."

S18. YARDS AND YARD INSTRUCTIONS.

S18A.

93b. On portions of the railroad, within defined limits within terminals specified on the time-table, trains and engines are not required to protect against following movements. On main tracks, within these limits, trains and engines must move with caution, prepared to stop short of other movements or obstructions, unless by signal indication the track ahead, on which movement is to be made, is known to be clear. On other than main tracks within these limits, trains and engines must move at such speed that they can stop within range of vision, unless such track is seen or known to be clear and switches properly set.

Rule 93b in effect as follows:

On all tracks between Nadine, north end of Pittsburgh Yard, and Division Post north end of 11th Street Bridge, also on No. 103 track between VI Interlocking Plant and Coleman.

D1801. Rules 93 and 317d are amplified.

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by time table schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 15 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rule 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at least one yellow flag must be displayed on the rear to indicate the rear. Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1801A. Rule 93a. DOUBLE, THREE OR MORE TRACKS

Engines using main track within yard limits will display one yellow flag by day and one red light by night to indicate rear of train.

D1802. Yards indicated by Yard Limit boards are located at

Indiana	Phillipston
Torrance	Red Bank
Blairsville	
Apollo Branch	
Butler	
Lane	

S19. SPEED TABLE.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0.36	100.00	0.48	75.00	1.21	50.00	2.24	25.00
0.38	95.00	0.51	70.00	1.20	45.00	3.00	20.00
0.40	90.00	0.55	65.00	1.30	40.00	4.00	15.00
0.42	85.00	1.00	60.00	1.43	35.00	6.00	10.00
0.45	80.00	1.05	55.00	2.00	30.00	12.00	5.00

S20. SPEED RESTRICTIONS.

Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three position retaining valve, and air brake cylinder—10" minimum diameter.

On account of braking arrangement, when passenger trains have class X-29, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars, the lading of which is less than 25,000 pounds each, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional car load shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agency.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No 99-B-1.

D2001. Maximum Speed:

Miles
per hour

Main Lines:	
Federal Street-Compitt Jct. with passenger engines.....	55
VI Int. Plant-M.P. 120 with passenger engines.....	60
With freight engines.....	45
Brilliant Branch:	
With Passenger Engines.....	40
With Freight Engines.....	25
Indiana Branch:	
With passenger engines.....	35
With freight engines.....	30
Apollo Branch:	
With passenger engines.....	12
With freight engines.....	12
Butler Branch:	
With passenger engines.....	25
With freight engines.....	25
East Brady Branch:	
With passenger engines.....	40
With freight engines.....	30
Low Grade Branch:	
With passenger engines.....	40
With freight engines.....	35
All other Branches.....	15
Gas Electric	
Rail Motor.....	
Main Lines.....	40
Indiana Branch.....	35
Butler Branch.....	25
Brilliant Branch.....	25
East Brady Branch.....	30
Low Grade Branch.....	40
Other Branches.....	12

Unless otherwise specified:	
Main Lines.....	45
Indiana Branch.....	25
Brilliant Branch.....	18
Apollo Branch.....	12
Butler Branch.....	25
East Brady Branch.....	30
Low Grade Branch.....	35
All other Branches.....	15

Circus Trains.....	45
Extra trains within single track yard limits.....	15

Main Lines:	
On Curves.....	20
On Straight track:	
With boom trailing.....	30
With boom forward.....	20
Butler Branch.....	20
Indiana Branch.....	20
East Brady Branch.....	20
All other Branches.....	10

Wreck Trains.....	
With boom trailing.....	30
With boom forward.....	20
Butler Branch.....	20
Indiana Branch.....	20
East Brady Branch.....	20
All other Branches.....	10

Trains other than Wreck Trains handling industrial derricks or other pivoted machinery moving on its own wheels	Main Lines:	
	On straight track with boom trailing.....	30
Track Cars	With boom forward.....	20
	On curves.....	20
	When operated over territory where the maximum speed for freight trains is less than shown above, conform to the speed of that territory.	
	Note:—The heavy end of industrial cranes must be forward and the light end trailing.	
	Unless otherwise specified.....	20
	When hauling track cars or trailers.....	10
	Through crossovers, turnouts, highway and railroad crossings.....	5
	Hand cars operated under Rule 80—maximum.....	8

D2002. Speed indicated below must not be exceeded between stations named, on curves and over bridges.

BETWEEN STATIONS

	Miles per hour
Between Conpitt Jct. and BI Block Station.....	35
Between Livermore and BI Block Station No. 1 Track.....	30
Between westward distant and westward home signals, AP Block Station No. 2 track.....	40
Between Distant Signal No. 1 track East of UM Block Station and Leechburg Station.....	30
East and west leg of Wye Kiski Jct.—Indiana, Blairsville, Torrance and Butler Wyes.....	10
Between UY Block Station and Federal Street.....	45
Main street crossing, Sharpsburg (Front of train only).....	15
Between DR and MP 120 (north of East Sandy).....	50
Between MP 44 and 45, Kittanning.....	30
Between a point 420 feet south of 57th Street and a point 420 feet north of 58th Street crossing, Pittsburgh yard.....	10
No. 2 track between 2000 feet north of Black's Run and 1400 feet north.....	30
Nos. 1 and 2 tracks between 2000 feet south of MP 25 and 3100 feet south of MP 25 South of McKean.....	30
Nos. 1 and 2 tracks between 1800 feet north of Mile Post 34 and 1500 feet south of Mile Post 34, north of Johnetta.....	45
Nos. 1 and 2 tracks between 1000 feet north of Mile Post 38 and 1500 feet south of Mile Post 38, south of Rosston.....	45
Through—NZ cross-over between main track and Parkers Siding.....	15
Trains must not exceed a speed of 10 miles per hour over bridge 28.91 spanning Kiski River at Kiski Junction.	

Butler Branch:

Between Mile Post 1 East of Lane and West End Butler Branch.....	15
--	----

Apollo Extension—Between Foster Clay Siding and East End

Indiana Branch:

Between Indiana and Homer City.....	30
Between Torrance and Blairsville.....	30

East Brady Branch:

Between Phillipston and East Brady.....	20
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CURVES

	Miles per hour
Conpitt Junction to Federal Street:	
East end of bridge O.1 Bolivar (No. 2 track).....	10
Between Bow Tunnel and Tunnelton (No. 1 track).....	15
Between Bowman Coal Co. switch west of Tunnelton Station and M.P. 20 east of White Station.....	45
At Mile Post 21, west of White.....	40
East of Saltsburg Station.....	30
Between Saltsburg Station and Edri Station.....	30
Between Edri Station and east end Truxall storage track.....	45
East of middle cross-over Truxall storage track.....	45
No. 1 track first and second curve west of Truxall middle cross-over.....	45

	Miles per hour
No. 2 track first and second curve west of Truxall middle cross-over.....	20
First curve east of AP Block Station.....	45
First curve east of West Apollo Station.....	45
Second curve west of West Apollo Station.....	35
At M.P. 36, east of East Vandergrift Station.....	45
Jones' Cut east of Vandergrift to M.P. 39 west end Vandergrift yard.....	30
First curve west of Pine Run crossover.....	50
Just east of Hyde Park Station.....	30
M.P. 42 west of Hyde Park Station to M.P. 44 west of UM.....	45
Bagdad Station curve.....	45
At M.P. 46, west of Bagdad.....	45
At M.P. 47, Kiski. Yard Office—No. 2 track.....	45
First curve east of AJ.....	45
West end Allegheny River Bridge.....	45
Between west end Freeport storage and M.P. 51, east of west end of BJ siding.....	45
First curve west of Natrona Station.....	45
First curve east and first curve west of West Tarentum.....	45
First curve east of Glassmere.....	35
Curve at Springdale Station and first curve east of Springdale Station.....	45
Curve at M.P. 62, west of Colfax.....	45
First curve east of Cheswick Station.....	40
Cheswick Station curve.....	45
First curve west of M.P. 63, west of Cheswick.....	50
Between first curve east of Harmarville and second curve west of Hulton Ferry Station.....	45
First curve west of Glenover.....	50
Curve at east end of UY Interlocking Plant (main line).....	40
First and second curves east of Sharpsburg Station.....	40
First curve east of Etna Water Plug.....	30
On Brilliant Branch, curve on east and west leg of Wye at UY.....	10
Between VI Int. Plant and M.P. 120, N. of East Sandy	
VI Int. Plant.....	20
South end of Coleman Yard to third curve north of Sandy Creek.....	50
First curve north of Hulton.....	50
Logans Ferry Station and first curve north.....	50
Curve at M.P. 22, south of Edgecliff.....	50
First curve south and first curve north of Garver's Ferry.....	50
First curve south of Bridge 28.91, Kiski. Jct.....	30
Between Schenley and Donley water station.....	40
First curve south of Kelly Station.....	50
First curve north of Logansport.....	50
Second curve north of Logansport.....	45
First curve south of Rosston Station.....	45
North end reverse curve north of West Penn Power switch north of Manorville.....	45
First curve north of curve at Mosgrove Station.....	50
Second curve south of Templeton Limestone Co. switch.....	45
First curve north of Templeton Station.....	50
Between Mahoning Station and KS.....	45
Curve south of Redbank Station.....	40
South end East Brady Tunnel and first curve north of tunnel (including tunnel).....	40
First curve north of Sarah Furnace.....	35
Second and third curves north of north end of tunnel siding.....	45
First and second curves north of West Monterey.....	50
Between Foxburg Crossover and DR.....	50
First curve north of north end of Birch siding.....	35
Between M.P. 94, one mile south of Woodhill tunnel and first curve north of Rockland Station (including tunnel).....	45
First curve north of south end of ST northward siding (Sand Curve).....	30
Second curve south of ST.....	40
Between M.P. 104, one mile south of Kennerdell Tunnel and M.P. 110, north of Kennerdell tunnel (including tunnel).....	45
Third and fourth curves north of Kennerdell Tunnel.....	30
Brandon curve.....	45
Point curve, second curve north of M.P. 115.....	45

	Miles per hour
First curve south and first curve north East Sandy Water Station.....	45
Third curve south of M.P. 120.....	45
First curve south of MP. 120.....	35
Low Grade:	
First curve east of Red Bank.....	15

INDIANA BRANCH

First Curve North of Blairsville Station.....	30
Reverse curves 1000 feet north of Mile Post 4.....	30
Reverse curves at Bluff just south of Mile Post 6.....	25
Reverse curves just south of Mile Post 7, south of Black Lick..	20
Indiana—School and Church Streets, Grade Crossing.....	10

BUTLER BRANCH

Second curve east of Mile Post 1, east of Lane.....	20
Two mile curve, at Mile Post 2.....	20
Three mile curve on curve at Mile Post 3.....	20
First and Second curve west of †WA Block Station.....	20
First curve east of †WA Block Sta.....	20
First and second curve east of Monroe.....	20
First and second curve east of Sandy Lick.....	20
Sandy Lick Station Curve.....	20
First curve west of Sandy Lick Station.....	20
First curve east of bridge No. 6.99, west of Sarver.....	20
Second curve east of bridge No. 8.09 east of Sarver.....	20
Second curve east of Herman.....	20
Hanlon's Dump, east of Brinker.....	20
Voegleys Curve west of Mile Post 19.....	20

BRIDGES

LOCATION	Less than 21,000 gal capacity tenders				21,000 and 25,000 gal. capacity tenders			
	Class of Engine							
	I	M	L	C	I	N	M	2
	Miles Per Hour							
2.00 Conemaugh River Bridge, Cokeville-----	20							20
4.79 East of Monroe Station (Butler Branch)-----	15	15						15 15
8.75 Walnut Street, Blairsville Low Grade Tracks-----								30 40
27.79 East End Salina tunnel--								20 30
57.53 West of Creighton for Shifting Track only-----								30—
57.85 East of Glassmere-----								30 40
10.75 Plum Creek North of Verona No. 3 track-----			20	20				
28.91 Kiskiminetas Jct. Kiski River Bridge-----	10			10				10 10
39.05 Rosston-----	30							30—
53.99 Templeton No. 2 track---	15	30		20				15 30
60.65 Rimerton-----	30							30—
60.81 Rimerton-----	30							30—
62.45 Red Bank, 1 Mile South--	30							30—

	Miles per hour
D2003. "Dead engines of a design having two or three pairs of drivers and no trucks.....	20
Dead engines of a design having four pairs of drivers and no trucks.....	25
Two or more such dead engines in the same train to be separated by one or more cars."	

D2004. Engines without trucks.....	15
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D2005. "When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

Class of Engines	Miles per Hour
N-1-s	8
C-1	8
I-1-s	8
All others	15

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

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

When the front sections of side rods on a class I-1s engine have been removed, also when the front side rods of a class L-1s engine, equipped with Duplex crossheads, have been removed, the main rods will be taken off and the crossheads properly secured with the studs provided for that purpose.

Rule 750 amplified.

	Miles per hour
D2006. Through all main non-interlocked turnouts.....	15

D2007. Class M1 Engines must not exceed a speed of 5 miles per hour over No. 8 crossovers or turnouts. This will apply at the following locations on main track territory:

CQ INTERLOCKING

No. 1 track to McFadden Street Yard.

DENNY

East end Siding to No. 1 track.

ETNA

Crossover No. 1 to No. 2 track.
Crossover No. 2 to Etna Yard.

AJ INTERLOCKING

West leg of Wye.
Turnout No. 1 main track to Horn track.

WEST END VANDERGRIFT YARD

Trailing crossover between Nos. 1 and 2 tracks.

UM INTERLOCKING

Trailing crossover No. 2 to tail track.

AP INTERLOCKING

Facing switch No. 2 to Apollo Branch.

BLAIRSVILLE—Walnut Street

Crossover Main and Storage track.

Class C1 engines must not exceed speed of 5 miles per hour through girder rail turnouts.

Class M1 engines while moving over crossovers or turnouts in yards, also over crossovers or turnouts leading to or from yards or sidings, must not exceed a speed of 5 miles per hour.

Class M1 engines must not exceed speed of 5 miles per hour on the west leg of wye at Torrence and movements must be forward.

Class M 1 engines with cars must not use west leg of Wye Kiski Junction except in forward movement.

D2008.Miles
per hour**D2009.** Snow plows..... 35

Snow plows on single track when meeting or passing passenger trains.....

Snow plows on double track when passing passenger trains occupying opposite main track.....

These speeds must be further reduced around curves, and at other points consistent with safety.

Snow flangers in service..... 2

D2010. Electrically equipped Multiple Unit cars moved deadhead in steam trains..... 2

If it is known that the motors have been removed from such cars, before deadhead movement is made, this restriction does not apply.

D2011. Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains.**D2012. Various.**

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

CLASS	FORWARD			BACKWARD
	WITH TRAIN	LIGHT		
	PSGR.	FRT.		
A.....		15	15	15
B.....		20	20	20
C-1.....		25	25	25
CC-2.....		20	20	20
D.....	60	40	50	25
E.....	60	40	50	25
G-5a.....	60	40	50	25
H-6-8-9-10.....	45	45	30	25
I.....	45	45	30	25
K.....	60	45	50	25
L.....	45	45	30	20
M.....	60	45	50	25
N-1.....	35	35	30	20
N-2.....	40	35	30	20
Gas-electric rail motor cars.....	40	—	40	40
Gasoline rail motor cars.....	40	—	40	25

Track scales..... 4

Approaching and moving onto all turn tables..... 6

D2013. Minimum running time for freight trains and light engines in either direction:

Federal St. to UY	12 minutes
UY to RA	18 minutes
RA to AJ	11 minutes
AJ to AP	21 minutes
AP to VN	13 minutes
VN to BI	23 minutes
BI to Compitt Junction	23 minutes

S21.**SIGNAL RULES****D2101 Rules 279-281-282-283-284 and 285, modified:****RULE 279**

INDICATION—PROCEED, PREPARED TO STOP AT NEXT SIGNAL, WITHIN INTERLOCKING LIMITS, A TRAIN MUST NOT EXCEED 15 MILES PER HOUR.

NAME—SLOW-SPEED-SIGNAL

RULE 281

INDICATION—PROCEED, WITHIN INTERLOCKING LIMITS, A TRAIN MUST NOT EXCEED 15 MILES PER HOUR.

NAME—CLEAR-SLOW-SPEED-SIGNAL

RULE 282

INDICATION—A TRAIN EXCEEDING ONE-HALF ITS MAXIMUM AUTHORIZED SPEED HERE MUST AT ONCE REDUCE TO NOT EXCEEDING THAT SPEED WHERE A FACING SWITCH IS CONNECTED WITH THE SIGNAL, APPROACH THAT SWITCH PREPARED TO STOP.

APPROACH NEXT SIGNAL PREPARED TO STOP.

NAME—CAUTION-SIGNAL

RULE 283

INDICATION—A TRAIN EXCEEDING ONE-HALF ITS MAXIMUM AUTHORIZED SPEED HERE MUST AT ONCE REDUCE TO NOT EXCEEDING THAT SPEED. APPROACH NEXT SIGNAL PREPARED TO STOP.

NAME—APPROACH-SIGNAL

RULE 284

INDICATION—APPROACH NEXT SIGNAL AT NOT EXCEEDING ONE-HALF THE SPEED AUTHORIZED FOR PASSENGER TRAINS AT NEXT SIGNAL, BUT NOT EXCEEDING 30 MILES PER HOUR.

NAME—APPROACH-RESTRICTING-SIGNAL

RULE 285

INDICATION—PROCEED, WITHIN INTERLOCKING LIMITS, A TRAIN MUST NOT EXCEED ONE-HALF THE SPEED AUTHORIZED FOR PASSENGER TRAINS, BUT NOT EXCEEDING 30 MILES PER HOUR.

NAME—CLEAR-RESTRICTING-SIGNAL

D2102. In conforming to the speed when operating under Rule 282 (caution signal) and Rule 283 (approach signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce to not exceeding one-half its maximum authorized speed at the signal, the speed should be so reduced as soon as proper handling of the train will permit. Where the indication shown in Rule 282 is received, engineer must not resume speed on seeing next signal clear, if there is a facing switch between the point where he sees the signal and the signal.

Where the indication shown in Rule 280 is received, engineer must not resume speed until the track is seen to be clear to the end of the block.

Where the indication shown in Rule 283 is received, engineer may resume speed on seeing the next signal ahead clear.

D2103. Semaphore signals will be changed to position light type from time to time without further notice.**D2104.** During time FN, NZ, and VN are closed distant signals will indicate position of main track switches at FN, NZ and VN Block Stations.**D2105.** TAKE SIDING INDICATORS LOCATED AS FOLLOWS:

No. 2 TRACK. Block Signal 489, just east of Freeport—Take siding at BJ Siding.

Block Signal 553, just west of Brackenridge—Clear No. 2 Main at West Tarentum Yard.

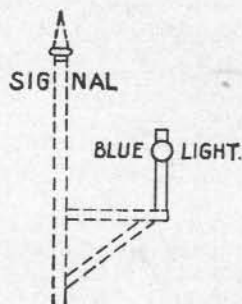
Block Signal 619, just west of Colfax—Take siding at Denny.

No. 1 TRACK. Block Signal 650, just west of Harmarville—Take siding at Denny.

Block Signal 586, just west of Glassmere—Clear No. 1 Main on shifting track, West Tarentum Yard.

Block Signal 534, just east of Natrona—Take siding at BJ Siding.

Trains receiving a take-siding-indication will call for instructions from Signalman before clearing on siding.

S21A. SIGNAL ASPECTS.**D2101A.****(a) SIGNAL ASPECTS NOT STANDARD.**

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

NAME: Signal Mast Bracket Marker.

Block Signals:

- DN Northward No. 1 track.
- BI Eastward single track.
- BJ Northward single track.
- BJ Northward East Brady Branch

Distant Switch Signals

- Northward Foxburg
- Northward Emlenton

D2102A. Slow boards used in lieu of distant signals to home or block signals at the following locations:

VO BLOCK STATION	SALINA TUNNEL
Eastward	Eastward
	Westward
WOODHILL TUNNEL	APOLLO BRANCH
Northward	AP Eastward
Southward	
EAST BRADY BRANCH	
BJ Southward	

INDICATION—A TRAIN EXCEEDING ONE-HALF ITS MAXIMUM AUTHORIZED SPEED HERE, MUST AT ONCE REDUCE TO NOT EXCEEDING THAT SPEED. APPROACH NEXT SIGNAL PREPARED TO STOP.

S22. BLOCK SIGNAL RULES.

D2201. Four wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman.

D2202. The first paragraph of Rule 362 amplified.

Trains must not pass a Stop signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block, pass a Stop signal without Clearance Card (Form C).

D2203. A train will be permitted to back out at an intermediate station in order to proceed in the opposite direction after consultation with and being authorized by the Train Dispatcher, in Manual Block Territory.

D2204. Extra trains, except passenger extra, may be admitted to a block that is occupied by a work extra, under permissive signal and with a copy of the work extra's order to protect itself.

D2205. When a train clears a block between block stations, or at an unattended block station the flagman may, when authorized by the conductor or engineman, report clear to the signalman. Instruction S33-A modified.

D2206. A train handling snow plow in service must not be admitted to a block which is occupied by another train.

On double track, passenger trains and a train handling single track snow plow in service must not be moved in opposite directions between two block stations.

D2207.—

D2208. Where distance between Block Stations is less than five miles, Block Signalman may ask for block upon receiving information that train has passed the second block station in the rear.

S23.**MANUAL BLOCK SYSTEM.**

D2301. Rules 301 to 375 inclusive, are in effect as follows, except that Rules 317a, 317b, 318a and 318b will apply only on portions of the Division as specified:

Main Line between Conpitt Junction and UM, and between UM and AJ on No. 2 track.

Main Line between Blairsville and BI.

Indiana Branch between †TR and †NM.

Apollo Branch between AP and †NS.

Butler Branch, between †JB and †BA.

Main Line between MP 120 (East Sandy) and DN.

Between †BY and BJ East Brady Branch.

Main Line Red Bank Yard.

D2302. Rule 317a will apply between AP and VN for all movements against the current of traffic.

D2303. Rule 317b will apply:

Indiana Branch.

Butler Branch.

Apollo Branch between AP and †NS.

BI and †D.

BJ and Mile Post 120.

†BY and BJ, East Brady Branch.

And for all movements against current of traffic except between AP and VN.

D2304.—

D2305. Rule 318b will apply.

Between Conpitt Junction and UM, and between UM and AJ on No. 2 track.

Between BJ and DN.

D2305A. "A train stopped at a home or block signal at which a telephone is located may fill out a clearance card (Form C) or a caution card (Form D), as authorized by the signalman and then proceed as prescribed by the card."

S23A. UNATTENDED BLOCK STATIONS.

An unattended block station is a point designated by a sign indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2306. Unattended block stations are controlled by the signalman specified in time table, or Special Instructions.

The sign indicating an unattended block station will display by day the station call, and in addition, by night a red light and yellow light horizontal; the yellow light next to the main track.

The signalman may give a train oral permission to enter a block, and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear. If from any cause, conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, may proceed through that block on its rights or time-table authority, preceded by a flagman to the next point of communication and report to the Superintendent. Conductors and enginemen finding an unattended block station, sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light, and report the fact to the Superintendent.

Where a Block Station is attended a portion of the time, and Unattended the remainder of the time, during a 24-hour period the Unattended sign will be installed and light on sign extinguished during the time Station is Attended.

(To be printed on green paper, size 5 1/2 x 3 1/2).

FORM K	THE PENNSYLVANIA RAILROAD CLEARANCE CARD	FORM K
_____ Block Station, _____ M. _____ 19____		
To Conductor and Engineman: Train _____		
Proceed at _____ as though _____ signal was displayed		
Report clear at _____		
_____ Signalman.		
<i>The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalman, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.</i>		
<i>The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.</i>		

D2307 A train receiving Clearance Card (Form K) to pass unattended block station, and arriving at such station after a time for it to become an open block station, must identify a train to the signalman before accepting a signal to proceed that station, as Clearance Card (Form K) is thereby annulled.

"Clearance Card, Form K, authorizing a train to pass one or more unattended block stations without stopping, annulled when train clears the main track and reports clear of block."

D2308. —

S24. —

S25. AUTOMATIC BLOCK SYSTEM

D2501. Rules 501 and 505, 505b to 514, inclusive, are in effect as follows:—

Between Federal St., and AJ Block Stations, and between AJ and UM on No. 1 track.

Between UY and VI. Int. Plant.

Between VI. Int. Plant and DN Block Stations.

D2502. Double, Three or More Tracks. In Automatic Block System territory at interlockings where there is no Block-signal that governs the use of the block from the limits of the interlocking, the Home-signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next Block-signal beyond the interlocking.

D2503. Unless it is known that gasoline motor cars, and cars of similar type or construction will operate automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block Signal territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2504. In Automatic Block System territory, if, in connection with train using hand operated main tracks switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

D2505. When a train clears the main track within automatic block system limits, it must also clear the insulated rail joints on the siding to avoid holding block signal in stop position.

D2506.

In Automatic Block System territory, Gas-Electric or Gasoline Motor Rail Cars, must be handled under Manual Block System Rules to the extent that no train must be admitted to a Block occupied by such cars unless they are handling a trailer.

S25A. —

S25B. —

S25C. — Rule 511-A.

When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be opened before main track is fouled.

S25D. Grade Signals.

D2507. Location of Grade Signals:

No. 2 main track Block Signal 70.5 between UY and VI Int. Plant.

No. 1 main track Block Signal No. 48.8 located 900 feet East of Freepoint Station.

"A tonnage freight train, as referred to in Rule 277, is a train having 80 percent or more of the authorized slow freight engine rating, or, having in excess of 90 cars, including the cabin car."

"Before entering territory where Grade Signals are in use, conductor must notify engineman of authorized slow freight engine rating for that trip, exact tonnage, or number of cars in train and changes due to setting off or picking up cars."

S26.

INTERLOCKING RULES.

S26A. "Rule 663 amplified. Trains or engines must not pass an Interlocking Stop signal without receiving Clearance Card (Form C) or train order. The signalman may authorize a conductor or engineman to fill out Clearance Card (Form C)."

D2601.

Switches—Power Operated from Distant Point of Control.

Location VI Interlocking Plant	Control Station UY Block Station
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D2602**AJ Interlocking**

1. Trains or engines before entering and after clearing Main tracks between AJ Interlocking signal and the Home signal at Aladdin crossover No. 2 track; at Kiski Jct., Water Plug No. 2 track, North end AJ Siding No. 1 track, will report to Signalman AJ.

2. Trains or engines not being governed by Automatic Block System Rules and receiving signal indication Rule 276 will, Stop—then proceed, at once not exceeding 15 miles per hour to the next signal expecting to find a train ahead, broken rail, obstruction, or switch not properly set.

3. Track cars moving South on No. 2 track, West on No. 2 track or North on No. 1 track will stop at Home signals at Aladdin crossover, Kiski Jct. Water Plug and North end AJ Siding and secure permission by telephone from AJ to proceed.

4. Normal movement on Horn Track is from No. 1 Eastward main track, movements in reverse direction on this track must not be made without permission from Signalman AJ.

S27. Non-interlocked switches connected with Manual Block Station Signals.

D2701.

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
AJ	No. 2 Westward main track between AJ Interlocking Signal and Distant Signal.
	No. 2 Southward main track, between AJ Interlocking Signal and Distant Signal.
	Switch in No. 1 main track leading to Schenley Branch.
	No. 1 Northward main track, between AJ Interlocking Signal and Distant Signal.
AP	Facing Switch No. 2 main track leading to West Apollo Station.
VN	Facing Crossover between main tracks.
BI	Facing switch No. 1 main track leading to BI dump track.
FN	Facing Crossover between No. 2 main track and No. 1 Main Track.
	Trailing Crossover between No. 2 main track and Industrial Track.
ST	Both Crossovers.
NZ	Crossover South End Parkers Siding.

S28.

TRACK CARS.

(a) General definition of track car—amplified:

Track car—A hand car, or self propelled car or truck, which may be manually moved to or from the track.

(b) Rule 829 paragraph 10, amplified.

Track cars must not be operated except as prescribed by Rule 80 when so provided in the time-table.

(c) Rule 206, amplified:

The prefix H. C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

(d) Rule 80, amplified:

When track cars are approaching road crossing at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) Track cars must be equipped with Flagman's signals as follows:

Day Signals—Two red flags, torpedoes and fuses.

Night Signals—Two red lanterns, two white lanterns, torpedoes and fuses.

(f) Rule 80, fifth paragraph, amplified as follows:

They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a "train other than a passenger train", AND MAY BE ADMITTED BY TRAIN ORDER AND UNDER STOP BLOCK SIGNAL TO A BLOCK FOLLOWING A PASSENGER TRAIN IN MANUAL BLOCK TERRITORY.

D2801.

(1) Track cars will be operated over entire Division as provided for by Rule 80.

(2) Track cars must not be used in Automatic Block System territory unless special provision is made for Manual Block System protection.

(3) In Automatic Block System territory, signalman will not permit trains or track cars to follow track cars without instructions from the Superintendent. He must also comply with Rule 221c when a track between his block station and the next block station in advance is occupied by a track car.

(4) In the application of Automatic Block System rules to track cars, signalmen must not give permission, nor a fixed signal, authorizing a track car to enter a block at any point without authority from the Superintendent.

(5) To avoid delay to passenger trains, track car extra must clear main track and report clear to the Superintendent, or Signalman before a passenger train is due to leave the block station in the rear.

(6) Where Automatic Block System rules for single track, Nos. 551 to 564, inclusive, are in effect and opposing movements are not protected by controlled manual block system rules, track cars must clear main track and report clear to the Superintendent, or signalman before an opposing or following passenger train is due to enter block at a block station, signalman will not permit any train to enter a block occupied by a track car without instructions from the Superintendent.

(7) Track cars must not pass an attended block station without verbal permission or proper hand signal in addition to fixed signal.

(8) Track cars will not operate automatic or semi-automatic signals, or highway crossing warning signals, neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movement made by such cars; signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

(9) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must run on the rail nearest the ditch, and on double, three or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train can not be seen in

ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

(10) Velocipedes to be operated by authority of the Superintendent.

(11) Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

(12) The last four numerals of the present M. W. number shall be known as the running number.

(13) Track cars must not pass over remote controlled switches without permission from the signalman and will report clear after having cleared same.

(14) In the movement of track cars at interlockings, the following instructions will govern: The signalman before clearing the signal for movement of a track car through, or giving permission for the movement within the interlocking, must secure all affected switch levers with standard blocking device, the levers to remain secured in this manner, until the driver of the track car reports that the movement has been completed. The driver of the track car must report immediately to the Signalman when the movement has been completed.

Pony trucks may shunt track circuits and must not be used within interlockings except by permission of signalman.

(15) In controlled manual block system territory signalman must comply with Rule 221c when a track between his block station and the next block station in either direction is occupied by a track car.

They must not be used in Controlled Manual Block System territory unless special provision is made for Manual block protection.

D2801A.

An employee who has been on duty sixteen consecutive hours during any 24 hour period shall not be permitted to operate nor be responsible for the operation of a track car until after he has had 10 consecutive hours of rest.

An employee who has been on duty 16 hours in the aggregate during any 24 hour period shall not be permitted to operate nor be responsible for the operation of a track car until after he has had 8 consecutive hours of rest.

An employee coming within the provisions of paragraph 1 or 2, must take action through his immediate superior at least two hours in advance of the time his services would be restricted to avoid being called upon to operate or be responsible for the operation of a track car when on duty in excess of 16 hours.

Employees called upon for such service before the expiration of the full rest period, as required in paragraph 1 or 2, must report the fact to his immediate superior before going on duty.

The provisions of the Federal Hours of Service Law and Rule 704, will apply to the Drivers of track cars.

D2802.

East Brady Tunnel:

Northward—Track cars must report to operator when clear of tunnel.

Southward—NZ will not permit a train to follow a track car in block south, if track car is destined beyond East Brady Tunnel, unless such train is notified not to proceed through East Brady Tunnel without first securing permission from BJ. Track cars south must stop and ask BJ for instructions before entering Tunnel.

Woodhill—Kennerdell—East Brady—Salina Tunnels:

Trains must not be permitted to follow track cars in either direction until track cars report clear of tunnel.

S29.

ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. Equipment as designated must not be permitted on tracks, bridges, etc., named.

A letter or symbol under class of engine indicates restriction in the use thereof and refers to a note below in explanation. Absence of letter or symbol indicates no restriction.

LINE OR BRANCH	CLASS OF ENGINES								
	CC1 CC2	N1 N2	I1	M1	C1	L1	K5 K4 K3 K2	H10 H9 H8 E6 G5	H6
Indv. trks. JD to Bl.	----	E	E	E	----	E	E	----	----
Bolivar—Garfield Smokeless Coal Co	----	F	F	F	F	F	F	----	----
Bolivar—Garfield Fire Brick Co.	----	F	F	F	F	F	F	----	----
Bolivar—Kline Coal Co.	----	F	F	F	F	F	F	F	----
Indiana Bch. includ- ing East and West Legs of Y at Tor- rance.	----	E	R	K	----	----	----	----	----
Blairsville Y.	----	E	----	----	----	----	----	----	----
Blairsville Branch	----	E	E	E	----	E	E	----	----
Tearing Run Branch	----	E	E	E	----	----	E	----	----
Yellow Creek Branch	----	E	----	E	----	----	E	----	----
Indiana—All frt. sta. public and indiv. tracks north of Phila. St.	----	E	E	E	E	----	----	----	----
Indiana—Freight Sta. Coal Trestle..	----	F	F	F	F	F	F	H	----
Tunnelton—Atlas Powder Co.	----	F	F	F	F	F	F	----	----
Avonmore Branch	----	E	E	E	E	E	E	----	----
Apollo Ccll. trks. No. 6431	----	E	E	E	----	----	E	----	----
Apollo Branch.	----	E	E	E	----	----	----	----	----
Apollo Branch Extn.	----	E	E	E	----	----	E	----	----
Vandergrift, east and west ends of trks. Nos. 3, 5, 6, 7 and 8	----	E	E	E	----	E	E	----	----
Indv. tracks Vander- grift Yard to UM.	----	E	E	E	----	E	E	----	----
Schenley Branch	----	EF	EF	EF	EF	EF	EF	----	----
Pgh. and Shawmut RR Inter. tracks.	----	E	E	E	----	E	E	----	----
Butler Branch.	----	E	FI	FI	----	----	----	----	----
Winfield Branch.	----	EF	EF	EF	DEF	DEF	DEF	DEF	----
Indv. trks. on Bulter Branch.	----	E	I	I	----	----	E	----	----
Indv. trks. Natrona to Federal St.	----	E	E	E	----	E	E	----	----
Baileys Run Branch	----	E	E	E	----	E	E	----	----
Sharpsburg - Pgh. Electric-Galvanizing Co. Track	----	E	E	E	E	E	E	E	E

SEE NOTE

LINE OR BRANCH	CLASS OF ENGINES								
	CC1 CC2	N1 N2	I1	M1	C1	L1	K5 K4 K3 K2	H10 H9 H8 E6 G5	H6
CQ and Union Stk. Yds.....		EF	EF	EF	F		E		
Aspinwall Borough Elec. Light Trestle.....		F	F	F	F	F	F		
Aspinwall—Ross Pump Sta. track.....		E	E	E		E	E		
Sharpsburgh Boro. Coal Trestle.....		F	F	F		F	F	H	See Note B
Herrs Island. Pgh. Prov. & Pkg. Co. Ice House Track.....		F	F	F	F	F	F	H	See Note C
Butler Stand. Plate Glass Co. Bridge.....		F	F	F	F	F	F		
Kiski Jct. and M. P. No. 120 (East Sandy).....		F							
Kennerdell Branch.....		E	E	E					
Emlenton Freight House Track.....		E	E	E			E		
Emlenton James Coal Corp. Trestle Track.....		F	F	F	F	F	F		
Foxburg Supply Co. Track.....		E	E	E	E		E		
East Brady Branch.....		EF		EF					
Phillipston Yard Crossover from run around trk to Ladder, North End.....		E	E	E		E			
A459 Rimerton Sta. Track North of Pump Station.....	SEE NOTE	E	E	E		E	E		
A447A Cowanshannoc Spur.....		E	E	E		E	E	O	
A451 Templeton-Limestone Co past frog leading to coal Track.....		E	E	E	E	E	E	E	E
Kittanning-Atlantic Rfg. Co. No. 67 and McNeese - Reese Brick Co. Track.....		E	E	E		E	E	E	E
A429 Jos. E. Finch & Co. Back. Track.....		E	E	E		E	E		
Kiski Jct. to Coleman Yard.....		N	N	N					
Kiski Jct. River Brdg No. 28.91.....		F							
Kiski Jct. east leg of Y.....		E							
Indian Run Bch. Y.....		E	E	E		E			
Indian Run Branch.....		E	E	E		E			
Ind. Run Bch—Gen. Elec. track 2nd Ave.....		E	E	E	E	E	E	E	E
Ind. Run Bch.—A.S. & T.P.Co.Pa.Bar Trk.....		E	E	E	E	E	E	E	E
Ind. Run Branch-Iro Scrap Track.....		E	E	E	E	E	E	E	E
Ind. Run Bch-Alum. Co. Track. Arnold Plant.....		E	E	E	E	E	E	E	E
Ind. Run Bch-Alum Co. Track 9th St.....		E	E	E	E	E	E	E	E

LINE OR BRANCH	CLASS OF ENGINES								
	CC1 CC2	N1 N2	I1	M1	C1	L1	K5 K4 K3 K2	H10 H9 H8 E6 G5	H6
Ind. Run Bch-Spg. Wks. Track, River Tracks.....		E	E	E	E	E	E	E	E
New Kensington—Gen. Elec. Co. Trks.....		E	E	E	E	E	E	E	E
New Kensington—P. H. Murphy Co., Tracks.....		E	E	E	E	E	E	E	E
Pucketa Branch.....		E							
Hulton-Valve Bag Co of Amer. Tracks.....		E	E	E	E	E	E	E	E
Oakmont-Scaife & Sons Co., Track, A 411.....		E	E	E	E	E	E	E	E
Edgewater Steel Co. Tracks.....		E	E	E	E	E	E	E	E
Verona—North end Hill Yard.....		E	E	E		E	E		
Plum Creek Branch.....		E	E	E		E	E		
Verona-River Yard South Ladder tks. Nos. 7, 8, 9, 10, 11, and 12.....		E	E	E		E	E		
Verona River Yard North Ladder tks.....		E	E	E		E	E		
Coleman Yd. to 29th St. Pgh.....		B							
Brilliant-J. K. Davison & Bros. tracks A-238.....	SEE NOTE	E	E	E		E	E		
Pittsburgh Gravel Works.....		E	E	E		E	E		
Pgh. 62nd St.-Hubbarb & Co. Track. A-219.....		E	E	E	E	E	E	E	E
Pgh. 62nd St-Union Steel Castg. Co. Spur Track.....		E	E	E	E	E	E	E	E
Pgh. 58th St.-United Engrg. - Fdy. Co. Lincoln Plant trk. A-207.....		E	E	E	E	E	E	E	E
Pgh. 57th St.—Atl. Rfg. Co. Tracks. A-197, 201 & 204.....		E	E	E	E	E	E	E	E
Pgh. 56th St-Hanlon & Gregory trk. A-191.....		E	E	E	E	E	E	E	E
Pgh. 55th St., United Engrg. & Fdy. Co. Frank Kneeland Plant track, A-207.....		E	E	E	E	E	E	E	E
Pgh. 54th St.-Waverly Oil Wks. Tracks A-181A & A-184.....		E	E	E	E	E	E	E	E
Pgh. McCandless Ave Pgh. Spg. & Steel Co. Track, A-179.....		E	E	E	E	E	E	E	E
Pgh. McCandless Ave Am. Bridge Co. Track A-178.....		E	E	E	E	E	E	E	E
Pgh. 49th St.—H.K. Porter & Co. House Track.....		E	E	E	E	E	E	E	E
Pgh. 48th St.—Mcconway & Torley Co. Track A-166.....		E	E	E	E	E	E	E	E

LINE OR BRANCH	CLASS OF ENGINES								
	CC1 CC2	N1 N2	I1	M1	C1	L1	K5 K4 K3 K2	H10 H9 H8 E8 G5	H6
Pgh. 48th St.—Hep- penstall Forge & Knife Co. Tracks.	----	E	E	E	E	E	E	E	E
Pgh. 48th St.—Ladder trk. leading off No. 22 track	----	E	E	E	----	E	E	----	----
Pgh. 43rd St.—Cabin trk., southbound	----	E	E	E	----	E	E	----	----
Pgh. 41st St.—Pgh. Piping & Eqpt. Co. Track A-123	----	E	E	E	E	E	E	E	E
Pgh. 40th St.—Arsenal Track A-122B	----	E	E	E	E	E	E	E	E
Pgh. 36th St.—Track leading to Penn. I. & S. Co. trk. A-114	----	E	E	E	E	E	E	E	E
Pgh. 36th St.—Am. Steel Fdry. trk. A- 109	----	E	E	E	E	E	E	E	E
Pgh. 33rd St.—Penn. Lub. Co. Track, A- 101	----	E	E	E	E	E	E	E	E
Pgh. 33rd St.—Stand- ard Oil Co. of Pa., Track A-95	SEE NOTE	E	E	E	E	E	E	E	E
Pgh. 32nd St.—Lect- rone Steel Co. trk. A-90		E	E	E	E	E	E	E	E
Pgh. 31st St.—South end of local track		E	E	E	E	E	E	E	E
Pgh. 29th St.—Yard tracks		E	E	E	E	E	E	E	E
Pgh. 29th St.—to 11th St.		B	B	B	----	----	E	----	----
Between 29th and Liberty Ave.	----	E	E	E	----	----	----	----	----
Pgh. 29th St.—Col- onial Supply Co. Track A-75	----	E	E	E	----	E	E	E	E
Pgh. 24th St.—R. Monroe & Sons. Track A-41	----	E	E	E	----	E	E	E	E
Pgh. 23rd St.—Arm- strong Cork Co. Track A-38	----	E	E	E	----	E	E	E	E
Pgh. 12th St.—Spear & Co. Track, A-3	----	E	E	E	----	E	E	E	E
Pgh. 12th St.—Con- solidated Ice Co. Track A-5	----	E	E	E	----	E	E	E	E
Pgh. 12th St.—Chas. Koch & Co. Trk. A-1	----	E	E	E	----	E	E	E	E

B—Use prohibited on account of close clearance.
D—Class L-1 engines may use Winfield Branch between IWA Block Station and a point 2,000 feet east thereof.
E—Use prohibited on account of curvature.
F—Use prohibited on account of light bridges.
H—H10 or heavier account light bridges.
I—Can only be used on Butler Br. within Lane yard limits.
K—Cannot be used on Indiana Branch north of Black Lick and on east leg of wye at Torrance.
N—Use prohibited on No. 0 and No. 3 tracks over Plum Creek Bridge No. 10.75 north of Verona.
O—Heavier than H8 account light bridges.
R—Cannot be used on Indiana Branch north of Homer City and on east leg of wye at Torrance.
NOTE A—CC1 and CC2, use prohibited on account of close clearance.
NOTE B—Restriction H for Sharpsburg Boro Coal Trestle applies to 400 feet from switch point.
NOTE C—Restriction H for Pgh. Prov. & Pkg. Co., Ice House Track applies to 350 feet from switch point.
NOTE D—Public delivery track off No. 101 track east of Main Street, Sharpsburg—all engines except "B" class restricted account of curvature.
NOTE E—Herrs Island—New Meat House track. Box cars exceeding 13'6" in height will not clear overhead structure on track.

S30.——

S31.

EMPLOYES REGISTER

[S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Enginehouse Foreman or their representatives, or Operator, when register is signed at a Block Station, who will witness the signatures.

D3101. Registers for this purpose are located as follows:

Blairsville—Crew Dispatchers Office.

Herrs Island

43rd Street

16th Street

Kiskiminetas Jct.

Phillipston—

New Kensington—

Yard Office.

Engine House Office

Agent's Office.

D3102.

CREWS REPORT FOR DUTY

Passenger Trainmen.

Blairsville

Apollo

15 minutes before leaving time.

Kiski Junction

New Kensington

20 minutes before leaving time.

Pittsburgh—Crew for 6752 will report 30 minutes before leaving time from Federal Street.

All crews will be relieved 10 minutes after the arriving time, except at Kiski Jct. and New Kensington 20 minutes after the arriving time, unless their train responsibility requires longer time, when the actual time relieved of such responsibility will be used. In case it becomes necessary to use more time the reason will be noted on the time card.

Passenger Engine Crews

Blairsville

Apollo

New Kensington

Kiskiminetas Jct.

Will report 30 minutes before schedule leaving time.

Freight, Work and Wreck Train Service.

When an engine crew takes charge of an engine, the engineman will try the air brake, note the pressure on the air gauges, the pressure on the steam gauge, examine the fire-box, test the injectors and water pump, try the gauge cocks, blow out the glass water gauge, start the generator, and test out the lights and assure himself that there is sufficient water in the tank. The fireman will inspect the ashpan, the grates, start the lubricator to feed, try the stoker, examine the water in the tank, see that the hand lamps and flags are in condition for use, also see that the required number of torpedoes and fuses are on the engine. The crew is relieved of all other inspection.

The engineman will oil the various parts that should be lubricated with machinery oil, but if the oiling is not finished before the leaving time of the engine, this part of the work will be deferred until a more opportune time, but the oiling must be done before leaving the departure yard.

Engines will be prepared for service by the enginehouse force, but engine crews will be required to examine crown sheet, gauge cocks and start the lubricator before leaving the storage track.

The engine crew will be responsible for taking proper care of the engine while enroute and for making the necessary inspection and reports at the end of the trip.

Yard Service.

Crews of double or triple crewed yard engines who relieve each other in the yard, will report before going on duty, to the engine dispatcher, yard master or other person in charge, as locally arranged. If either engineman or fireman of double or triple crewed yard engines are not relieved within 30 minutes after the regular leaving time, they will notify the engine dispatcher, yard master or other persons in charge, in order that a relief may be provided.

S32.

PERSONAL INJURIES.

S32A. Emergency calls for Surgeons will have preference over other business, except train orders.

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

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

D3201.

MEDICAL EXAMINERS AND COMPANY SURGEONS

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
PITTSBURGH	O. C. GAUB, M. D., Westinghouse Building, Penn Ave. and 9th St.	Bell, 4882 Atlantic
	J. H. ALEXANDER, M. D., Westinghouse Building, Penn Ave. and 9th St.	
	J. C. BURT, M. D., Westinghouse Bldg., Ninth St. & Penn Ave.	Bell, 3338 Atlantic
	T. H. MANLEY, M. D., Jenkins Arcade Bldg., 5th St. and Penn Ave.	Bell, Atl. 7067
	F. V. WUCHER, M. D., Arsenal Bank Bldg. 43rd and Butler Sts.	Bell, 0835 Schenley
	W. O'N. SHERMAN, M. D., Carnegie Building, 5th Ave.	Bell, 5100 Atlantic
VERONA	J. W. HARPER, M. D., Medical Examiner, 228 Penna. Station	Penna 729 Night—834
	E. C. LEWIS, M. D., Office: Cribb's Building, Front Street; Residence: 726 Brunot Street	Bell, 218-J Bell, 174 Oakmont
OAKMONT	Charles E. Piper, M. D., Henke Bldg., Delaware and Allegheny Aves. Res. 401 California Ave.	Bell, 515 Bell, 401 Oakmont
TARENTUM	C. L. LEYDIC, M. D., 400 Second Avenue	Bell, 480 Tarentum
FREEPORT	C. A. ROGERS, M. D., 423 Market Street	Bell, 21 Bell, 96 Freeport
BUTLER	R. B. GREER, M. D., 371 North Main Street	Peoples, 39380
VANDERGRIFF	J. C. STAHLMAN, M. D., 158 Grant Avenue	Local, 74 Vandergriff
INDIANA	H. B. BUTERBAUGH, M. D., 55 South Sixth Street	Bell 415 Indiana
	A. H. STEWART, M. D., 626 Church Street	Bell, 188 Indiana
FOXBURG	J. N. Camp, M. D., Office Railroad St., Foxburg, Pa., Res. Foxburg, Pa.	Bell, 45 Bell, 50 Foxburg
KITTANNING	T. Craig McKee, M. D., Office 302 Market St., Kittanning, Pa. Res., R. D. 3, Kittanning, Pa.	Bell, Kittanning 87 Kittanning 230

D3202.**HOSPITALS.**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
PITTSBURGH, N. S.	ALLEGHENY GENERAL, 320 E. North Avenue.....	Bell, 2010 Fairfax
NEW KENSINGTON	CITIZEN'S GENERAL 651 Fourth Avenue.....	Bell, 2770 New Kensington
TARENTUM	ALLEGHENY VALLEY Freeport Road.....	Bell, 816 Tarentum
BUTLER	BUTLER COUNTY MEMORIAL East Brady Street.....	Peoples, 2731
INDIANA	INDIANA Blairsville Road.....	Bell, 12, Indiana
OIL CITY	OIL CITY HOSPITAL East Bissell Avenue.....	4327
KITTANNING	ARMSTRONG CO. HOSPITAL, So. McKean Street.....	Kittanning, 241

D3203. First Aid Boxes, location of, and Stretchers in cars:

First Aid Boxes:

In baggage, combined, cabin cars and in flagman's equipment box on trains not hauling such cars.

At each passenger and freight station.

- * At yard master's and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops, enginehouses, camp cars, and on each track and hand car.

Stretchers:

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

S33.**USE OF TELEPHONES.**

S33A. Employees using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons. Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication, to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangement pertaining to the movement of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

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

D3301.

Telephones are located at all points necessary for train operation.

S34.**MISCELLANEOUS.**

S34-A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form C. T. 310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form 310-A to the billing. When such shipments are set off for repairs that may affect the requirements of A. A. R. Loading Rules, they must not be moved except upon authority of the Train Master, and not until proper inspection, and billing has been endorsed by Agent or Yardmaster, "Reinspected at.....and loaded as per A. A. R. Loading Rules."

Conductor when setting off such shipments for repairs, must notify the proper officer that it is pivoted machinery.

D3401. Rule 701 amplified.

Freight trains may take water without detaching the engine at all water stations.

D3402. Rule 702, ninth paragraph, modified.

Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Engineman to send hose from engine to engine-house foremen. Conductors to send hose from passenger equipment cars to foremen car inspectors at terminals; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight conductors must carry as part of their equipment a supply of form M. P. 401—Conductors Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews—and use these forms as directed thereon.

D3403. Rule 737 modified.

"Electrically illuminated signs may be displayed on rear of passenger trains.

Search or flood lights located under the vestibule of business cars may be displayed on the rear ends of trains."

D3404. General Regulation 832 amplified: Signal equipment required by crossing watchmen or gatemen add: Whistle and Fuses.

When a train, engine or any type of rail equipment is approaching watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the track. By day they will display a Stop sign, holding it in an upright position so that the word "STOP" will plainly appear to any person approaching on the highway. By night, or when Stop sign cannot be plainly seen, they will display a red light, swinging it across the direction of highway

traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment except when necessary to stop it.

D3405. Crews shifting tracks or placing cars on tracks, which are equipped with concrete bumpers, will leave a space of not less than 24 inches between the car and bumper so as to relieve the strain on the draft gear when car is coupled.

D3406. Copies of train orders must be preserved by conductors and enginemen receiving them, endorsed on the back of order with their name and occupation and turned in with their time cards at the end of the trip or day. The Yard Master or other persons receiving these orders will forward them daily to Train Master.

D3407.—The information in regard to Arranged Freight Train Service shown on Pages 23, 24, 25 and 26, Time Table No. 29, confers no Time Table or Schedule authority.

D3408. When it is necessary for a train to make an unusual stop by reason of an equipment failure, such stop should be made at a block station, if possible. All unusual delays and the cause thereof, whether at block stations or between block stations, must be promptly reported to the signalman at the nearest block station, who will report the same to the Superintendent. When freight trains are delayed by reason of defective equipment, or when it is necessary to set off cars for repairs. Conductors will, in addition, make report on Form C. T. 235 addressed to the Train Master, Assistant Train Master and Foreman Car Shop in whose territory the car is set off, for every defective car set off and deliver the same to the signalman at the first telegraph or telephone office. When cars contain export shipments, or the lading consists of perishable freight, or other commodities that should be given special attention, this information should be given on Form C. T. 235 under the head of "Remarks." Signalman must promptly transmit the information on Form C. T. 235 to the Train Master and proper Assistant Train Master, and will also give the Train Dispatcher on the train wire the initial, number, lading and destination of cars set off.

D3409. Sharpsburg. Engines must not use Engine House turntable.

D3410. When engines are passing over track troughs, trestles or open floor bridges, poker or scraper must not be used, grates shaken, or coal put on fire.

D3411.—

D3412.—

D3413.—

D3414. MP-54 coaches or MPB-54 combined cars occupied by passengers should not be placed between R-50-B cars and the locomotive, or between R-50-B cars and P-70 type cars.

D3414-A. Class R-50-B refrigerator cars must not be moved in freight service except in emergency and then only in trains of 30 cars or less, and should be placed next to the engine.

D3415. All rolling stock equipped with roller bearing trucks must have hand brakes applied when left standing alone.

D3416. The side storm windows on all engines so equipped, must be kept closed against the cab between 11th Street, Pittsburg Yard and Brilliant.

D3417. Crews of other trains must, upon request from crews trains obstruct crossings, promptly assist in opening them, if in position to do so with safety.

Any unnecessary obstruction of grade crossings may result in the arrest of trainmen at fault and their being held personally responsible by Municipal authorities.

D3418. Passenger, mail and express trains must not leave a Passenger Station until baggage, mail and express trucks are clear of all main tracks. Any failure of station attendants to remove trucks promptly must be reported on C. T. 15.

D3419. Extreme caution must be exercised by train crews in placing or removing cars at Consolidated Storage Company's plant. (A-5 C. T. 1000) 13th and Pike Streets, Pittsburgh Yard on account of close side clearance of building columns.

D3420. In order that agents may have a proper record for the charging of car demurrage, Conductors placing cars for loading or unloading, must furnish the agent with a report giving the initial, number, kind of car, loaded or empty, siding on which placed, time placed, and signed by the Conductor. It will not be necessary to make this report for empty cars placed for loading with coal at mines or mine sidings or for loading with coke at coke ovens.

Form C. T. 143 may be used for making these reports, but conductors not having these blanks are not relieved of furnishing the agent with this information. Card way bills will not be used to furnish this information.

D3421.—UM Storage Track—Engines will not approach within 200 feet of East End. Cars may be placed within 50 feet of East End.

Trains or engines moving from West Leechburg Mill tracks will not pass clearance point of switches leading to storage track without hand signal, yellow flag by day, yellow light by night, given by Signalman UM.

D3422. The crossover between No. 1 main track and yard track just west of Heinz Station equipped with an electric switch lock. Trainmen desiring to use this crossover must have it released by Signalman at CQ.

D3423. Freight trains leaving coaling or watering stations will move at a speed so as to permit the train crew to make inspection of train as it passes. The speed should be reduced sufficiently to insure safety to the members of the crew making the inspection getting on the rear end of the train.

D3424. Instructions for the preparation of power brakes on freight trains destined Altoona or Hollidaysburg.

LOCOMOTIVE EQUIPMENT

1. No locomotive shall be used to handle a train of more than 1600 gross tons, and the length of train must not exceed 40 cars, unless the locomotive is equipped with a cross-compound compressor and Duplex main reservoir regulator.

2. The air brake equipment on the locomotive must be inspected, tested and repaired in accordance with Locomotive Maintenance Instructions, and the Enginehouse Foreman must at all times know these instructions are properly followed.

3. The engineman must also inspect and test the air brake equipment on his locomotive prior to departing from the engine terminal and test the locomotives and train brakes prior to departure from yard terminal, in accordance with The Air Brake and Train Air Signal Instruction Book No. 99-B-1.

INSTRUCTIONS TO CAR INSPECTORS.

4. The air brake equipment on all cars in trains dispatched to Altoona or Hollidaysburg must be inspected, tested and repaired in accordance with the following instructions.

5. PISTON ADJUSTMENT: The piston travel must be adjusted on all cars to not less than 7 inches nor more than 9 inches, properly equalized on both trucks:

6. BRAKE PIPE LEAKAGE: Charge the brake pipe to not less than 70 pounds, after which make a 15-pound brake pipe reduction and note the leakage, which must not exceed 5 pounds per minute.

7. BRAKE CYLINDER AND RETAINING VALVE TEST: The brake cylinder and retaining valve leakage must not exceed an amount which will permit the brake cylinder pressure to leak off in 3 minutes with retaining valve handle in horizontal position (crosswise of the pipe) and triple valve in release position. In making retaining valve tests, the car inspectors must wait 3 minutes after the train brakes have been released, before making their inspection, and all brakes that have leaked off during this period of time, or there is no discharge of air from the retaining valve when the handle is moved to release position, must be considered as ineffective air brakes when computing the number of tons per car with effective brakes. The two-position retaining valve may be computed as an effective grade brake for 75 tons, and the three-position retaining valve for 105 tons. Example, multiply the total number of two-position retaining valves that hold 3 minutes by 75 tons and the total number of three position retaining valves by 105 tons, and the sum of the two will equal the retaining valve value of the train which must be equal to, or greater than the gross tonnage of the train.

To determine the tons per effective brake, divide the total number of effective grade brakes into the gross tonnage of the train.

The Foreman of Car Inspectors will be held responsible for the condition of the air brake equipment on cars in trains dispatched from his respective terminal.

8. AIR BRAKE CLEARANCE CARD: After tests and repairs have been completed the Foreman of Car Inspectors, or his representatives, will fill out an Air Brake Clearance Card in triplicate, as outlined below, showing the condition of air brake equipment on cars in each train dispatched, delivering one copy to conductor, retaining a carbon copy for his file, and sending one copy to Train Master.

THE PENNSYLVANIA RAILROAD

M. P. 261.

AIR BRAKE CLEARANCE CARD FOR FREIGHT TRAINS
OPERATING ON HEAVY DESCENDING
GRADES

Place.....	Date.....
Locomotive No.....	No. of Cars in Train-Loaded..
Empty.....	Total.....
Was Piston Travel Adjusted as per Special Instructions:.....	
No. of 2-Position Retaining Valves.....	No. Effective.....x 50 tons.....
	x 75 tons.....
No. of 3-Position Retaining Valves.....	No. Effective.....x 95 tons.....
	x 105 tons.....
	Total Retaining Valve Value in
Total.....	Total..... Tons.....
Gross Tonnage of Train.....	
Brake Pipe Leakage.....	Lbs. per Minute
Tons per Effective Brake.....	
Conductor.....	
Engineman.....	
Foreman of Car Inspectors.....	

NOTE: Gross Tonnage of Train MUST NOT Exceed Retaining Valve Value. The maximum of 75 and 105 tons only applies between Gallitzin and "BO" or "SN."

INSTRUCTIONS TO CONDUCTORS AND
ENGINEMEN.

9. The enginemen and conductor moving trains destined to Altoona or Hollidaysburg, must know that the air brake equipment on the locomotive and cars is in a servicable condition to safely control the speed of trains: Gallitzin to "BO" or "SN."

10. After the brake pipe pressure is charged to the standard pressure, the engineman will then make a 15-pound brake pipe reduction and note the brake pipe leakage which must not exceed 7-pounds per minute. The train crew will place the handle of the pressure retaining valve on the cars in a horizontal position (crosswise of the pipe) which is the minimum pressure retained by the retaining valve, after which the engineman will make a 25-pound brake pipe reduction and release the brakes. The trainmen must wait 3 minutes after the train brakes have been released before making their inspection, and all brakes that have leaked off during this period of time, or there is no discharge of air from the retaining valve when the handle is moved to release position, must be considered as ineffective air brakes when computing the number of tons per car with effective brakes. In making retaining valve tests, trainmen will record each retaining valve which blows as the handle is turned down as an effective brake. It is permissible to compute one two-position-type retaining valve passing the prescribed test as one effective brake for 75 tons, and one three-position type retaining valve passing the prescribed test as one effective grade brake for 105 tons. Example, multiply the total number of two-position retaining valves that will hold 3 minutes by 75 tons and the total number of three-position retaining valves that will hold 3 minutes by 105 tons, and the sum of the two will equal the retaining valve value of the train, which must be equal to, or greater than the gross tonnage of the train except that it will not be necessary for trainmen to make the retaining valve test on trains for which an Air Brake Clearance Card has been furnished by Foreman of Car Inspectors.

11. The conductor in charge of the train will fill out an Air Brake Clearance Card, M. P. 261, after the air brake test has been completed at the designated point, showing the condition of the train brakes, which must be signed by him and turned over to the engineman, with any additional written comments he may have to make as to the condition of the train brakes, together with the number of tons per effective brake, except when Air Brake Clearance Card is made out by Foreman of Car Inspectors. Conductor will sign that card and deliver to engineman. Engineman will sign all M. P. 261's delivered to him by conductor and turn them in with his time card. Person receiving M. P. 261's will forward same to Train Master.

12. On trains of empty cars, the brake pipe pressure should be the standard, 70-pounds. The pressure retaining valves must be operated in low pressure position on 30 to 50 per cent. of the cars in empty trains as required.

13. In making terminal tests. Where trains are made up, which are destined to Altoona or Hollidaysburg, a brake pipe test will be made on loaded freight trains with 95 to 100 pounds pressure. On trains of empty cars the required brake pipe pressure will be 70 pounds. Mixed trains having 60 per cent. or more empty cars will be considered empty trains. Trains having less than 60 per cent. empty cars will be considered loaded trains.

Freight trains enroute to Pittsburgh Division via JD must carry a brake pipe pressure of 95 pounds and main reservoir 130 pounds.

On Butler Branch from Herman to Butler on loaded cars equipped with the 25 and 50 pound retaining valves, such valves must be placed in the 50 pound position. In case there are fifteen or more cars with 15 pound retaining valves coupled together in a train, the three position retaining valve on cars in the rear of them must be placed in the 25 pound position.

Tonnage trains of loaded cars moving from CM to VI Int. Plant Brilliant Branch, must have a maximum of 25 pressure retaining valves in use on head end of train.

Empty trains of 80 cars or more must have 15 pressure retaining valves in use on the head end of train.

Enginemen of trains that do not have tonnage must instruct the Conductor as to how many pressure retaining valves they will require moving over this grade.

Loaded trains must have 100 pounds train line pressure, and empty trains 70 pounds train line pressure.

Mixed trains having 60 per cent or more empty cars will be considered as empty trains.

Trains having less than 60 per cent empty cars will be considered as loaded trains.

Trainmen on trains enroute via UY must be in a position to turn pressure retaining valves down at that point.

Trainmen on trains enroute northward from VI Int. Plant must be in a position to turn pressure retaining valves down at that point.

Pressure retaining valves must be turned down from rear toward engine.

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

On heavy descending grades, the conductor must be out on the front end of the train; will be held responsible for properly instructing the trainmen; knowing that they are located in their proper places, and that the handles of pressure retaining valves are turned to the proper position for service.

D3430. Before descending grades, trains of loaded cars must have brake pipe pressure of 100 pounds, to be obtained by placing the engineer's brake valve in the full release position except when

the engine is equipped with an M3A brake pipe feed valve in which instance the engineman will turn the adjusting nut on the brake pipe feed valve to the right until the guide strikes the stop and close the stop cock or valve in the low pressure governor pipe located near the brake valve. By making these adjustments the brake pipe pressure will be 95 pounds and the main reservoir pressure 130 pounds. The engineman must operate the air brake in such a manner as to maintain a brake pipe pressure of not less than 70 pounds at all times.

D3431. Trainmen must not pass over container cars while cars are in motion.

D3432. Flagmen must make frequent observations of the air gauge in cabin cars and note the brake pipe pressure. Conductors will do likewise at every opportunity.

Necessary action must be taken should an abnormal condition exist.

D3433. 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.

D3434. Where wheels are overheated due to brakes sticking and after releasing and cutting brake out on the car involved, a thorough examination must be made of the over-heated wheels, and where cracks are found as indicated below, the car must be set out of train.

Cast Iron or Steel Wheels

1. Transverse cracks (cracks at right angle to plane of wheel) in tread of wheel which are over $2\frac{3}{4}$ inches in length, or extend into throat of flange, or extend across top of flange.

2. Wheels with crack in plate, circular crack between hub and rim of wheel.

3. Wheels cracked radially through plate from wheel fit towards rim.

S35. INSPECTION OF PASSING TRAINS

D3501. Rule 703—amplified.

The following instructions must be observed as far as practicable and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings, highway crossings where Crossing Watchmen are on duty, and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

By day —Nose held with one hand, with other hand pointed toward track.

By night—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.

By day —Hands shoved in sliding motion out from body.

By night—Lamp raised and held stationary.

Hot Journal

Brakes Sticking

**Broken Wheels,
Defective Truck,
Dragging Brake,
Connection, Lading
Shifted Over Side,
Or End of Car,
Swinging Car Door,
Or Any Other Dangerous Conditions.**

"Stop signal."

Occupation

Name

Home Division

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR

ZONE

DIVISION

**THE PENNSYLVANIA RAILROAD
CENTRAL REGION
CONEMAUGH DIVISION**

Pittsburgh, Pa., April 15, 1939.

**GENERAL ORDER NO. 2901, ZONE A
GENERAL ORDER NO. 2901, ZONE B
GENERAL ORDER NO. 2901, ZONE D.**

Effective 3:01 A. M., Sunday, April 30, 1939:

Time Table No. 29 takes effect 3:01 A. M., Sunday, April 30, 1939, and contains the necessary instructions issued in General Orders up to and including No. 2805, Zone A, No. 2807, Zone B, and No. 2806, Zone D, all of which must be removed from Bulletin Board.

Each employe must carefully examine Time Table No. 29 to see that his copy is complete, with all schedule pages properly lined up and note the changes.

Employes must turn in old time tables to Bulletin Board Attendants after Time Table No. 29 takes effect.

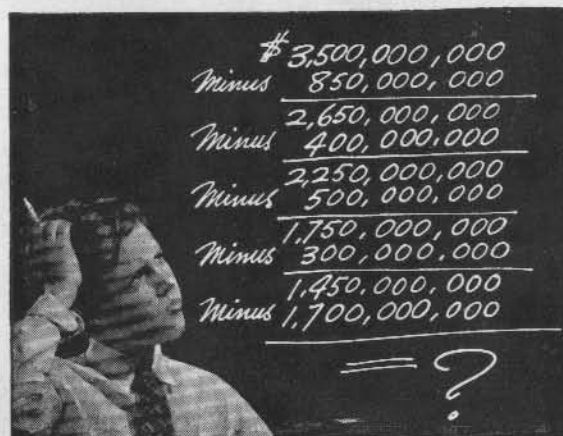
This General Order is printed in Time Table No. 29 and will not be issued in sticker form.

Effective at the same time:

- (a) **Bolivar Bridge**
Trains on No. 1 track must not exceed speed of 10 miles per hour over Bridge 0.1.
- (b) **Apollo Extension**
Account of close clearance at Foster Coal Company Nos. 4 and 5, trains will pass carefully.
- (c) **West Apollo, east of**
Trains must not exceed speed of 25 miles per hour on No. 2 track over Bridge 34.74.
- (d) **Millvale**
Trains on No. 2 track must not exceed speed of 25 miles per hour between Mile Post 74, east of Millvale and Mile Post 75, west of Millvale.
- (e) **Mosgrove**
Trains must not exceed speed of 25 miles per hour on No. 1 track between Mile Post 48 and Hays Run, Mile Post 49, south of Mosgrove.
- Trains must not exceed speed of 45 miles per hour on No. 2 track between Mile Post 48 and Hays Run, Mile Post 49, south of Mosgrove.

G. M. SIXSMITH,
Superintendent

The Question is—



WHAT CAN WE USE FOR MONEY?

American railroads will take in during 1938 a total of some 3½ billion dollars. It looks like a lot of money, and is a lot of money, until you figure where it goes.

For instance, in 1938, fuel, materials and supplies will cost about \$850,000,000.

Inescapable wear and tear, plus reasonable provision for loss and damage and equipment rentals will come to around \$400,000,000.

Interest on bonds representing borrowed money will come to \$500,000,000.

And, of course, taxes—\$300,000,000.

During the year railroad employees will receive about \$1,700,000,000 in wages.

As this leaves the railroads \$250,000,000 in the hole, it becomes apparent that they must find some way to cut down "outgo" or step up income or both.

To accomplish these results, the railroads are offering a specific program which is outlined in a little pamphlet which will be mailed free upon request.



**ASSOCIATION OF
AMERICAN RAILROADS**
WASHINGTON, D. C.

