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The Pennsylvania Railroad

CENTRAL REGION

Western Pennsylvania Division

MONONGAHELA DIVISION

Time Table No. 14

In effect 2:00 A. M., Sunday, April 24, 1932

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

C. I. LEIPER,
General Manager

E. E. ERNEST,
Supt. Pass. Transportation

R. H. FLINN,
General Superintendent.

W. R. TRIEM,
Supt. Frt. Transportation.

G. S. WEST,
Superintendent.

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Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Pittsburgh	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
							N	E	Both
					PITTSBURGH (Pg'h. Div.)	OD			
					MONON. (P. H. Div.)				
			0.9	1.9	TWELFTH STREET				
			1.1	3.0	THIRTIETH STREET				
W	I	OB	0.9	3.9	BECKS RUN	OB			
			0.6	4.5	REDMAN				
			1.3	5.8	HAYS				
			0.8	6.6	MESTA				
			0.4	7.0	HOWARD				
			0.4	7.4	HOMESTEAD				
			0.8	8.2	MUNHALL				
			1.3	9.5	GREEN SPRINGS				
W	I	AU	0.8	10.3	AU BLOCK STATION	AU			
			0.6	10.9	THOMSON				
W	I	PG	0.2	11.1	PG BLOCK STATION	PG			
			0.7	11.8	DUQUESNE				
			0.8	12.6	SOUTH DUQUESNE				
W	I	CR	2.1	14.7	CR BLOCK STATION	CR			
			0.7	15.4	DRAVOSBURG				
			3.0	18.4	WILSON				
			1.6	20.0	CLAIRTON				
W	I	EJ	0.9	20.9	EJ BLOCK STATION	EJ	330	324	
			0.9	21.8	WEST ELIZABETH				
			1.6	23.4	FLOREFFE				
			0.4	23.8	ELRAMA				
W	I	H	2.2	26.0	H BLOCK STATION	H			
			0.3	26.3	COAL BLUFF				
			1.7	28.0	COURTNEY				
			2.8	30.8	MONONGAHELA				
W	I	MC	0.1	30.9	MC BLOCK STATION	MC			
			4.3	35.2	DONORA				
			0.8	36.0	WEST COLUMBIA				
			3.4	39.4	WEST MONESSEN			73	
			1.1	40.5	CHARLEROI		60		
			1.4	41.9	BELLE VERNON				
		VY	1.6	43.5	VY BLOCK STATION	VY	131		
			1.0	44.5	ALLENPORT				
			1.2	45.7	STOCKDALE				
			0.9	46.6	ROSCOE				
			2.7	49.3	COAL CENTRE				
			0.6	49.9	CALIFORNIA				
			2.9	52.8	W. BROWNSVILLE JCT.			103	
			1.2	54.0	WEST BROWNSVILLE				
			2.4	56.4	DENBO				
			0.6	57.0	VESTA PASSING SIDING				76
			2.7	59.7	MAPLE GLEN				
			0.6	60.3	VESTABURG				
			1.4	61.7	FREDERICKTOWN				
			0.3	62.0	MILLSBORO PASS. SDG.				61
			0.7	62.7	MILLSBORO				
			0.2	62.9	TEN MILE RUN JCT.				

NOTE—Block Stations are open continuously.

PORT PERRY BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Port Perry Br. Jct.	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
							W	E	Both
					PORT PERRY BR. JCT.				
W	I	R	0.9	0.9	BRINTON U. JCT.	R			
W	I	PG	1.2	2.1	PG BLOCK STATION	PG			

NOTE—Block Stations are open continuously.

The direction from PG to Port Perry Branch Jct. is Eastward.

McKEESPORT BRANCH

Emergency Whistle or Horn Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Jct. McK. Br.	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
†SD †MK		0.8 0.3 0.2	0.8 1.1 1.3	JCT. McKEESPORT BR. S. E. McK'SP'T BRIDGE McKEESPORT S. E. McKEESPORT BR.	SD MK			

NOTE—Unattended Block Stations controlled by open Block Stations:

†SD †MK	Unattended Continuously	In charge of Signal man at CR.
------------	----------------------------	--------------------------------

The direction from Jct. McKeesport Br. to S. E. McKeesport Branch is Southward.

PETERS CREEK BRANCH

Emergency Whistle or Horn Interlocking Stations	Block Stations	Dist. between Stations	Dist from Peters Creek Br. Jct.	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
		7.4 0.6	7.4 8.0	PETERS CREEK BR. JCT. PENNMONT GOULD				

NOTE—The direction from Peters Creek Branch Junction to Gould is southward.

ELLSWORTH BRANCH

Emergency Whistle or Horn Interlocking Stations	Block Stations	Dist. between Stations	Dist. from MC	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
W	I	0.9 0.7 1.5 2.4 1.4 0.3 1.3 1.3 1.4 0.7	0.9 1.6 3.1 5.5 6.9 7.2 8.5 9.8 11.2 11.9	MC BLOCK STATION FRYE PASSING SIDING FRYE HAZEL KIRK VAN VOORHIS REDD'S MILL JONES PASSING SIDING WEAVER BENTLEYVILLE ELLSWORTH COKEBURG JUNCTION	MC			72 52 47
		1.4 0.2	13.3 13.5	MANCHA ONTARIO JCT.				
		1.4	14.9	ONTARIO JUNCTION ONTARIO (Ontario Br.)				
		2.2 0.8 1.4 1.7 1.2	14.1 14.9 16.3 18.0 19.2	SCENERY HILL P'SSSDG SCENERY HILL GREENLEE DANIELS RUN MARIANNA				48

The direction from MC Block Station to Marianna, Cokeburg Jct. to Ontario Jct. and Ontario Jct. to Ontario is southward.

REDSTONE BRANCH

Emergency Whistle or Horn Interlocking Stations	Block Stations	Dist. between Stations	Dist. from W. B'ville Jct.	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
	BF	0.6 1.1 1.3 0.7 1.3 0.2	0.6 1.7 1.9 2.6 3.9 4.1	WESTBROWNSVILLE JCT. BROWNSVILLE JCT. BROWNSVILLE (M. Ry.) LINN BRAZNELL GRINDSTONE GRINDSTONE JCT.	BF			
		0.5 1.6 0.9	4.8 6.4 7.3	ROWE'S RUN BELBOIS (Grindstone Br.) ROYAL				
	†FH	1.2 1.9 0.1 2.3	5.7 7.6 7.7 10.0	TIPPECANOE TUCKER PASSING SID'G SMOCK WALTERSBURG	FH			82
	†WU	0.1 0.4	10.1 10.5	WU BLOCK STATION KEISTER JUNCTION	WU			
		1.2 1.2 1.4	11.7 11.7 13.1	HELEN (Keister Br.) UPPER MIDDLETOWN VANCE MILL JCT.				
	†VJ	0.2 1.8	13.3 15.1	BUTE RUN JUNCTION BUTE (Vance Mill Br.) BUTE RUN JUNCTION BITNER (Bute Run Br.)	VJ			56
	†NE RS	2.3 1.7 1.8	15.4 14.8 16.6	NE BLOCK STATION REDSTONE JCT.	NE RS			

Note—Block Stations are open continuously, except:

RS	Closed	Daily, ex. Sunday Sunday, continuously.	10.01 P.M. to 6.01 A.M.
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Also unattended Block Stations controlled by open Block Stations:

†GN †FH †WU †VJ †NE	Unattended Continuously	RS Block Station, Daily except Sunday, 6.01 A.M. to 10.01 P.M. BF Block Station, Daily except Sunday, 10.01 P.M. to 6.01 A.M. and Sunday continuously.
†RS	Unattended daily except Sunday 10.01 P.M. to 6.01 A.M., and Sunday Continuously.	BF Block Station.

The direction from Grindstone Jct. to Royal, Keister Jct. to Helen, Vance Mill Jct. to Bute, and Bute Run Jct. to Bitner is Southward.

Emergency Whistle or Horn Interlocking Stations	Block Stations	Dist. between Stations	Dist. from W. H.ville Jct.	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
	BF		0.6	BROWNSVILLE JCT. Y...	BF			

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

SOUTHWEST BRANCH

Emergency Whistle or Horn Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Southwest Jct.	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
				PITTSBURGH GREENSBURG (Pgh. Div.)	OD			
W	I	SW	0.3	SOUTHWEST JCT.	SW			
			1.7	EAST GREENSBURG				
W	I	CJ	0.4	SOUTH GREENSBURG	CJ			
		YU	2.9	COUNTY HOME JCT.	YU			
			2.4	YOUNGWOOD				
			7.7	NEW STANTON				
			1.1	HUNKER	HN			
			2.4	RUFFSDALE				
			0.9	TARR				
			2.1	ALVERTON				
			2.5	SCOTTDAL PASS. SD'G.	SY			100
			0.6	SCOTTDAL				
			0.2	BROADFORD BR. JCT.				
			1.6	SUMMIT (Broadford Br.)				
			6.3	CN BLOCK STATION	CN			
			0.7	CONNELLSVILLE				
			0.4	OPOSSUM RUN BR. JCT.				
			1.6	TROTTER (Opossum Run Br.)				
			2.5	END OPOSSUM RUN BR.				
			0.1	NJ BLOCK STATION	NJ			
			3.2	DUNBAR				
			2.7	GIST PASSING SIDING	HY			67
			2.4	DARENT				
			3.1	REDSTONE JCT.	RS			
			0.8	COALICK RUN BR. JCT.	VA			
			0.3	UNIONTOWN				
			1.1	RAINEY BRANCH JCT.	RJ			
			1.2	SL BLOCK STATION	SL			
			4.9	MESSMORE (C. L. R. Br.)				
			0.4	ACHE JCT.				
			5.5	FAIRCHANCE BR. JCT.				
			1.4	FAIRCHANCE				

Note—The direction from Broadford Br. Jct. to Summit and from Opossum Run Br. Jct. to end Opossum Run Br. is southward.

Note—Block Stations are open continuously except:

RS	Closed	Daily, ex. } 10.01 P.M. to Sunday } 6.01 A.M. Sunday, continuously.
----	--------	---

Also unattended Block Stations controlled by open Block Stations:

†HN	Unattended Continuously	
†SY	Unattended Continuously	RS Block Station daily except Sunday 6.01 A.M. to 10.01 P.M. Train Dispatcher, Youngwood, daily except Sunday 10.01 P.M. to 6.01 A.M., and Sunday con- tinuously.
†CN	Unattended Continuously	
†NJ	Unattended Continuously	
†HY	Unattended Continuously	
†RS	Unattended, daily ex. Sunday 10.01 P. M. to 6.01 A.M. Sunday continuously.	Train Dispatcher, Youngwood.
†VA	Unattended Continuously	RS Block Station, daily except Sunday 6.01 A.M. to 10.01 P.M. Train Dispatcher, Youngwood, daily except Sunday 10.01 P.M. to 6.01 A.M., and Sunday con- tinuously.
†RJ	Unattended Continuously	
†SL	Unattended Continuously	

RADEBAUGH BRANCH

Emergency Whistle or Horn Interlocking Stations	Block Stations	Dist. between Stations	Dist. from CJ	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
W	I	CJ		COUNTY HOME JCT.	CJ			
		†HJ	1.7	HEMPFIELD BR. JCT.	HJ			
W	I	RG	2.2	RADEBAUGH PASS. SDG	RG			125
			3.9	RG BLOCK STATION				

Note—The direction from CJ to RG is northward.

Note—Block Stations are open continuously.

Also unattended Block Stations controlled by open Block Stations.

†HJ	Unattended Continuously.	CJ Block Station.
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HEMPFIELD BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Hem- field Br. Jct.	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							N	S	Both
			1.9	1.9	HEMPFIELD BR. JCT.				
			1.3	3.2	PENNINE				
			1.3	4.5	CRIBB				
			1.2	5.7	EISAMAN				
			1.0	6.7	ARONA				
			1.4	8.1	MADISON				
			1.5	9.6	ANDREWS RUN JCT.				
			0.5	8.6	OCEANCOLL. No. 2 (A.R. Br.)				
			3.0	11.6	HERMINIE				
			3.2	14.8	COWANSBURG				
			1.2	12.8	(Jct. Yough'y and Yukon Branches)				
			1.4	14.2	RILLTON				
					LOWBER				
					GRATZTOWN				

Note—The direction from Hempfield Branch Jct. to Cowansburg, Andrews Run Jct. to Ocean Coll. No. 2 and Rillton to Gratztown is Southward.

SEWICKLEY BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Youngwood	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							N	S	Both
			2.0	2.0	YOUNGWOOD	YU			
			1.2	2.9	WEAVER'S OLD STAND				
			0.5	3.4	BOYER RUN JUNCTION				
			1.1	4.5	UDELL				
			1.3	4.2	HECLA (Boyer Run Br.)				
			1.5	5.7	BRINKER RUN JCT.				
			1.0	5.2	MUTUAL (Brinker Run Br.)				
			0.1	5.3	SHOUP				
			0.7	6.0	MAMMOTH BR. JCT.				
			0.4	6.4	CALUMET				
			1.2	7.6	RUMBAUGH (Mam'th Br.)				
			0.4	5.7	MAMMOTH				
			0.8	6.5	UNITED				
			1.1	7.6	BESSEMER BR. JCT.				
					MARGUERITE BR. JCT. (Bessemer Br.)				

Note—The direction from Youngwood to Bessemer Branch Jct., Boyer Run Jct. to Hecla, Brinker Run Jct. to Mutual, Mammoth Branch Jct. to Mammoth and Bessemer Br. Jct. to Marguerite Br. Jct. is southward.

YUKON BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Yukon Br. Jct.	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							N	S	Both
			0.3	0.3	YUKON BRANCH JCT.				
			2.6	2.9	HUNKER PASS. SIDING				75
			1.4	4.3	WALTZ				
			1.4	5.7	YUKON				
			0.7	6.4	MILBELL				
			1.4	7.8	HUNTER RUN BR. JCT.				
			0.6	7.0	WYANO (Hunter Run Br.)				
			4.7	11.7	SCOTT'S PASS. SDG.				68
					COWANSBURG				
					(Jct. Yough'y and Hemp- field Branches)				

Note—The direction from Yukon Branch Jct. to Cowansburg and from Hunter Run Br. Jct. to Wyano is southward.

SCOTTDALE BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Scottdale B. Jct.	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							N	S	Both
			1.8	1.8	SCOTTDALE BR. JCT.				
			1.9	3.7	MOREWOOD BR. JCT.				
			3.2	5.0	MOREWOOD COKE WKS (Morewood Br.)				
					MT. PLEASANT				

Note—The direction from Scottdale Branch Junction to Mt. Pleasant and from Morewood Br. Jct. to Morewood Coke Works is southward.

STATIONS	7800 DAILY EX. SUN. A. M.	FIRST CLASS	
		7702 DAILY EX. SUN. A. M.	7806 DAILY A. M.
PITTSBURGH (Pgh. Div.)		\$ 5.15	\$ 8.25
FOURTH AVE. (P. H. Div.)		\$ 5.18	\$ 8.28
MONON		5.20	8.30
TWELFTH STREET			
THIRTIETH STREET		\$ 5.25	
BECKS RUN		5.28	8.35
REDMAN			
HAYS			
MESTA		\$ 5.33	
HOWARD			
HOMESTEAD		\$ 5.40	\$ 8.41
MUNHALL		\$ 5.43	
GREEN SPRINGS			
AU BLOCK STATION		5.47	8.46
THOMSON		\$ 5.49	
DUQUESNE		\$ 5.56	\$ 8.50
SOUTH DUQUESNE		\$ 5.59	
CR BLOCK STATION		6.03	8.55
DRAVOSBURG		\$ 6.05	\$ 8.57
WILSON		\$ 6.12	\$ 9.02
CLAIRTON		\$ 6.17	\$ 9.05
EJ BLOCK STATION		6.19	9.07
WEST ELIZABETH		\$ 6.21	\$ 9.09
FLOREFFE		F 6.25	
ELRAMA		\$ 6.27	
H BLOCK STATION		6.32	9.16
COAL BLUFF			
COURTNEY		F 6.36	
MONONGAHELA		\$ 6.46	\$ 9.24
MC BLOCK STATION		6.47	9.25
DONORA		\$ 6.56	\$ 9.32
WEST COLUMBIA		F 6.59	
WEST MONESSEN		\$ 7.06	
CHARLEROI		\$ 7.14	\$ 9.40
BELLE VERNON		F 7.18	
VY BLOCK STATION		7.20	9.44
ALLENPORT		\$ 7.23	
STOCKDALE		F 7.26	
ROSCOE		\$ 7.29	
COAL CENTRE			
CALIFORNIA		\$ 7.40	\$ 9.54
W. BROWNSVILLE JCT.		\$ 7.48	\$ 9.59
BROWNSVILLE JCT.		7.51	10.01
BROWNSVILLE (M. Ry.)		\$ 7.55	\$ 10.05
BROWNSVILLE JCT.		8.08	
LINN	F	8.13	
BRAZNELL	\$	8.16	
GRINDSTONE	\$	8.20	
GRINDSTONE JCT.		8.21	
TIPPECANOE	F	8.25	
FH BLOCK STATION		8.29	
SMOCK	\$	8.30	
WALTERSBURG	\$	8.36	
WU BLOCK STATION		8.38	
UPPER MIDDLETOWN	F	8.42	
VANCE MILL JCT.		8.46	
NE BLOCK STATION		8.50	
REDSTONE JCT.	F	8.55	
UNIONTOWN (C. L. R. Br.)	\$	9.00	
Arriv	A. M.	A. M.	A. M.
	7800	7702	7806

[illegible]

STATIONS		FIRST CLASS	
		7710 DAILY EX. SUN.	7712 DAILY EX. SUN.
		P. M.	P. M.
Leave			
PITTSBURGH (Pgh. Div.)	\$ 3.18	\$ 4.15	
FOURTH AVE. (P. H. Div.)	\$ 3.21	\$ 4.18	
MONON	3.23	4.20	
TWELFTH STREET			
THIRTIETH STREET	\$ 3.27	\$ 4.24	
BECKS RUN	3.29	F 4.26	
REDMAN			
HAYS	\$ 3.32	\$ 4.29	
MESTA	\$ 3.34	\$ 4.31	
HOWARD			
HOMESTEAD	\$ 3.38	\$ 4.34	
MUNHALL	\$ 3.41	\$ 4.37	
GREEN SPRINGS			
AU BLOCK STATION	3.44	4.40	
THOMSON	F 3.46	F 4.42	
DUQUESNE	\$ 3.49	\$ 4.45	
SOUTH DUQUESNE		\$ 4.48	
CR BLOCK STATION	3.53	4.51	
DRAVOSBURG	\$ 3.55	\$ 4.53	
WILSON	\$ 4.01	\$ 4.58	
CLAIRTON	\$ 4.05	\$ 5.02	
EJ BLOCK STATION	4.07	5.04	
WEST ELIZABETH	\$ 4.09	\$ 5.06	
FLOREFFE	F 4.12	F 5.10	
ELRAMA	\$ 4.14	\$ 5.12	
H BLOCK STATION	4.19	5.17	
COAL BLUFF		F 5.18	
COURTNEY		\$ 5.22	
MONONGAHELA	\$ 4.28	\$ 5.28	
MC BLOCK STATION	4.29	5.30	
DONORA	\$ 4.36		
WEST COLUMBIA			
WEST MONESSEN	F 4.44		
CHARLEROI	\$ 4.48		
BELLE VERNON	F 4.51	Will Not Run	
VY BLOCK STATION	4.53	Jan. 1,	
ALLENPORT	F 4.55	May 30,	
STOCKDALE			
ROSCOE	\$ 5.00	July 4,	
COAL CENTRE	F 5.06	Sept. 5,	
CALIFORNIA	\$ 5.09	Nov. 24,	
W. BROWNSVILLE JCT.	\$ 5.14	Dec. 26.	
BROWNSVILLE JCT.	5.17		
BROWNSVILLE (M. Ry.)	\$ 5.21		
BROWNSVILLE JCT.			
LINN			
BRAZNELL			
GRINDSTONE			
GRINDSTONE JCT.			
TIPPECANOE			
FH BLOCK STATION			
SMOCK			
WALTERSBURG			
WU BLOCK STATION			
UPPER MIDDLETOWN			
VANCE MILL JCT.			
NE BLOCK STATION			
REDSTONE JCT.			
UNIONTOWN (C. L. R. Br.)			
Arrive	P. M.	P. M.	
	7710	7712	

FIRST CLASS					
	●7714 ‡DAILY EX. SUN. P. M.	●7810 DAILY EX. SUN. P. M.	7764 SUN. ONLY P. M.	7820 SAT. ONLY P. M.	
	\$ 4.48	\$ 5.30	\$ 6.45	\$ 10.28	
	\$ 4.51	\$ 5.33	\$ 6.48	\$ 10.31	
	4.53	5.35	6.50	10.33	
	S 4.57	S 5.39	S 6.54	S 10.37	
	F 4.59	5.41	6.56	10.39	
	F 5.02				
	S 5.04	F 5.45	\$ 7.00	\$ 10.43	
	S 5.07	S 5.48	\$ 7.03	\$ 10.46	
	S 5.10	F 5.51	\$ 7.06	\$ 10.49	
	5.13	5.54	7.09	10.52	
	S 5.16	S 5.57	S 7.12	\$ 10.55	
	F 5.18	F 5.59	F 7.14	\$ 10.57	
	5.21	6.02	7.17	11.00	
	S 5.23	S 6.04	S 7.19	\$ 11.02	
	S 5.28	S 6.09	S 7.24	\$ 11.06	
	S 5.32	S 6.13	S 7.28	\$ 11.12	
	5.34	6.15	7.30	11.14	
	S 5.36	S 6.17	S 7.32	\$ 11.16	
	S 5.40	S 6.21	S 7.36	\$ 11.20	
	5.44	6.25	7.40	11.24	
		F 6.28	F 7.41		
	S 5.52	S 6.35	S 7.51	\$ 11.35	
	5.53	6.36	7.52	11.36	
		S 6.43	S 7.58	\$ 11.43	
			S 8.05		
	Will Not Run Jan. 1, May 30,	\$ 6.52	S 8.08	\$ 11.52	
		6.56	F 8.11		
			8.13	11.57	
		F 8.15			
	July 4, Sept. 5, Nov. 24, Dec. 26.	F 7.01	S 8.19	F 12.02	
		S 7.08	S 8.25	\$ 12.08	
		S 7.13	S 8.30	\$ 12.13	
		7.15	8.32	12.15	
		S 7.19	S 8.36	\$ 12.19	
	P. M.	P. M.	P. M.	A. M.	
	7714	7810	7764	7820	

STATIONS	FIRST CLASS		
	7701	7703	7707
	A. M.	A. M.	A. M.
Arrive			
PITTSBURGH (Pgh. Div.)	\$ 5.30	\$ 6.42	\$ 7.15
FOURTH AVE. (P. H. Div.)	\$ 5.27	\$ 6.40	\$ 7.13
MONON	5.25	6.37	7.10
TWELFTH STREET	\$ 5.21		
THIRTIETH STREET	\$ 5.18	\$ 6.31	\$ 7.04
BECKS RUN	\$ 5.15	6.28	7.01
REDMAN			
HAYS	\$ 5.11	\$ 6.24	
MESTA	\$ 5.09	\$ 6.22	\$ 6.56
HOWARD	F 5.07		
HOMESTEAD	\$ 5.06	\$ 6.19	\$ 6.53
MUNHALL	\$ 5.02	\$ 6.15	\$ 6.48
GREEN SPRINGS			
AU BLOCK STATION	4.58	6.11	6.44
THOMSON	\$ 4.57	\$ 6.10	
DUQUESNE	\$ 4.55	\$ 6.08	\$ 6.41
SOUTH DUQUESNE	\$ 4.52	\$ 6.05	\$ 6.38
CR BLOCK STATION	4.49	6.01	6.34
DRAVOSBURG	\$ 4.47	\$ 5.59	\$ 6.33
WILSON	\$ 4.41	\$ 5.53	\$ 6.28
CLAIRTON	\$ 4.37	\$ 5.49	\$ 6.24
EJ BLOCK STATION	4.35	5.47	6.22
WEST ELIZABETH	\$ 4.33	\$ 5.45	\$ 6.20
FLOREFFE	F 4.29	F 5.41	F 6.16
ELRAMA	\$ 4.27	\$ 5.39	\$ 6.14
H BLOCK STATION	4.22	5.34	6.08
COAL BLUFF	F 4.21		
COURTNEY	F 4.17	\$ 5.31	\$ 6.04
MONONGAHELA	\$ 4.10	\$ 5.25	\$ 5.56
MC BLOCK STATION			5.54
DONORA			\$ 5.48
WEST COLUMBIA			\$ 5.45
WEST MONESSEN			\$ 5.39
CHARLEROI			\$ 5.36
BELLE VERNON	Will Not Run	Will Not Run	F 5.33
VY BLOCK STATION	Jan. 1,	Jan. 1,	5.31
ALLENPORT	May 30,	May 30,	\$ 5.29
STOCKDALE			
ROSCOE			\$ 5.25
COAL CENTRE	July 4,	July 4,	\$ 5.20
CALIFORNIA	Sept. 5,	Sept. 5,	\$ 5.17
W. BROWNSVILLE JCT.	Nov. 24,	Nov. 24,	\$ 5.12
BROWNSVILLE JCT.	Dec. 26,	Dec. 26,	5.09
BROWNSVILLE (M. Ry.)			\$ 5.05
BROWNSVILLE JCT.			
LINN			
BRAZNELL			
GRINDSTONE			
GRINDSTONE JCT.			
TIPPECANOE			
FH BLOCK STATION			
SMOCK			
WALTERSBURG			
WU BLOCK STATION			
UPPER MIDDLETOWN			
VANCE MILL JCT.			
NE BLOCK STATION			
REDSTONE JCT.			
UNIONTOWN (C. L. R. Br.)			
Leave	A. M.	A. M.	A. M.
	⚡ DAILY	⚡ DAILY	DAILY
	EX. SUN.	EX. SUN.	EX. SUN.
	● 7701	● 7703	7707

No. 7809
Page 15

NORTHWARD

	FIRST CLASS			
	7801	7873	7807	7779
	A. M.	A. M.	A. M.	P. M.
	\$ 9.20	\$ 10.57		\$ 1.05
	\$ 9.18	\$ 10.54		\$ 1.03
	9.15	10.52		1.01
		\$ 10.47		\$ 12.57
	9.09	10.45		12.55
		F 10.42		F 12.52
		\$ 10.40		\$ 12.50
	\$ 9.04	\$ 10.37		\$ 12.48
		\$ 10.33		\$ 12.44
				F 12.41
	8.58	10.30		12.40
				F 12.39
	\$ 8.56	\$ 10.28		\$ 12.37
		\$ 10.25		\$ 12.34
	8.52	10.22		12.31
	\$ 8.51	\$ 10.20		\$ 12.30
	\$ 8.46	\$ 10.14		\$ 12.25
	\$ 8.42	\$ 10.10		\$ 12.21
	8.40	10.08		12.19
	\$ 8.38	\$ 10.06		\$ 12.17
		\$ 10.01		\$ 12.13
	8.30	9.56		12.08
				F 12.07
				\$ 12.04
	\$ 8.22	\$ 9.48		\$ 11.58
	8.20	9.46		11.56
	\$ 8.14	\$ 9.40		\$ 11.50
		F 9.32		\$ 11.43
	\$ 8.05	\$ 9.29		\$ 11.40
				F 11.37
	8.01	9.24		11.35
		F 9.22		F 11.33
				F 11.30
		\$ 9.18		\$ 11.28
	\$ 7.52	\$ 9.12		\$ 11.22
	\$ 7.47	\$ 9.07		\$ 11.17
	8.07	7.44	9.04	11.14
	\$ 8.03	\$ 7.40	\$ 9.00	\$ 11.10
				11.20
			F	11.15
			\$	11.12
			\$	11.08
				11.06
			F	11.02
				10.58
			\$	10.57
			\$	10.51
				10.50
			\$	10.46
			F	10.43
				10.38
			\$	10.34
			\$	10.30
	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	SUN.	DAILY
	EX. SUN.	EX. SUN.	ONLY	EX. SUN.
	7809	7801	7873	● 7807
				7779

STATIONS	FIRST CLASS		
	7800	7104	7602
	DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY
	A. M.	A. M.	A. M.
PITTSBURGH GREENSBURG (Pgh. Div.)		\$ 6.50	\$ 9.45
SOUTH WEST JCT.		9.27	9.47
EAST GREENSBURG			
SOUTH GREENSBURG	F	9.31	
COUNTY HOME JCT.		9.32	9.51
YOUNGWOOD	\$	9.38	\$ 9.56
HUNKER		9.45	10.02
RUFFSDALE	F	9.50	F 10.06
TARR	\$	9.54	F 10.09
SCOTTDALE PSG. S'D'G		10.03	10.17
SCOTTDALE	\$	10.06	\$ 10.19
CN BLOCK STATION		10.20	10.31
CONNELLSVILLE	\$	10.26	\$ 10.35
NJ BLOCK STATION		10.29	10.38
DUNBAR	\$	10.35	F 10.43
HY BLOCK STATION		10.42	10.49
DARENT	F	10.46	
REDSTONE JCT.	F 8.55	10.53	10.58
COAL LICK RUN BR. JC	8.57	10.55	11.00
UNIONTOWN (C. L. R. Br.)	\$ 9.00	\$ 10.57	\$ 11.01
R'N'Y BR. JCT	9.05	11.07	11.08
Arrive	A. M.	A. M.	A. M.
	7800	7104	7602

SOUTH WEST BRANCH

STATIONS	FIRST CLASS		
	7101	7601	7807
	A. M.	A. M.	A. M.
	Arrive		
PITTSBURGH GREENSBURG (Pgh. Div.)	\$ 8.45	\$ 8.50	
SOUTH WEST JCT.	7.53	8.48	
EAST GREENSBURG			
SOUTH GREENSBURG			
COUNTY HOME JCT.	7.49	8.44	
YOUNGWOOD	\$ 7.45	\$ 8.40	
HUNKER	7.38	8.33	
RUFFSDALE		F 8.29	
TARR	\$ 7.32	F 8.27	
SCOTTDALEPASS. S'D'G	7.22	8.19	
SCOTTDALE	\$ 7.20	\$ 8.17	
CN BLOCK STATION	7.07	8.04	
CONNELLSVILLE	\$ 7.04	\$ 8.01	
NJ BLOCK STATION	7.00	7.58	
DUNBAR	\$ 6.55	F 7.53	
HY BLOCK STATION	6.49	7.47	
DARENT			
REDSTONE JCT.	6.39	7.38	\$ 10.34
COAL LICK RUN BR. JC.	6.37	7.36	10.32
UNIONTOWN (C. L. R. Br.)	\$ 6.35	\$ 7.35	\$ 10.30
R'N'Y BR. JCT	6.20	7.28	10.20
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN.	SUN. ONLY	DAILY EX. SUN.
	7101	7601	7807

FIRST CLASS				
16	7108	7604	7298	
	DAILY EX. SUN.	SUN. ONLY	DAILY	
	P. M.	P. M.	P. M.	
	\$ 4.18	\$ 4.15	\$ 11.18	
	\$ 5.28	\$ 5.42	\$ 12.38	
	5.30	5.44	12.40	
			F 12.42	
			F 12.45	
	5.33	5.48	12.47	
	\$ 5.38	\$ 5.53	\$ 12.55	
	5.45	6.00		
		F 6.04		
	\$ 5.52	\$ 6.07		
	6.02	6.15		
	\$ 6.06	\$ 6.17		
	6.21	6.29		
	\$ 6.25	\$ 6.33		
	6.28	6.36		
	\$ 6.34	F 6.41		
	6.40	6.47		
	6.48	6.56		
	6.50	6.58		
	\$ 6.52	\$ 7.00		
	7.00	7.07		
	P. M.	P. M.	A. M.	
	7108	7604	7298	

NORTHWARD

FIRST CLASS				
16	7107	7605		
	P. M.	P. M.		
	\$ 7.50	\$ 10.33		
	\$ 6.36	\$ 9.04		
	6.33	9.01		
	6.29	8.57		
	\$ 6.24	\$ 8.53		
	6.17	8.46		
	F 6.13	\$ 8.42		
	\$ 6.11	\$ 8.39		
	6.02	8.30		
	\$ 5.58	\$ 8.28		
	5.43	8.15		
	\$ 5.40	\$ 8.12		
	5.36	8.09		
	\$ 5.31	\$ 8.04		
	5.24	7.58		
	5.14	7.48		
	5.12	7.46		
	\$ 5.10	\$ 7.45		
	4.55	7.35		
	P. M.	P. M.		
	DAILY EX. SUN.	SUN. ONLY		
	7107	7605		

No. 7604 is superior by direction to No. 7605.

No. 7108 is superior by direction to No. 7107

EXTRA STOPS BY PASSENGER TRAINS

SOUTHWARD

TRAIN No.	STOP AT	FOR
7702	AU Block Station	Employees
7702	Shire Oaks Water Station..	Employees
7806		
7862		
7808		
7710		
7712		
7810		
7714		
7764		
7820		
7298	County Home Jct.	Employees

NORTHWARD

TRAIN No.	STOP AT	FOR
7701	Shire Oaks Engine House	Employees
7703		
7707		
7801		
7873		
7803		
7779		
7805		
7875		
7833		
7713	AU Block Station	Employees
7875		

TRAINS WAIT FOR CONNECTION

JUNCTION	TRAIN NO.	DUE AT	WAIT UNTIL	FOR TRAIN	FROM	DUE AT
Brownsville {	7803 7816	11.35 A.M. 2.55 P.M.	11.45 A.M. Indef.	7814 7808	Uniontown Pg'h	11.25 A.M. 2.43 P.M.
Greensburg {	7104 7108	9.25 A.M. 5.28 P.M.	Indef. 5.33 P.M.	{ 8 667 25	Pg'h Div. Pg'h Div. Pg'h Div.	9.00 A.M. 9.17 A.M. 5.23 P.M.
Sunday only {	7602 7604	9.45 A.M. 5.42 P.M.	{ 9.50 A.M. Indef.	{ 637 510 25 18	Pg'h Div. Pg'h Div. Pg'h Div. Pg'h Div.	9.27 A.M. 9.39 A.M. 5.23 P.M. 5.40 P.M.

ARRANGED FREIGHT TRAIN SERVICE

These trains are run as extras.

NORTHWARD

TRAIN	LEAVE	ARRIVE	RUNNING TIME
SO-1	SO 1:00 A. M.	Esplen 3:30 A. M.	2h. 30m.
PH-7	WG 2:00 A. M.	Esplen 4:40 A. M.	2h. 40m.
SW-1	WG 3:15 A. M.	Esplen 4:15 A. M.	1h. 00m.
PG-25	YU 4:00 A. M.	RG 5:00 A. M.	1h. 00m.
YA-4	YU 5:30 A. M.	SW 6:45 A. M.	1h. 15m.
WC-5	WG 8:30 A. M.	Esplen 10:00 A. M.	1h. 30m.
PH-1	WG 10:30 A. M.	Esplen 12:01 P. M.	1h. 31m.
MA-53	BF 6:00 P. M.	WG 11:59 P. M.	5h. 59m.
TRS-3	WG 6:30 P. M.	Esplen 8:15 P. M.	1h. 45m.
WV-1	WG 7:00 P. M.	Esplen 8:30 P. M.	1h. 30m.
MA-51	BF 7:00 P. M.	OB 3:00 A. M.	8h. 00m.
VL-7	WG 7:15 P. M.	Esplen 8:45 P. M.	1h. 30m.
SS-2	SO 8:00 P. M.	WG 10:00 P. M.	2h. 00m.
PW-7	WG 8:30 P. M.	Esplen 10:15 P. M.	1h. 45m.
VC-1	WG 9:00 P. M.	Esplen 9:45 P. M.	45m.
SH-4	SO 9:30 P. M.	WG 11:30 P. M.	2h. 00m.
CB-7	WG 9:45 P. M.	Esplen 11:30 P. M.	1h. 45m.
PC-3	WG 10:00 P. M.	Esplen 12:01 A. M.	2h. 01m.
SP-1	WG 10:30 P. M.	Esplen 1:30 A. M.	3h. 00m.

Train	Name
TRS-3	The Refiller
VL-7	The Comet
VC-1	The Meteor
WV-1	Punctuality

SOUTHWARD

TRAIN	LEAVE	ARRIVE	RUNNING TIME
ED-48	Esplen 12:30 A. M.	WG 1:30 A. M.	1h. 00m.
VL-2	Esplen 12:55 A. M.	WG 1:40 A. M.	45m.
PG-26	RG 1:00 A. M.	YU 2:00 A. M.	1h. 00m.
MA-60	YU 3:00 A. M.	RS 6:00 A. M.	3h. 00m.
SP-2	Esplen 3:15 A. M.	WG 4:15 A. M.	1h. 00m.
PW-18	Esplen 3:30 A. M.	WG 4:30 A. M.	1h. 00m.
CB-8	Esplen 5:15 A. M.	WG 6:30 A. M.	1h. 15m.
ZB-2	Esplen 10:30 A. M.	WG 11:30 A. M.	1h. 00m.
PG-15	SW 12:01 P. M.	YU 1:00 P. M.	59m.
SO-2	Esplen 12:15 P. M.	SO 2:30 P. M.	2h. 15m.
WC-6	Esplen 4:00 P. M.	WG 5:00 P. M.	1h. 00m.
VL-8	Esplen 5:25 P. M.	WG 6:10 P. M.	45m.
MA-52	WG 8:30 P. M.	BF 3:30 A. M.	7h. 00m.
MA-50	OB 11:00 P. M.	BF 4:30 A. M.	5h. 30m.
PS-8	Esplen 11:30 P. M.	WG 1:30 A. M.	2h. 00m.
VL-6	Esplen 11:45 P. M.	WG 12:30 A. M.	45m.

Train	Name
VL-2	Uncle Sam
VL-8	The Ranchman
PS-8	The Vulcan
VL-6	The Trailblazer

U. S. MAIL WORK

SOUTHWARD

STATIONS	7702	7806	7808		7710	7104	7108
Coal Valley P. O.		CD			CD		
Floreffe	CDI	CD	CD		CD		
Courtney		D					
New Eagle P. O.	CDI	D	CD		CD		
Hazzard P. O.	CDI	CD	CD		CD		
West Monessen							
Belle Vernon		D					
Dunlevy	CD-I		CD				
Allenport		D	D				
Stockdale	CDI	CD	CD				
Roscoe		CD					
Elco	CD-I	CD	CD				
New Stanton					E	CD	
Hunker					E	CD	
Ruffsedale					E	CD	
Alverton						CD	
Everson							
Pennsville							
Darent					I		

NORTHWARD

STATIONS	7101	7801	7803	7805	7107		
Coal Valley P. O.		CD		CDI			
Floreffe		CD	CD	CDI			
Courtney		CD	CD	I			
New Eagle P. O.		CD	CD	CDI			
Hazzard P. O.		CD	CD	CD			
West Monessen							
Belle Vernon							
Dunlevy				CDI			
Allenport							
Stockdale			CD	I			
Roscoe							
Elco		CD		CDI			
New Stanton	CD				CD		
Hunker	CD				CD		
Ruffsedale	CD						
Alverton	CD				CD		
Everson							
Pennsville	CD						
Darent	D				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.

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

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.
7803	7710	HAYS	Closed	all trains
7702	7810	HOMESTEAD	7806	7875
7702	7805	DUQUESNE	7806	7875
7702	7805	DRAVOSBURG	Closed	all trains
7702	7805	WILSON	Closed	all trains
7702	7833	CLAIRTON	7806	7833
7707	7805	W. ELIZABETH	Closed	all trains
7808	7805	ELRAMA	Closed	all trains
7707	7805	MONONGAHELA	7806	7875
7707	7833	DONORA	7806	7833
7707	7833	CHARLEROI	7873	7833
7702	7710	ALLENPORT	Closed	all trains
7702	7805	ROSCOE	Closed	all trains
7702	7710	CALIFORNIA	7873	7833
7800	7833	BROWNSVILLE	7873	7833
7800	7811	SMOCK		
7101	7107	UNIONTOWN	7601	7605
7104	7107	DUNBAR	Closed	all trains
7101	7107	CONNELLSVILLE	7601	7605
7101	7108	SCOTSDALE	7601	7605
7101	7104	TARR	Closed	all trains
7101	7104	YOUNGWOOD	Closed	all trains

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.

Hays, Wilson, West Elizabeth, Elrama, Roscoe, Youngwood, Tarr and Dunbar closed on holidays.

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 Time Tables must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

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 Dispatcher's Office, Penn'a Station, Pittsburgh.
Crew Dispatcher's Office, 115 Penn'a Sta., Pittsburgh.
Attended Block Stations.

Yard Office, 30th St., Pgh., S. S.

Yard Office, Thomson.

Wilson, Yard Office.

Shire Oaks { Crew Dispatcher's Office.
Northward Yard Office
Southward Yard Office
Scales.

West Brownsville Jct., Yard Office.

Rainey Junction, Yard Office.

Youngwood, Yard Office.

TIME TABLE

S3. SYMBOLS.

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

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.
- ‡—Indicates trains that will not be operated on New Year's, Memorial, Independence, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday, with note in column.
- ⊗—Passenger train—Schedule assigned to gas or gas electric rail motor cars.
- *—Passenger train—Schedule assigned to handle passenger freight equipment.
- ◇—Passenger train—No train baggageman.

D401.

M—Stop on signal to discharge passengers from.....

N—Stop on signal to receive passengers for.....and beyond.

O—

P—

Q—

R—

T—

U—

V—

W—

X—

Y—

Z—

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 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.

This signal will not be prolonged or repeated approaching crossings in:

West Elizabeth,
New Eagle,
Monongahela,
Uniontown.

D702———

D703. Rule 14 (m) will not apply to trains 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 engineman 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 12 (c). 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.———

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 is 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.

D902. Rule 16 amplified:

Sound	Indication
(ja) o o o o o o	When standing—deplete brake pipe pressure.

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; however, 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 engine 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 number 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.

D1003. Rule 17a amplified:

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that signal cannot be plainly read, headlight 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 to read:

"Lights showing yellow to the outside, and red to the rear."

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

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 fuseses should be met by throwing the fuseses 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.—

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 fuseses and torpedoes which must be carried as part of the equipment in the service indicated is as follows:

	Fuseses	Torpedoes
Passenger Service	8	24
Freight Service	18	24
Engines	3	6

Additional fuseses and torpedoes must be carried when necessitated by weather or other conditions. In the event 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. Switch stands will display the daylight indication only, as follows:

Main Line south of West	Whyel Branch.
Brownsville Jct.	Hunter Run Branch.
Peters Creek Branch.	Youghioghenny Branch.
Ellsworth "	Hunker Branch.
Ontario "	Tarr "
Cokeburg "	Scottdale "
Redstone Branch south of	Morewood "
BF Northward Home	Broadford "
Signal.	Opossum Run Branch
Grindstone Branch.	Mahoning "
Keister "	Dunbar "
Vance Mill "	Rainey "
Bute Run "	Coal Lick Run Branch
South West Branch, south	south of Rainey yard.
of VA.	Fairchance Branch.
Radebaugh Branch.	Oliphant "
Sewickley and Branches.	
Hempfield Branch.	
Andrews Run "	
Yukon "	

S12. SUPERIORITY OF TRAINS.

D1201.

Southward trains are superior by direction to trains of the same class in the opposite direction unless otherwise specified—:

Peters Creek Branch	Hempfield Branch
Ellsworth "	Andrews Run "
Cokeburg "	Sewickley " and Branches
Ontario "	Scottdale "
Grindstone "	Morewood "
Keister "	Broadford "
Vance Mill "	Opossum Run "
Bute Run "	Hunter Run "
	Youghioghenny "

Northward trains are superior by direction to trains of the same class in the opposite direction unless otherwise specified—:

Ten Mile Run Jct. to West Brownsville Jct.
 South West Branch. Coal Lick Run Branch.
 Radebaugh " Redstone "
 Yukon " "

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 M. Ry. B. & O. R. R., and P. & L. E. 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	Zones
Thirtieth St. South Side	Yard Office	Pittsburgh	A
		Conemaugh	A
Howard Thomson	Yard Office Yard Office	Eastern	A, B, C
		Pan Handle	A, B
Wilson	Yard Office	Pittsburgh	A
		Conemaugh	A
Shire Oaks	Crew Dispatcher's Office	Pan Handle	A
		Pittsburgh	A
Shire Oaks	Northward Yard Office Southward Yard Office Yard Office, Scales	Pittsburgh	A, B, C
		Middle	B
Monongahela	MC Block Station	Conemaugh	A, D
		Buffalo	H
Charleoi	Freight Station	Erie & Ashtabula	A
		Pan Handle	A
W. Brownsville Jct.	Yard Office	Eastern	A
		M. Ry.	A
Youngwood	Yard Office	Pittsburgh	A, B, C
		Conemaugh	A, D
Rainey Jct.	Yard Office	Pan Handle	A
		Eastern	A
South Brownsville M. Ry.	Yard Office	Middle	B
		Pittsburgh	A, B
West Newton, B. & O. R. R.	Enginehouse	M. Ry.	B
			C
McKees Rocks, P. & L. E. R. R.	Enginehouse		B
			B
Pittsburgh P. & L. E. R. R.	Station Master's Office Passenger Station		B
			B

S14. GENERAL ORDERS.

S14.A. 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:

The use of Form Z cards, when possible, will be continued during life of time table for employees.

Each Form Z card has lines provided for first and second month, and eight lines for punching General Order numbers. The first General Order line will be used to signify General Order information.

Additional order lines not needed for General Orders will be marked proper month and punched accordingly for reporting dates.

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 other's time tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's 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 time-tables by the Train Master and Assistant Train Master for trainmen, and by Road Foreman of Engines and Assistant Road Foreman for engine employes. 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 case 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, that they are not qualified.

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 Attendants for examination at turning point. However, this does not relieve compliance with paragraphs 3 and 4 of D1401.

D1402. For the purpose of issuing General Orders, the Division will be sub-divided into zones as follows:

Zone A. Monon to H including Branches.

Zone B. H to Ten Mile Run Jct., Ellsworth Branch and Branches, Redstone Branch and Branches.

Zone C. South West Branch and Branches.

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

S15. TRACK ASSIGNMENTS.

D1501. DOUBLE TRACK

Numbered from East to West.

MAIN LINE AND REDSTONE BRANCH:

No. 1—OB to Monon—Monon Northward Main.

No. 2—Monon to OB —Monon Southward Main.

No. 1—BF to CR —Northward Main.

No. 2—CR to BF —Southward Main.

Numbered from South to North.

No. 1—P. H. Div. Post to OB—Scully Eastward Freight.

No. 2—OB to P. H. Div. Post—Scully Westward Freight.

PORT PERRY BRANCH:

No. 1—PG to Port Perry Branch Jct.—Eastward Main.

No. 2—Port Perry Branch Jct. to PG—Westward Main.

Numbered from East to West.

SOUTHWEST BRANCH:

No. 1— $\frac{1}{2}$ VA to RS. { Northward Main.
 $\frac{1}{2}$ HN to SW. {

No. 2—SW to $\frac{1}{2}$ HN. { Southward Main.
 RS to $\frac{1}{2}$ VA. {

COAL LICK RUN BRANCH:

No. 1— $\frac{1}{2}$ RJ to $\frac{1}{2}$ VA. Northward Main.

No. 2— $\frac{1}{2}$ VA to $\frac{1}{2}$ RJ Southward Main.

D1502. THREE OR MORE TRACKS:

Numbered from East to West.

On three or more tracks the current of traffic is as follows:

Between OB and CR.

No. 1—Northward Freight.

No. 2—Southward Freight.

No. 3—Northward Passenger.

No. 4—Southward Passenger.

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. 1 being the most—ward Switch, with the numbers increasing toward the—ward.

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.

No. 0 track between its connection with No. 1 main track at the junction of the Axle Works Branch and OB interlocking will be used as a siding for trains in both directions. Trains may use this track southward upon receiving proper interlocking signal at OB and northward by permission from the signalman at OB, and must report when clear. Trains in both directions must run prepared to stop within range of vision.

No. 0 track between its connection with No. 1 track north of PG and just south of AU will be used as a siding for trains in both directions and movements will be controlled by signalman at PG. Trains in both directions must run prepared to stop within range of vision. Northward trains may use this track by receiving proper signal at PG interlocking and southward trains on obtaining permission from signalman at PG or hand signal from signalman at AU. Trains clearing this track at the shop yard will report clear to and get permission to enter from signalman at PG.

No. 1 yard track from the south end to the north end of South Duquesne Yard will be used as a siding for trains in both directions, having work at South Duquesne Yard. Conductors of such trains must report to and secure permission to use this track from the Yard Clerk at South Duquesne. Trains must run prepared to stop within range of vision.

No. 0 track between its connection with No. 1 main track south of PG and north end No. 1 yard track, South Duquesne, will be used as a siding for trains in both directions under control of signalman at PG.

Trains may use No. 0 track upon receiving proper interlocking signal or by permission of signalman at PG and must report when clear. Trains in both directions must run prepared to stop within range of vision.

EJ northward siding connected with No. 1 main track at EJ Block Station and a point 3085 feet north of Wilson station will be used as a northward freight running track upon signal or permission from signalman at EJ. Special Instruction D1608 will apply.

EJ southward siding connected with No. 2 main track at a point 1585 feet north of Wilson station and at EJ Block Station will be used as a southward freight running track upon permission from signalman at EJ. Special Instruction D1608 will apply.

Shire Oaks Northward Yard Pull-in Track.

To connection with outbound Engine Dispatching Yard 200 feet south of Coal Wharf; current of traffic is northward. Movements against the current of traffic must be made only under flag protection. Normal position of switch leading to Ladder Track for Tracks 1 to 5 is for Ladder Track. Normal position of switch at north end of Pull-in Track will be for Pull-in Track and the normal position of the crossover switches from Storage to Pull-in Track opposite the turn-table is for Engine Storage to Pull-in Track. Trains using Pull-in Track will avoid blocking the outbound engine movement.

Rainey Branch Junction Y.

South Leg: The track extending from connection with the Coal Lick Run Branch at north end of Continental No. 2 Storage siding to connection with Rainey Branch, 0.3 mile south of Rainey Branch Junction; current of traffic northward.

North Leg: The main track of Rainey Branch from connection with south leg of Y, 0.3 mile south of Rainey Branch Junction, to connection with Coal Lick Run Branch at ‡RJ; current of traffic northward.

Trains moving northward on Rainey Branch must not pass telephone located 600 feet south of Rainey Junction Y, without permission from the signalman at RS or Train Dispatcher, Youngwood, when RS is closed, and movements from the telephone to the Y must be made under flag protection.

Movements against the current of traffic on Rainey Junction Y must be made only under flag protection.

The track on west side of southward main track from East Greensburg to Bridge No. 1.05 will be used as a southward siding. Northward movements may be made on this siding on permission from the signalman at SW.

S16. MOVEMENT OF TRAINS.

D1601. Location of Train Dispatchers.

PITTSBURGH	In charge of Main Line, between Monon and BF. Scully No. 1 Eastward and No. 2 Westward Freight tracks between Esplen, (P. H. Div.) and OB, Port Perry Branch, Peters Creek Branch, between Peters Creek Br. Jct. and Pennmont, Ellsworth Branch and Branches, Redstone Branch, W. B'ville Jct. to BF.
YOUNGWOOD	South West Branch and Branches, Redstone Branch and Branches RS to BF.

BROWNSVILLE, M. Ry., Main Line, between West Brownsville Jct. and Ten Mile Run Jct.

CORAOPOLIS, Montour R. R.—Peters Creek Br., between Pennmont and Gould.

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 as follows:

Signalman at RS, or Train Dispatcher, Youngwood, when RS is closed, will notify southward inferior trains when southward superior trains due via diverging route have not been represented.

S16B. Rule 98.

D1603. Home signals operated by signalman at BF Block Station govern the movement of trains over the Monongahela Railway crossing at Brownsville Junction.

All trains will stop clear of Mt. P. & B. F. R. R. crossing at Everson and will not proceed until a flagman has been sent ahead and crossing is found to be clear.

Trains using Continental No. 1 Coke Works siding will not obstruct the W. P. R'y crossing until a flagman has been sent ahead to protect the crossing.

S16C. Rules 106 and 106a.

D1604. Track fences are located at Dravosburg and Allenport.

Trains on No. 2 main track at Dravosburg and on No. 1 main track at Allenport are relieved from observing Rule No. 106.

Passenger trains destined to Kennywood Park will unload and load passengers on station platform located on west side of No. 4 track just south of AU interlocking.

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.

Signalman at OB will notify southward trains on No. 4 track when northward superior trains on No. 3 track have not arrived and will notify southward trains on No. 2 track when northward passenger trains have been diverted to No. 1 track, at AU.

Signalman at AU will notify northward trains from No. 1 to No. 3 track when southward superior trains on No. 4 track have not arrived and will notify northward trains on No. 1 track when southward passenger trains have been diverted to No. 2 track at OB.

D1604A. 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.

S16D. Rules 251, 253 and 254.

D1605. Rules 251, 253 and 254 will apply:

Between Monon. and BF.

" SW and ‡HN.

Equipment failures and taking water or coal will be considered work.

D1606. (DOUBLE, THREE OR MORE TRACKS). When proper signal is displayed or permission is given by Signalman, trains with passenger equipment will run passenger extra without train orders.

D1607. The following grade crossings are protected by flashing light signals or bells:

Flashing Light Signals:

Highway 700 feet south CR Block Station.
 McClure Street, Dravosburg.
 Border Street, West Elizabeth.
 Main Street, Bentleyville.
 Fourth Street, West Monessen.
 State Street, Belle Vernon.
 Wilden Road, .5 mile south of Roscoe.
 Huff Avenue, South Greensburg.
 Township Road, New Stanton.
 Highway No. 31, Tarr.
 Highway No. 119, 1.2 miles south Alverton.
 Chestnut Street, Scottdale.
 Hogsett Crossing, .2 mile north of Redstone Jct.
 West Main Street, Uniontown.
 West Fayette St., Uniontown.
 West Berkley St., Uniontown.

Bells:

Howard Street, Roscoe.
 Township Road, .5 mile north Fredericktown.
 State Road, .1 mile south Fredericktown.

A train entering the circuit, which is approximately 1600 feet in either direction from the highway crossing, protected by flashing light signals or other warning signals, and not clearing the entire circuit before a reverse move is made, must move carefully to avoid accident.

Movements on sidings listed must be made carefully, as crossing signals will not be in operation:

Huff Ave., South Greensburg.

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 the 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.

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

When the flagman is ready to cut off the pushing engine he will give the enginemen 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.

D1610. Helping engines coupled to the rear of westward freight trains at Port Perry Branch Junction will cut off before passing Automatic Block Stop Signal at the east end of Port Perry Tunnel and return to dwarf signal at Brinton U under protection of the signalman at R. Engineman must arrange with the signalman to protect the return movement on westward track.

Eastward trains requiring helper at PG will stop at Automatic Block Stop Signal just west of Port Perry tunnel and will not proceed until helper has been coupled on.

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

In cutting off helping engines from trains at block stations, the following instructions will govern:

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

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

When helping engines are directed to cut off at any other points than at block stations, they will be governed by the special instructions in each case.

D1611. Trains of sufficient length to block grade crossings through Homestead, receiving an approach signal on No. 1 track at signal bridge M-75 south of Munhall station, will stop and communicate by telephone from Heisel street with yard master at Howard for instructions before proceeding.

D1612. At Homestead, conductors of passenger trains will ascertain the approximate time required to do their work, and if the stop is to be more than 2 minutes, they will arrange to give the crossing watchman a signal so that he will raise his gates and permit street traffic to move while the passenger train is at the station.

The person giving the crossing watchman the signal must remain at the crossing and see that the gates are lowered before permitting train to proceed.

D1613. Derails are located on main tracks as follows:

Peters Creek Branch, 150 feet north of Snowden road crossing (used when Carnegie Natural Gas Co. is loading oil).

Peters Creek Branch, 250 feet south of Gould.

Ontario Branch, 500 feet south of Ontario.

Grindstone Branch, 1880 feet south of Royal Storage track.

Keister Branch, 911 feet south of Keister Jct.

Keister Branch, 216 feet south of Helen.

Bute Run Branch, 588 feet south of Bitner.

South West Branch, 3078 feet south of Fairchance Station.

Boyer Run Branch, at clearance point with Sewickley Br.

Mammoth Branch, 1.7 mile south of Calumet Station.

Marguerite Branch, 500 feet north of switch leading to Marguerite Coke Works.

Bessemer Branch, 400 feet north of Humphries Siding.

Whyel Branch, 300 feet north of Vulcan mine siding.

Hunter Run Branch, 100 feet south of Wyano car load delivery siding.

Youghioghenny Branch, 350 feet south of Chambers crossing.

Scottdale Branch, 150 feet south of Main St., Mt. Pleasant.

Opossum Run Branch, 180 feet south of E. I. Dupont siding.

D1614. Monongahela Railway engines may use Monongahela Division tracks between legs of "Y" at Ache Jct. to turn, under flag protection.

D1615. Switch tender at the north end of Bridge 52.17 West Brownsville Jct. in charge of crossover switches at BF End Double Track, switch leading from Redstone Branch to the South Leg of West Brownsville Jct. Y, crossover switches at north end Bridge 52.17 and switch leading to the North Leg Brownsville Jct. Y at BF.

Trains must not foul these switches until a signal to proceed is received from the switch tender.

Switch tender will report trains clearing main track.

The Monongahela Railway switch tender at South End Brownsville Jct. Y will give block indication to northward trains by hand signal as directed by signalman at BF for movement on Y and report southward trains clearing Y.

Southward trains will receive block indication from signalman at BF for movement on Brownsville Jct. Y.

Switch tender must not change main tracks switches from normal position without permission from signalman at BF.

D1616. Before trains move over Main Street crossing, Ellsworth Branch, Monongahela, between 2.15 A. M. and 4.45 A. M., a trainman must be sent ahead to protect street traffic.

D1617. Crossing watchman on duty at East Fayette Street Crossing, Southwest Branch, Uniontown, between 8.00 A. M. and 5.00 P. M., daily except Sunday. At all other times before trains move over this crossing, a trainman must be sent ahead to protect street traffic.

D1618. Movement over East Main Street Crossing Uniontown, protected by the street traffic signal. Electric switches for control of the signal by trainmen, located on poles 100 feet north and 180 feet south of Main Street marked "P. R. R." The operation of either of the switches will set the signal to show red viewed from Main Street and green from the main track. A second operation of either switch will restore the signal to its normal operation.

Before trains are moved over the crossing, trainmen will operate nearest electric switch to give proper indication, and when train has cleared the crossing restore the signal to normal by operating the nearest electric switch.

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

D1619. When pushing cars in advance of the engine over crossings at Uniontown, a flagman must be sent ahead to protect street traffic. The engine bell must be rung continually.

D1620. All trains must approach points where switch tenders are on duty under full control and must not pass over the switches until they are given proper proceed signal by switch tender in charge and it is seen that track is clear. Switch tenders are located as follows:

Bridge 52.17 West Brownsville Jct. Note Special Instruction D1616.

When a temporary switch tender is placed in charge of main track switches, trains must be notified by general order or by train order to approach prepared to stop, unless switches are right and track clear, and must stop unless a signal to proceed is received from switch tender.

D1621. VY, signalman in charge of switches leading to the South end of VY siding.

RS, signalman in charge of switch at end of double track and switch leading to South West Branch when an attended block station.

Signalman will not set switches for a train to enter siding or crossover until speed has been reduced to 15 miles per hour.

D1622. At Tarr, northward passenger trains will make station stop with engine one car length south and southward trains with rear end one car length south of the highway crossing.

D1623. When caution is displayed by the southward fixed signal located 100 feet south of Bamford Crossover or by northward distant signal for facing point switch, Bamford Storage Track, trains will expect to find Nos. 1 and 2 main tracks obstructed by rocks or land slides from a point 1400 feet north to a point 2150 feet south of Mile Post 37 and must run prepared to stop.

Trains against current of traffic must be governed by signal for normal track.

D1624. Before trains move over highway crossing on Keister Branch, 700 feet south of Keister Junction, a trainman must be sent ahead to protect highway traffic.

D1625. Before trains on Peters Creek Branch move over State St. crossing, Wilson, a trainman must be sent ahead to protect street traffic.

D1626. When caution is displayed by the northward distant switch signal located 454 feet north of W. Brownsville Jct. Station protecting facing point switch, No. 1 main track north end W. Brownsville Jct. Yard, or by the southward distant switch signal protecting the north end WB southward siding, trains will expect to find Nos. 1 and 2 main tracks obstructed by rocks or landslides from a point 780 feet north to a

point 3100 feet north of Mile Post 51 or switches not properly set and must run prepared to stop.

Trains against current of traffic must be governed by signal for normal track.

D1627. When northward distant switch signal protecting south end of Tucker passing siding or the southward distant switch signal protecting north end of Tucker passing siding, display caution, trains will expect to find main track obstructed by rocks or landslides from M. P. 60 to a point 1100 feet north of M. P. 60, or switches not properly set, and must run prepared to stop.

D1628. The main track of Peters Creek Branch between Pennmont and Gould is used jointly by The Pennsylvania and Montour Railroads.

Normal position of the connecting switches, for Montour Railroad.

Proper orders must be received from Montour Railroad Dispatcher, Coraopolis, before opening or fouling connecting switch at Pennmont or Gould.

D1629. Southward passenger trains stopping at Dravosburg Station will stop with the engine to clear McClure St. Crossing.

D1630. Southward passenger trains stopping at Donora Station will stop with the engine to clear Eighth St. Crossing at the south end of the station platform. Southward freight trains having work at Donora Warehouse will stop train to clear Eighth Street Crossing.

D1631. Cars may be loaded with oil by the Carnegie Natural Gas Company on the main track of Peters Creek Branch, 150 feet north of Snowden Road crossing, 6.4 miles south of Peters Creek Branch Junction. Hand operated derail in service at north end of spotting point in charge of an employe of the Carnegie Natural Gas Company who will operate derail upon orders from trainmen, keeping it in position to derail while car is standing on main track. Conductors must obtain permission from the Superintendent before obstructing main track.

D1632. Yard engines and extra trains must obtain permission from the Train Dispatcher before moving from West Brownsville Jct. to West Brownsville.

D1633. Trains Nos. 7809, 7814, 7813 and 7818 will route via the south leg of Brownsville Jct. Y.

D1634. Trains must stop before moving over Church Street Crossing, Fairchance and send a trainman ahead to protect street traffic.

D1635. Train movements will be made within the home signal limits of BF Block Station, the same as at an interlocking station.

D1636. In addition to complying with Rule 103a, a train man must be sent ahead to protect street traffic before entering the crossing at 21st and Carson Streets, Pittsburgh and White Hall Branch.

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 very low speed before delivering the order.

S18. YARDS AND YARD INSTRUCTIONS

S18A.

D1801. Rules 93 and 317d 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, be 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.

Rules 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 amplified.

(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 the rear of train.

D1802. Yards indicated by Yard Limit boards are located at:

PITTSBURGH SOUTH SIDE YARD—Monon to Redman, including White Hall Branch.

HOWARD YARD—Redman to Green Springs, including Axle Works and Streets Run Branches.

THOMSON YARD—Green Springs to one mile south of South Duquesne, including McKeesport Branch and Port Perry Branch to U Junction.

WILSON—North end of EJ Northward Siding to West Elizabeth and from Peters Creek Br. Jct. to one mile south on the Peters Creek Branch.

SHIRE OAKS—Florefe to a point 4200 feet south of Coal Bluff.

MONONGAHELA—Riverview to Black Diamond and from Monongahela to south end Frye passing siding on the Ellsworth Branch.

MARIANNA—Mile post 19 north of Marianna station to the south end of the Ellsworth Branch.

DONORA—Black Diamond to West Monessen.

WEST BROWNSVILLE JUNCTION—California to one-half mile south of West Brownsville and to a point one and one-half mile south of West Brownsville Junction on the Redstone Branch.

YOUNGWOOD—CJ (both legs of "Y") to Mile Post 6 and YU to a point 1.7 miles southward on the Sewickley Branch.

YUKON BRANCH—tHN to yard limit board 500 feet south of north end of Hunker Passing Siding.

EVERSON—Mile post 16 to Mile post 19, on Scottdale Branch, Scottdale Br. Jct. to South End Storage Siding and on Broadford Branch, Broadford Br. Jct. to Siding 5731 (American Sheet & Tin Plate Co. No. 9.)

CONNELLSVILLE WEST SIDE—South end Youghiogheny River bridge to South End $\frac{1}{2}$ NJ Storage Siding and on the Opossum Run Branch $\frac{1}{2}$ NJ to yard limit board 300 feet south of P. & L. E. R. R. Junction.

RAINEY YARD—From a point 1545 feet north of RS to Dunbar St., Uniontown, on the Southwest Branch, north and east legs of Redstone Junction Y to a point 550 feet north of the switch leading to the south end of Walker storage sidings on the Redstone Branch and on Coal Lick Run Branch from $\frac{1}{2}$ VA to the south end of Continental No. 2 Storage siding including Rainey Branch.

D1804. The number of track to be used by train for Shire Oaks Yard will be displayed at H for northward trains and at EJ for southward trains by indicator on front of tower. When no indication is given, trainmen must obtain instructions by telephone before entering the yard tracks.

D1805. At classification yards indications for the movement of cars are given by whistle and fixed semaphore signals as follows:

Whistle Signal	Semaphore Signal	Indication
—	Stop (Red light at night)	Stop
— —	Clear (Green light at night)	Proceed
— — —	Caution (Yellow light at night)	Back

D1806. Northward trains having cars to set off or pick up at Shire Oaks, must call yard master for instructions from the south end of hump yard.

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.	Hour	Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour
0.51	70.59	1.27	41.38	2.02	29.50	2.37	22.93
0.52	69.73	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.66	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.34	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.12	2.43	22.08
0.58	62.07	1.34	38.29	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.09	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.17
1.05	55.38	1.41	35.68	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.61	2.19	25.90	2.54	20.70
1.09	52.17	1.45	34.28	2.20	25.71	2.55	20.58
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.31	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.74	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.04	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.46	9.00
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.35	2.34	23.38	8.34	7.02
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

S20. SPEED RESTRICTIONS.

S20A. On account of braking arrangement, when passenger trains have class X-25, X-29, R-7, RF 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 operated, the lading of which is less than 25,000 pounds, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in car load lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Company.

Class R-7 and RF milk cars average 215 cans, maximum 225 cans. A 40-quart can of milk weighs 100 pounds, a 46-quart can 125 pounds, ice 5 tons, so that the weight of lading would be less than 50,000 pounds. R-7. cars equipped with shelves will carry 400 cans of milk; if these are of 40-quart capacity, weight of lading and ice will be 50,000 pounds; 46-quart capacity, weight of lading and ice will be 60,000 pounds based on full load.

Freight cars to comply with the above instructions must be equipped with steam heat line, air signal line, ten inch air brake cylinder, three position retaining valve, E-7 safety valve, K2 triple valve and steel wheels.

D2001. Maximum Speed.

	Except as otherwise specified:	Miles per hour
Main Line:		
Between P.H. Div. Post and W. B'ville Jct.:		
With passenger engines		60
With freight engines		40
Between W. B'ville Jct. and Ten Mile Run Jct.:		
With passenger or freight engines		25
Redstone Branch:		
With passenger or freight engines		30
Radebaugh Branch:		
With passenger or freight engines		30
Southwest Branch:		
Between SW and $\frac{1}{2}$ VA:		
With passenger engines		50
With freight engines		40
Coal Lick Run Branch:		
Between $\frac{1}{2}$ VA and $\frac{1}{2}$ RJ:		
With passenger or freight engines		30
On branches not listed above, passenger trains must conform with speed of freight trains.		

	Except as otherwise specified:	Miles per hour
Freight trains	Main Line:	
	Between P.H. Div. Post and W. B'ville Jct.	40
	Between W. B'ville Jct. and Ten Mile Run Jct.	25
	Port Perry Branch	20
	Ellsworth Branch:	
	Between MC and Cokeburg Junction	15
	Between Cokeburg Junction and Marianna	25
	Redstone Branch	20
	South West Branch:	
	Between SW and †VA	30
	South of Dunbar St., Uniontown	15
	Hempfield Branch:	
	Between Hempfield Branch Junction and Herminie	25
	Between Herminie and Cowansburg	15
	Radebaugh, Youghioghenny, Andrews Run, Hunter Run and Coal Lick Run Branches	20
	Morewood Branch	10
	Branches not listed above	15
Circus trains	Main Line:	
	Between P.H. Div. Post and W. B'ville Jct.	30
	Between W. B'ville Jct. and Ten Mile Run Jct.	20
	Redstone Branch:	
	Except as otherwise restricted	20
	South West Branch	20
Wreck trains	Morewood Branch	10
	Other Branches	15
	Main Line:	
	Between P.H. Div. Post and W. B'ville Jct.	30
	Between W. B'ville Jct. and Ten Mile Run Jct.	20
	Redstone Branch:	
	Except as otherwise restricted	20
Track cars	South West Branch	20
	Morewood Branch	10
	Other Branches	15
	Unless otherwise specified	20
	Through crossovers, turnouts, Highway and railroad crossings	5
	When hauling track car or trailer	10
Trains other than wreck trains handling industrial derricks or other pivoted machinery	Hand cars operated under Rule 80	8
	Main Line:	
	Between P.H. Div. Post and W. B'ville Jct.;	
	On curves	20
	On straight track, boom trailing	30
	On straight track, boom forward	20
	Between W. B'ville Jct. and Ten Mile Run Jct.,	
	On curves	15
	On straight track, boom trailing	20
	On straight track, boom forward	15
	Redstone Branch:	
	On curves	15
	On straight track, boom trailing	20
	On straight track, boom forward	15
	Southwest Branch:	

	Miles per hour
On curves	15
On straight track, boom trailing	20
On straight track, boom forward	15
Other Branches:	
On curves	10
On straight track, boom trailing or forward	10
D2002. Speed indicated below must not be exceeded between points named; on curves and over bridges:	
Main Line:	
Through OB Interlocking	30
Trains on No. 2 track over turnout leading to North end EJ southward siding	30
Nos. 1 and 2 tracks from a point 1800 feet south of, to a point 4800 feet south of Coal Bluff Station	30
Nos. 1 and 2 tracks between Mile Post 37 and a point 2800 feet south of Mile Post 38	40
No. 2 track from a point 1200 feet south of to a point 2200 feet south of Eclipse Mine Tipple	30
South End West Brownsville Jct. Y to West Brownsville Station	10
Port Perry Branch:	
North and South Legs Thomson Y	15
Redstone Branch:	
South Leg West Brownsville Jct. Y	15
North Leg Brownsville Junction Y	15
South Leg Brownsville Junction Y	5
Over Monongahela Ry. Crossing, Brownsville Jct.	12
Between home and block signals, RS	15
South West Branch:	
Between first grade crossing north of Scottdale Br. Jct. and Mt. P. & B. F. R. R. Crossing, Everson	12
Between †CN and Youghioghenny River Bridge	12
Over Pittsburgh street crossing, Connellsville	6
Over street crossing north of †NJ	6
Over street crossings at Dunbar	15
Between home and block signals, RS	15
Between †VA and Dunbar Street, Uniontown	4
Coal Lick Run Branch:	
Over street crossings between †VA and Continental No. 1	4
Distant Signals:	
Northward, No. 1 track, for Peters Creek Crossover	30
Southward, No. 2 track, for Peters Creek Crossover	40
Main Line: CURVES	
Twelfth Street	40
Thirtieth Street	40
Redman	50
Hays Viaduct	50
Harding	50
At B. & O. bridge south of Hays, Nos. 1 and 2 tracks	40
First curve north of Thomson	40
Between AU and Duquesne, Nos. 1 and 2 tracks	30
Between first Signal Bridge north of CR and Dravosburg	45
First, second and third south of Mile Post 16	45
First north of Clairton	45
First north of EJ Block Station	45
First south of Elrama Station on No. 2 track	30

	Miles Per hour
Between H Block Station and Courtney.....	45
First and second north of Monongahela	30
First south of MC Block Station.....	50
Second south of Mile Post 31.....	50
West Columbia	50
First south of West Columbia	50
First north of Bamford Crossover.....	50
First south of Charleroi	50
600 feet north to 300 feet south of Stockdale..	50
First north of Coal Centre	40
At Coal Centre	40
First north of California.....	50
California	50

Redstone Branch:

Passenger trains:

First south of W. B'ville Junction.....	25
Between Brownsville Junction and Linn.....	25
First north of Braznell.....	25
First and second south of Braznell.....	25
Between Grindstone and Vance Mill Junction...	25
At Redstone Jct.	20

Freight trains:

First south of W. Brownsville Jct.	10
At Mile Post 56.....	10
700 feet north of Mile Post 57 to 500 feet south of Mile Post 58.....	10
At Mile Post 60.....	10
First South Mile Post 66.....	10

South West Branch:

East Greensburg and first south of East Greensburg	35
First and second north of New Stanton.....	30
New Stanton to road crossing 1.2 miles south of Alverton	35
Between Pennsville road crossing and ‡CN....	30
At Bridge 26.42.....	30
First North of Bridge 27.85.....	35
First south of Dunbar.....	30
Second and third south of M. P. 29.....	30
All other curves.....	40

Dunbar Branch:

At each end of trestle bridge.....	5
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Bridges:

LOCATION	Class of Engine					
	N1 N2	I1	M1	L1	H8 H9 H10	K4 K3 K2 G5 E6
Miles per Hour						
No. 1.70, 26th St., Pgh., S.S.	20	20	20			
No. 1.78, 27th St., "	20	20	20			
No. 1.97, 30th St., "	20	20	20			
No. 48.50 Coal Centre.....	20	20	30	30	40	40
No. 53.33 south of W. Brownsville	A	25	25			
No. 2.76 first south of County Home Junction.....	20	20	20			
No. 2.90 second south of County Home Junction.....	20	20	20			
No. 3.55 third south of County Home Junction.....	15	15	15			
No. 7.28 first north of New Stanton on No. 2 main track.....	15	15	15			
No. 24.56 Youghiogheny River, Connellsville.....	A	A	A	15	15	15
No. 36.75, 1970 feet south of RS, No. 2 Track	A	25	A			

A—Use prohibited.

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

D2005. Rule 750 amplified:

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:

N4s {	8
C1 {	
I1s {	15
All others {	

If engines with any main or side rods disconnected while on the main track, have interference between crosshead 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 I1s engine have been removed, also when the front side rods on a class L1s 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.

D2006. Through all main non-interlocked turnouts	15
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D2007. M1, N1, N2, I1 and L1 engines, in passing through turnouts other than main track crossovers, turnouts to passing sidings or to ends of main tracks and the following interlocking crossovers or turnouts:

All crossovers and turnouts PG.

Over switches at north end OB interlocking as follows:

Crossover, yard to Monon No. 1 track.

North crossover between inbound and outbound track.

Turnout inbound track to old outbound track 5

M1, and K2S engines with all driving wheels flanged on North Leg Thomson Y..... 5

D2008. Passenger trains hauled by engines equipped with diamond type tender trucks	30
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D2009. Snow plows in operation passing passenger station	4
Before meeting or being passed by passenger train	Stop

D2010. Electrically equipped multiple unit cars moved deadhead in steam trains and motors not removed 20

If it is known that the motors have been removed from such 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 must not exceed speed indicated below:

Class	With Train Forward			Backward
	Passenger	Freight	Light	
A.....	15	15	15	15
B.....	20	20	20	20
C-1.....	20	20	20	20
CC-1, CC-2.....	20	20	20	20
D.....	60	40	50	25
E.....	60	40	50	25
G.....	60	40	50	25
H-5, 6, 8, 9, 10.....	40	40	30	25
I.....	40	40	30	25
K.....	60	40	50	25
L.....	40	40	30	20
M-1.....	60	40	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

Miles
per hour

Engines heavier than H6 type:

North Leg Peters Creek Y.....	10
Peters Creek Branch	10
Grindstone Branch	10
Keister Branch	10
Vance Mill Branch.....	10
Bute Run Branch.....	10
Redstone Jct. Y.....	10
Hempfield Branch	15
Youghiogeny "	15
Hunter Run "	15

Engines heavier than L1 type:

Redstone Branch	15
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D2013. Engines going on turntable..... 6

D2014. Engines or trains passing over track scales 4

D2015. Maximum speed for passenger trains between Panhandle Div. Post and CR when diverted to freight tracks..... 50

S21. SIGNAL ASPECTS.

D2101. ———

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, engineman 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, engineman 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, engineman may resume speed on seeing the next signal ahead clear.

D2103. Slowboards used in lieu of distant signals to home or block signals at the following locations:

Redstone Branch—Approaching home signal RS.

Radebaugh Branch—Approaching home signal CJ.

South West Branch—Approaching northward and southward block signals RS.

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

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).

Form C card amplified:

This card must be used only in case of failure of Block Signal, Interlocking Signal, or the Home Signal referred to in Paragraph 3, or when signal cannot be displayed for an engine returning to its train.

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.

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. S33A modified.

When a train clears a block between block stations or at unattended block station the flagman may, when authorized by the conductor or engineman, report clear to the signalman.

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. ———

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 Panhandle Div. Post and West Brownsville Jct.

Port Perry Branch.

McKeesport Branch.

Redstone Branch.

Brownsville Jct. "Y." (North and South Legs).

South West Branch, between SW and ‡VA.

Radebaugh Branch.

Coal Lick Branch, between ‡VA and ‡SL.

D2302. Rule 317a will apply for movements against the current of traffic:

Between PG and R Jct.

D2303. Rule 317b will apply on all single track portions of the Division where block system rules are in effect and for movements against the current of traffic.

D2304.———

D2305. Rule 318b will apply between:

CR and EJ

H and BF

SW and ‡HN

RS and ‡RJ

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 a yellow light horizontal; the yellow light next to the main track.

The signalman may give a train oral permission to enter one 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, it 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 the Station is attended.

(To be printed on green paper, size 5 1/8 x 3 1/2.)

FORM K	THE PENNSYLVANIA RAILROAD CLEARANCE CARD	FORM K
Block Station, _____		19
To Conductor and Engineman: Train _____		
Proceed at _____ as though _____ signal was displayed		
Report clear at _____		
		Signalman.
The signalman may issue this card only when authorized by the superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, 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. 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.		

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

D2308.———

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401.———

S25. AUTOMATIC BLOCK SYSTEM.

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

Monon Nos. 1 and 2 tracks between Monon and OB.

Scully Nos. 1 and 2 Freight tracks between P. H. Div. Post and OB.

Nos. 1, 2, 3 and 4 tracks between OB and CR.

Nos. 1 and 2 tracks Port Perry Branch.

Nos. 1 and 2 tracks between EJ and H.

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 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 a train using hand operated main track 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. The following signals in Automatic Block System territory must not be passed while in stop position without a train order.

The Automatic Block Stop Signals at east end and west end of Port Perry Tunnel.

S25A.——

S25B.——

Location of Cab Signal Cutting In Sections.

D2506. Port Perry Branch—Track No. 1 from Automatic Signal P118 (west of East Pittsburgh) to Automatic Signal 3406 (Turtle Creek Switches).

For Northward Trains:

Radebaugh Branch—From a point 1500 feet south of the Northward Distant Signal (R08) for "RG" to that signal.

Southwest Branch—Track No. 1 from Northward Distant Signal (S10) to Northward Home Signal for "SW."

S25C. AUTOMATIC TRAIN CONTROL

D2507. Location Cutting in Sections.
(P. H. Division)

Monon No. 1 track between Northward distant and Northward home signals for Monon Block Station.

S25D. GRADE SIGNALS.

D2508. Location of Grade Signals.

No. 2 track, Port Perry Branch:—Bracket Pole No. P123, located at Jct. Port Perry Branch.

Monon No. 1 track, first two signal bridges north of OB.

Scully No. 2 track first two signal bridges west of OB.

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.

D2601. 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).

S27. NON-INTERLOCKED SWITCHES CONNECTED WITH MANUAL AND CONTROLLED MANUAL BLOCK STATION SIGNALS.

D2701.

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
MC	All No. 1 Main Track Switches between Northward Block Signal and South End River-view Northward Storage Siding, inclusive.
VY	All switches between Home Signals.
BF	Main Track switch, North Leg of Brownsville Jct. Y.
YU	All Main Track Crossovers and Switches between Home Signals. All switches between Northward Home and Distant Signals. Facing Switch, No. 1 Main Track, South end of Work Train Track.

CJ

Facing Switch, No. 1 Main Track to South End Huff Yard.

Facing Switch, No. 2 Main Track to Youngwood Southward Receiving Yard.

South Switch of Crossover between Nos. 1 and 2 Main Tracks, North End Youngwood Southward Receiving Yard.

S28. TRACK CARS, ETC.

(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 fusees.

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

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, Signalmen 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 cannot 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.

S29.

ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

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

Entire Division Class HC1.

MAIN TRACKS:

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								
	N1 N2	I1	M1	L1	H10 H9 H8 E8 G5	K5 K4 K3 K2	H6 E2 E3	C1	CC2
Main Line—Panhandle Div. Post to W.B. Jct.	S		S						UZ
Main Line—W.B. Jct. To T. M. R. Jct.	B	B	B						A
Whitehall Branch	N	N	N	N	N	N	N		N
Axle Works Branch	VN	VN	VN	VN	J	VN			A
Streets Run Branch	N	N	N	N	J	VN	N	N	A
Port Perry Branch			L			L			
McKeesport Branch	V	V	V	V	V	V	Q	V	A
Peters Creek Branch	A	C	A	C		A		A	A
Ellsworth Branch	A	D	A			A			A
Cokeburg and Ontario Branches	A	A	A			A			A
Redstone Branch	K		K						A
Grindstone Branch	A	A	A			A			A
Kelster Branch	A	A	A	A		A		A	A
Vance Mill and Bute Run Branches	A	A	A	A		A		A	A
Southwest Branch—SW to Scottdale Station			A						A
Southwest Branch—Scott- dale Station to Mile Post 35	A	A	A						A
Southwest Branch— Mile Post 35 to †VA	A		A						A
Southwest Branch— †VA to Terminus	A	A	A					A	A
Radebaugh Branch									A
Hempfield and Andrews Run Branches	A	A	A	A		A		A	A
Youghiogheny Branch	A	A	A	A		A		A	A
Yukon, Hunter Run and Whyel Branches	A	A	A	A		A		A	A
Sewickley, Boyer Run and Brinker Run Brs.	A	X	A	X		A		A	A
Mammoth, Bessemer and Marguerite Brs.	A	A	A	A		A		A	A
Hunker Branch	A	A	A	A	A	A		A	A
Tarr Branch	A	A	A	A		A		A	A
Scottdale and Morewood Branches	A	R	A	A		A		A	A
Broadford Branch	A	A	A	A		A		A	A
Opossum Run Branch	A	A	A	A		A		A	A
Mahoning Branch	A	A	A	A		A		A	A
Dunbar Branch	A	A	A	A	A	A		A	A
Coal Lick Run Branch †VA to †SL	A		A						A
Coal Lick Run Branch— †SL to Terminus	A	A	A	A				A	A
Rainey Branch	A	E	A	E		E		E	A
Fairchance and Oliphant Brs	A	A	A	A		A		A	A

- A—Use prohibited.
- B—Use prohibited, except between West Brownsville Junction and the north end of Bridge No. 53.33.
- C—Use prohibited south of a point 1.2 miles south of Peters Creek Branch Junction.
- D—Use prohibited south of Stockdaletown Water Station.
- E—Use prohibited south of north end of Bridge No. 1.07.
- J—E6 and G5 engines cannot be used on Axle Works and Streets Run Branches on account of curvature.
- K—Use prohibited South of Braznell and must not exceed 15 miles per hour between W. B'ville Jct. and Braznell.
- L—The use of M1, and K2s engines with all drivers flanged is prohibited over No. 11 crossover between Nos. 1 and 2 main tracks, PG.
- N—Use prohibited on account of curvature, except H-6 engines may be operated on main track.
- Q—When two or more engines are used over bridge 12-19, McKeesport Branch, there must be at least eight cars between engines.
- R—Use permitted for one mile south of Scottdale Branch Jct., not exceeding 15 miles per hour.
- S—Use prohibited passing transfer or coal chutes on inbound or outbound engine running tracks, 30th Street Yard, on account of close clearance.
- U—Use prohibited over bridge 1.78, 27th Street, South Side, Pittsburgh and south of CR.
- V—Use prohibited on account of light bridges.
- Z—Cylinders will not clear half through girders on bridge 1.51, 23rd Street, South Side, Pittsburgh.
- X—Use prohibited except to a point 1.7 miles south of Youngwood, Sewickley Branch.

SIDINGS, YARD AND INDUSTRIAL TRACKS.

Class N1, N2, CC2, M1, K5, K4, K3, K2 engines are prohibited from using all industrial tracks.

All other classes of engines which are permitted on the main tracks, bridges, etc., of the main line and branches are permitted to use all sidings, yard and industrial tracks at a speed not in excess of 15 miles per hour, except the tracks indicated below:

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.

SIDING, YARD OR INDUSTRIAL TRACK	H	L1	H10 H9 H8 E6 G5	H6 E2 E3	C1
MAIN LINE:					
Coal Tipple, 30th St. Yard	A	A	A	A	A
Harbison Walker Co. Sidings Axle W'ks Br.	A	A	A		A
John Eichleay Co's. Tracks, Axle Wk's Br.	A	A	A	A	A
Streets Run Br., beyond switch back to Southern Wheel W'ks Siding	A	A	A		A
Oliver & Snyder Steel Company—Wilson	A	A			
South Leg Peters Creek Branch Y	A	A	GP	P	P
P. & W. Va Interchange	A	A			
Penna. Industrial Chemical Company—Clairton	A	A			
C. S. Co. Yard—EJ	F	F	GP		A
Vesta Coal Company—Marine Ways	A	A	F	F	F
Mississippi Glass Company	A	A	H	H	H
Equitable Gas Company—Elrama	A	A	F	F	F
Loaded Car Repair Tracks—Shire Oaks	A	A	P	P	P
Transfer tipple, Lowgrade Track—Shire Oaks	FP	FP	F	F	F
Transfer tipple, High Grade Track—Shire Oaks	FP	FP	F	F	F
Power House Track—Shire Oaks	FP	FP	F	F	F
Courtney Fire Brick Company	A	A	P	P	P

SIDING, YARD OR INDUSTRIAL TRACK	H	L1	H10 H9 H8 E6 G5	H6 E2 E3	C1
Le Moyne Steel Company	A	A	F	F	F
American Window Glass Company	A	A	F	F	F
Coach Yard—Monongahela	A	A	P	P	P
Furnace Yard—No. 6 Track, Donora	A	A	P	P	P
Y. & O. Coal Company	M	M			
Macbeth Evans Glass Company	A	A	P	P	P
Pittsburgh Plate Glass Company	A	A	P	P	P
Charleroi Supply Company	A	A			
Tri-Cities Water Company	A	A	F	F	F
Charleroi & Belle Vernon Railroad	A	A			
Rider Mine, Charleroi	A	A			
Pittsburgh Steel Products Company—Allenport	F	F	F	F	F
Western Ice & Utilities Co.	A	A			
Pittsburgh Coal Co.—Vigilant Mine, California	A	A	F	F	F
Aubrey Lumber Company—West Brownsville	A	A	A	A	A
Reliance Coke Company—Denbo	A	A	F	F	F
PETERS CREEK BRANCH: Wilson Lumber Company—Wilson	A	A			
South Leg Y	A	A	GP	P	P
ELLSWORTH, COKEBURG AND ONTARIO BRANCHES: Team and Storage Track—Monongahela	A	A	P	P	P
Bethlehem Mine No. 56—Van Voorhis	A	A	F	F	F
Soudan Mine, Van Voorhis	A	A	F	F	F
All other Industrial Tracks	A	A	P	P	P
REDSTONE BRANCH: South Leg Y—Brownsville Junction	A	P			
East Leg Y—Brownsville Junction	A	P			
Brownsville Junction Yard	P	P			
Mt. Hope Mine	A	A			
American No. 1 Mine	A	A			
Sumner No. 2 Mine	A	A			
Colonial No. 4 Mine	A	A	FP	FP	FP
Leon Mine	A	A			
Colonial No. 1 Mine	A	A	P	P	P
Station Track—Smock	A	A	P	P	P
Grace Mine	A	A			
Waltersburg Storage Track	A	A			
Vance Mill Junction Passing Track	A	A			
Oliver No. 3 Mine	A	A	P		
Phillips Mine	A	A	P	P	P
Oliver No. 1 Mine	A	A			
North Leg Y Redstone Jct.	P	P	P		
East Leg Y Redstone Junction	A	A	P		
GRINDSTONE BRANCH: Colonial No. 3—South End	A	A	P	P	P
KEISTER BRANCH: All Industrial Tracks	A	A	P	P	P

SIDING, YARD OR INDUSTRIAL TRACK	I1	L1	H10 H9 H8 E6 G5	H6 E2 E3	C1
SOUTHWEST BRANCH:					
Walworth Company.....	A	A	F	F	F
Hempfield Foundry, South Greensburg.....	A	A	F	F	F
Mt. Braddock Mine.....	A	A	A	O	A
All Other Industrial Tracks:	A	A			
RADEBAUGH BRANCH:					
Greensburg No. 2 Mine.....	A	A			
SCOTTDALÉ BRANCH:					
Standard Mine—Empty Storage Track.....	A	A	F	F	F
Standard Mine—Tipple Track at Shaft.....	A	A	F	F	F
Standrad Mine—Material Track. Mt. Pleasant.....	A	A	F	F	F
BROADFORD BRANCH:					
Broadway Planing Mill—Scottdale.....	A	A	F	F	F
COAL LICK RUN BRANCH:					
All Industrial Tracks.....	A	A	P		
YOUGHIOGHENY BRANCH:					
Rillton Empty Yard.....	A	A	F	F	F

A—Use prohibited.

F—Use prohibited beyond limit board.

G—Class G5 engines prohibited.

H—Use prohibited on run around track.

M—Use permitted north of tipple only.

O—A speed of 10 miles per hour must not be exceeded on overhead Bridge 30.85.

P—Must not exceed 5 miles per hour on curves.

S30—

S31. EMPLOYEE'S REGISTER.

S31A. When reporting for duty, trainmen, engine-men and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House 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:

30th St. Pittsburgh, S. S. Yard Office.

Howard..... Yard Office.

Thomson..... Yard Office.

Wilson..... Yard Office.

Shire Oaks.....	{	Yard Office Northward	{	Yard Crews
		Yard.		
		Yard Office, Southward		
		Yard.		
		Yard Office, Scales.		
		Crew Dispatcher's Office, all other crews		

MC Block Station.

Charleroi..... Freight Office.

West Brownsville Jct..... Yard Office.

Youngwood..... Yard Office.

Rainey Junction..... Yard Office.

D3102. CREWS REPORT FOR DUTY.

Passenger Trainmen.

Pittsburgh

20 minutes before leaving time and be on the platform
15 minutes before leaving time.

Monongahela

Crews coupling and moving trains from yard, 20 minutes before leaving time.

Crews relieved between trips or relaying on main track 15 minutes before leaving time.

West Brownsville Junction

One hour before schedule leaving time for trains from Brownsville having R. P. O. service.

Other crews 30 minutes before leaving time, except No. 7800, 15 minutes before leaving time.

Brownsville

Crews relaying on main track 10 minutes before leaving time.

Rainey Junction

20 minutes before leaving time.

Other Points

15 minutes before leaving time.

Passenger Engine Crews.

Monongahela

30 minutes before schedule leaving time; 15 minutes when relieved between trips or relaying on main track.

West Brownsville Junction

One hour before schedule leaving time for trains from Brownsville.

Other crews 30 minutes before leaving time.

Rainey Junction

40 minutes before schedule leaving time; 30 minutes when relieved between trips.

Crews will be relieved 10 minutes after arriving time unless their train responsibility requires more time when the actual time relieved will be used and reason therefor shown on time card.

Freight, Work and Wreck Train Service.

Freight, work, and wreck train engine crews will report for duty at all points at the specified leaving time from enginehouse or storage yard.

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 glasswater gauges and water columns, and assure himself that there is sufficient water in the tank. The fireman will 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, and see that the required number of torpedoes and fusees are on the engine. The crew is relieved of all other inspection.

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

The enginehouse force will place the trip allowance of valve oil in the lubricator, place the proper amount of hard grease on the engine, and fill the hand oiler. They will also fill the hard grease cups and secure the caps. The tanks will be filled with water, and the sand box with sand. They will start the generator, test out the lights, and see that the headlight, marker, and hand lamps are in proper condition. They will also see that sand traps, and the sand pipes are free from obstruction, that the stoker is in working order, and that all repairs necessary to the machinery, tender, and the appliances thereto have been made. They will see that the ash pan is clean and the shaker grates in good condition. They will oil the various parts that should be lubricated with machine oil, place the complement of tools in the place provided; if not, an M. P. 10-A will be placed in the tool locker showing the missing articles. The fire will be put in condition for the road, and the boiler will have a sufficient head of steam to permit the engine to move promptly.

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 ADDRESSES	TELEPHONE NUMBER
PITTSBURGH	O. C. GAUB, M.D.	
	J. H. ALEXANDER, M.D., 1715 Clark Bldg., Liberty Ave.	Atlantic 4883
	J. C. BURT, M.D., Westinghouse Bldg., Penn Ave. and 9th St.	Atlantic 3338
	E. B. HECKEL, M.D., Jenkins Arcade Bldg., Fifth St. and Penn Ave.	Atlantic 7067
	THOMAS H. MANLEY, M.D., Jenkins Arcade Bldg., Fifth St. and Penn Ave.	
	W. O'N. SHERMAN, M.D., Carnegie Bldg., Fifth Avenue	Atlantic 5100
	J. P. KERR, M.D., Wabash Bldg.	Court 1775
	N. H. BENNETT, M.D., 1212 Carson St., South Side	Hemlock 0331
	J. W. HARPER, M.D., Medical Examiner, 228 Penna. Sta.	PEenna 5979
McKEESPORT	W. C. HEISEY, M.D., 205 Masonic Building	Bell, Office, M'K'sp't 20319 Res., M'K'sp't, 4480
CLAIRTON	A. W. COLCORD, M.D., Halcomb and 3rd Sts.	Bell, Clairton, 173.
SHIRE OAKS	J. W. HARPER, M.D., 8:30 A.M. to 11:30 A.M., Tuesdays and Fridays	P.R.R., EL 411
MONONGAHELA	L. W. HOON, M.D., 701 W. Main St.	Bell, Monon. 360
	C. B. WOOD, M.D., 451 W. Main St.	Bell, Monon. 360
	J. W. HARPER, M.D., at Frt. Station by appointment only.	Bell, Monon. 323R P.R.R., EL. 472
DONORA	J. ADD SPROWLS, M.D., McKean Ave. and Fifth St.	Bell, Donora 56-J Res. Bell, Donora 262
CHARLEROI	J. K. SMITH, M.D., Fifth St. and Washington Ave.	Bell Charleroi 16
BROWNSVILLE	H. B. MESSMORE, M. D., 1 & 2 Monongahela Nat'l Bank Bldg.	Bell, Brownsville 403-J
WEST BROWNSVILLE JCT.	J. W. HARPER, M.D., 8:15 A.M. to 9:30 A.M., Second and Fourth Mondays.	Bell Brownsville 90 P.R.R. 68
GREENSBURG	D. RAY MURDOCK, M.D., Union Trust Bldg.	Bell, Greensburg 808 Res., Bell, Gr'bsb'g 45
	H. A. McMURRAY, M.D., Company X Ray Specialist, 315 First National Bank Building	Bell, Greensburg 702
YOUNGWOOD	H. A. McMURRAY, M.D., Depot Street	Bell, Youngwood 12
	A. D. BARNHART, M.D., Fourth and Chestnut Sts.	Bell, Youngwood 308
	P.E. DECKARD, M.D., Tuesdays: 1:00 P.M. to 3:00 P.M. Thursdays: 9:00 A.M. to 11:00 A.M.	Youngwood P.R.R. 22
MT. PLEASANT	W. A. MARSH, M.D., 729 Main Street	Bell, Mt. Pleasant 2388
CONNELLSVILLE	T. B. ECHARD, M.D., Second National Bank Bldg.	Bell, Connellsville 1751
UNIONTOWN	C. F. SMITH, M.D., Office, 47 S. Gallatin Ave. Res. 155 Union St.	Office, Bell, Uniontown 46-J Res. Bell, Un'tn 46-M
	J. W. HARPER, M.D., Uniontown Passenger Station, Second Monday each Month, 1:00 P.M. to 2:00 P.M.	Bell Uniontown 1992 P.R.R., UN 450

D3202.

HOSPITALS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
PITTSBURGH	Allegheny General Hospital 100-110 Stockton Avenue	Fairfax 2010
	St. Joseph's Hospital 2117 Carson Street	Hemlock 8900
McKEESPORT	McKeesport, 5th Ave.	Bell, McKeesport Day 4111 Night 8490 6492
MONONGAHELA	Memorial, West Chess Street	Bell 620 9961
BROWNSVILLE	General Hospital, Church Street	Bell 1000
CONNELLSVILLE	State, Murphy Avenue	Bell 1900
MT. PLEASANT	Memorial, Main Street	Bell 2247 2337
UNIONTOWN	Uniontown Hospital Ass'n West Berkley Street	Bell 3200
GREENSBURG	Greensburg Hospital Ass'n Pittsburgh Street	Bell 2700 9498

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 masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops and engine houses, camp cars, and on each track and hand car.

Stretchers:

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

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 arrangements 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, 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.

S34A. 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 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. R. A. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until after proper inspection, and billing has been endorsed by Agent or Yardmaster "Reinspected at..... and loaded as per A. R. A. Loading Rules."

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

D3401. Rule 701 modified:

Freight trains may take water without detaching the locomotive at the following stations:

Howard on No. 1 track.
Thomson on Nos. 3 and 4 tracks.
South Duquesne.
Clairton.
Shire Oaks.
Stockdaletown.
Ellsworth.
Charleroi.
West Brownsville Jct.
Smock, (Southward).
Redstone Jct. (Southward).
County Home Jct., (Southward).
Hempfield Branch Jct.
Yukon Branch Jct.
Everson.
Connellsville W. S. (Northward).

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

D3402. Rule 702 modified.

When defective hose are removed from freight cars trainmen will indicate on the tag of hose whether removed from A or B end of car. The B end of car is the end toward which the cylinder push rod travels.

D3403. Rule 737 amplified:

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 end of trains.

D3404. General Regulation 832 amplified:

To the signal equipment for each crossing watchman or gateman, add:

Fusees and whistle.

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 will display a STOP sign by day, holding it in an upright position so that the flat side will plainly appear to any person approaching on the highway. By night, or when STOP sign cannot be plainly seen, they will take the same position and protect crossing with Red Lamp, displayed toward the highway in both directions, care being used not to show the red light in the direction of the track, except when necessary to display Stop-signal to an approaching train or engine.

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, endorsing on the back of order their name and occupation, and turn them in with their time cards at the end of the trip or day. The yard master, engine dispatcher or other person receiving these orders will forward them daily to Division Operator, Room 206 Penn'a Station, Pittsburgh.

B. & O. R. R. crews operating on the Hempfield and Youghioghenny Branches will place their copies of orders in the manifest box at Herminie Station.

M. Ry. crews operating between West Brownsville Jct. and Ten Mile Run Jct. will deliver their copies to Yard Master, West Brownsville Junction.

D3407. ———

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 Freight Train Master and Assistant Train Master 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 Freight 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. ———

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

D3411. Paragraph 5-A of 99-B-1, modified:

Freight cars in a passenger train must be equipped with a safety valve applied to the brake cylinder, or the brake cylinder pipe, except in emergency cases cars may be operated without this safety valve and the Engineman in charge of the train notified to operate his train brakes under normal operating conditions in such a manner so as to avoid a brake cylinder pressure in excess of 60 lbs. at speeds less than 25 miles per hour.

The safety valve when applied must be removed when the car returns to freight service.

D3412. Automatic Rules for Single Track.

D3413. Additional Controlled Manual Rules.

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

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

D3416. When engines on No. 1 track are passing Third Ward Siding, Monongahela, cab storm windows must be in closed position.

D3417. Engines equipped with trailer trucks which develop broken spring hangers or sufficient broken leaves in the spring to let the engine down, so as to retard free movement of the trailer truck, should not be used in backward motion unless absolutely necessary, and when necessary, they must be moved under slow speed and greatest care used to avoid derailing the engine.

D3418. In handling trains, the following is supplementary to Brake and Train Air Signal Instructions, No. 99-B-1.

A standard brake club is part of a freight trainman's equipment and must be used when necessary.

On loaded cars equipped with three position retaining valves, the handle must be placed in the forty-five degree position from summit of the Keister Branch to Keister Junction from summit of the Rainey Branch to Rainey Yard. In case there are fifteen or more cars with the two position retaining valves coupled together in a train, the three position retaining valves of cars in the rear of them must be placed in horizontal position. The conductor must be out on front end of the train. He will be responsible for properly instructing the trainmen, know that they are located in their proper places and that handles of pressure retaining valves are turned to the proper position for service.

When the use of retaining valves is desired on grades other than herein specified, the engineman will instruct the front brakeman.

Before descending the above mentioned grades with trains of loaded cars, the brake pipe pressure must be 95 to 100 pounds (to be obtained by placing the brake valve in full release position) and the engineman must operate the air brake in such a manner as to maintain a brake pipe pressure of not less than 70 pounds. On trains of empty cars, the required brake pipe pressure will be 70 pounds. Mixed trains having 60% or more empty cars will be considered empty trains. Trains having less than 60% empty cars will be considered loaded trains.

As per Paragraph 12-A of No. 99-B-1 Brake and Train Air Signal Instructions, freight trains will make a running test at Scenery Hill before descending the grades.

When making up trains on the Keister Branch, conductor must arrange for the number of hand brakes necessary to be applied to hold the cars and place a trainman on the head end to secure the cars, who will remain with them until the train is made up. If engine is on south end of train when terminal test is made, a road test will be made from the north end by application of the air brakes.

Preparation of freight trains in dispatching yards:—

As far as possible, all freight trains should be stretched prior to making the air leakage test.

Operation of Freight Trains:—

Trains of less than 50 cars, when stopped with the use of the automatic brake, will stand two minutes to insure full release of all brakes.

Trains of 50 to 100 cars will stand three minutes to insure full release of all brakes.

Trains of more than 100 cars will stand five minutes to insure full release of all brakes.

Trainmen should be in position to immediately examine train to see that the brakes have all released.

D3419. Conductors of freight and yard trains making movements to and from the Monongahela Railway at Brownsville Junction, will deliver from the head end of

the train, to the interchange clerk at that point, a list giving the initials and numbers of cars as they stand in the train beginning at the engine, giving date, time, engine number, direction, and name of conductor. Use the C.T. 1000, designation "X" for loaded and "—" for empty cars, opposite each number.

D3420. Trains must wait for connection unless otherwise ordered. When late, conductors must telegraph Superintendent whether they have passengers for connecting train, giving number and destination.

D3421. Local passenger trains will be governed by instructions applicable to through trains except between Fourth Avenue and Duquesne, the side and trap doors will remain open on the station platform side of the train, and where the next station stop is on the opposite side, all side and trap doors must be closed and opened on the side from which passengers will be received and discharged at the next station stop. All side and trap doors must be kept closed on the opposite side of the station platform.

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 and points where trackmen are working, and when practicable exchange signals.

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

Hot Journal	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.
Brakes Sticking	By day — Hands shoved in sliding motion out from body
	By night — Lamp raised and held stationary.
Broken Wheels, Defective Truck, Dragging Brake Connection, Lading Shifted Over Side or End of Car, Swinging Car Door or Any Other Dangerous Condition.	Stop signal

GENERAL ORDERS.**THE PENNSYLVANIA RAILROAD—CENTRAL REGION
MONONGAHELA DIVISION.**

Pittsburgh, Pa., April 14, 1932.

GENERAL ORDER No. 1401, ZONE A**GENERAL ORDER NO. 1401, ZONE B****GENERAL ORDER No. 1401, ZONE C**

Effective 2.00 A. M., Sunday, April 24, 1932.

Time-table No. 14 takes effect 2.00 A.M., Sunday, April 24, 1932, and contains the necessary instructions issued in General Orders up to and including:

No. 1312, Zone A

No. 1311, Zone B

No. 1312, Zone C, all of which must be removed from bulletin boards.

Each employe must carefully examine Time-table No. 14 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. 14 takes effect.

(a) Trains must run with caution, looking out for rocks on track between Driftwood overhead bridge and north end Maple Glen Coal Works siding.

(b) The following branches and sidings are obstructed by stored cars:

Boyer Run Branch

Brinker Run Branch

Morewood Branch

Scotts Passing Siding.

Hunker Passing Siding.

(c) Trains must run with caution looking for slides between Vestaburg Station and north end of Vesta No. 5 Siding.

(d) ‡SY Block Station located at clearance point at north end Scottdale Passing Siding, west side of main track.

Note—Included in instructions page 6 Time-table No 14.

(e) Trains must not exceed 30 miles per hour on first curve south of Elrama Station on No. 2 track.

This General Order is printed in Time-table No. 14 and will not be issued in sticker form.

G. S. WEST,
Superintendent.

PANHANDLE DIVISION

General Order No. 1502, Zone A

MONONGAHELA DIVISION

General Order No. 1402, Zone A

Pittsburgh, Pa., April 14, 1932.

Effective 2.00 A. M., Sunday, April 24, 1932:

Panhandle Division O.C. Bridge No. 1 eastward track between Esplen and Elliott, No. 1 eastward freight track, Elliott to connection with Monongahela Division No. 4 southward freight track, and Monongahela Division No. 4 southward freight track to OB Block Station, O.C. Bridge No. 2 westward track east of Esplen, Panhandle Division No. 2 westward freight track and Monongahela Division No. 3 northward freight track from OB to connection with Panhandle Division No. 2 westward freight track will be renumbered and designated as follows:

BETWEEN ESPLEN AND OB**Numbered South to North**

Scully No. 1

Eastward Freight

Scully No. 2

Westward Freight

Monongahela Division No. 1 northward passenger track and No. 2 southward passenger track, north of OB Block Station, will be designated as follows:

BETWEEN MONON AND OB**Numbered East to West**

Monon No. 1

Northward Main

Monon No. 2

Southward Main

These changes are included in Special Instructions D1501 and D1502, Panhandle Division Time Table No. 15 and Monongahela Division Time Table No. 14.

Division post between Monongahela and Panhandle Division will be located at a point 25 feet south of Overhead foot bridge at Fourth Street.

Northward home signal for Monon No. 1 track located on signal bridge at Monon, moved southward 200 feet and located on Fourth Street overhead foot bridge.

This General Order is printed in Time-table No. 14 and will not be issued in sticker form.

T. C. HERBERT,
Superintendent,
Panhandle Div.

G. S. WEST,
Superintendent,
Monongahela Div.

**THE PENNSYLVANIA RAILROAD
MONONGAHELA DIVISION**

Pittsburgh, Pa., May 1, 1932.

GENERAL ORDER NO. 1403, ZONE A

GENERAL ORDER NO. 1402, ZONE B

GENERAL ORDER NO. 1402, ZONE C

Effective 12:01 P.M., Thursday, May 12, 1932:

During the continuance of Time-table No. 14, the following additional stops will be made by passenger trains:

No. 7703—F stop at Becks Run, due 6:28 A.M.

No. 7707—S stop at Hays, due 6:58 A.M.

Following changes made in opening and closing of ticket offices:

West Elizabeth close after No. 7808 instead of No. 7805.

Elrama, open for No. 7710 instead of No. 7808

Monongahela, close Sundays after No. 7764 instead of No. 7875.

Page 23, Time-table No. 14, modified.

Note in Special Instruction D1620 changed to read Special Instruction D1615 instead of D1616.

Monongahela, North of

Industrial side track, of four cars capacity, in service for I. Halpern-Shrager Co., connected with No. 1 main track 60 feet south of Riverview storage track. Pipe connected derail at clearance point.

Side track serving LeMoyne Steel Company abandoned and connection with No. 1 main track removed.

Ellsworth Branch

Trains must run carefully between Van Voorhis and Mile Post 6, looking out for rocks or slides on track.

West Brownsville Junction

Junction switch leading from main line to No. 2 track Redstone Branch moved south 300 feet and switch to engine yard connected with main line 100 feet south of new junction. Pipe connected derail at clearance point of engine yard track.

West Brownsville

Side track serving Maxwell Coal Co., abandoned and connection with main track removed.

Side track serving Chamouni Coal Co. and connections with main track removed.

Redstone Branch

Connection from main track to south end of pull-out track south of Linn moved northward and connected with main track 300 feet south of Linn with pipe connected derail at clearance point. Side track serving American Connellsville Coke Co. out of service.

Southwest Branch

Side track serving Shuster Gormley Co. at Connellsville abandoned and main track connection removed.

Hempfield Branch

North crossover between main track and Arona Storage track removed. Portion of storage track north thereof will be designated as Arona Transfer and connected with main track at both ends. Hand operated derail at clearance point at south end.

Yukon Branch

Hunker passing siding and Scotts passing siding out of service as passing sidings and used as storage tracks. Time-table No. 14, page 8, and Special Instruction D1802 modified.

Scottdale Branch

Crossover between main track and west side storage track removed and portion of storage track south thereof connected with main track at north end.

Coal Lick Run Branch

Main track obstructed by stored cars south of a point 0.3 of a mile south of Irwin Gas Coal Company's side track.

Rule 702 amplified:

The end of car upon which the brake shaft is located shall be known as the B end, and the opposite end shall be known as the A end.

If the car has two brake shafts, the owner shall have respective ends A and B stenciled on car on both sides near ends of car.

Special Instruction D3402 modified accordingly.

Southwest Branch

No. 7108 is superior by direction to No. 7107. The accompanying sticker containing this information must be posted on the foot of page 19, Time-table No. 14.

G. S. WEST,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MONONGAHELA DIVISION**

Pittsburgh, Pa., May 26, 1932.

GENERAL ORDER No. 1404, ZONE A

GENERAL ORDER No. 1403, ZONE B

GENERAL ORDER No. 1403, ZONE C

Effective 12:01 A.M., Monday, June 6, 1932.

No. 7800 between West Brownsville Jct. and Brownsville, Nos. 7813, 7816, 7811, and 7818 are withdrawn. The schedules of No. 7809, between Brownsville and Brownsville Jct. and No. 7800 between Brownsville Jct. and Rainey Jct. changed as herein indicated.

Nos. 7807 and 7814 will be operated by steam power and symbol showing gas car operation for these trains on pages 11, 15, and 18, Time-table No. 14, must be corrected with ink.

Special Instruction D1633 is annulled.

‡SY Block Station moved from the north end to clearance point at south end Scottdale siding.

Monongahela Ry.		7809
Stations	Arrive	A. M.
Brownsville Jct.		8.07
Brownsville (M. Ry.)	S	8.03
		Leave
		A. M.
		Daily
		Ex. Sun.
		7809

Redstone Branch		7800
		Daily
		Ex. Sun.
Stations	Leave	A. M.
Brownsville Jct.		8.08
Linn	F	8.13
Braznell	S	8.16
Grindstone	S	8.20
Grindstone Jct.		8.21
Tippecanoe	F	8.25
FH Block Station		8.29
Smock	S	8.30
Waltersburg	S	8.36
WU Block Station		8.38
Upper Middletown	F	8.42
Vance Mill Jct.		8.46
NE Block Station		8.50
Redstone Jct.	F	8.55
Uniontown (C. L. R. Br.)	S	9.00
		Arrive
		A. M.

South West Branch		7800
		Daily
		Ex. Sun.
Stations	Leave	A. M.
Redstone Jct.	F	8.55
Coal Lick Run Br. Jct.		8.57
Uniontown . . . { (C. L. R. Br.)	S	9.00
R'N'Y Br. Jct. {		9.05
		Arrive
		A. M.

The accompanying stickers must be pasted over schedules in Time-table No. 14 as indicated.

G. S. WEST,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MONONGAHELA DIVISION**

Pittsburgh, Pa., June 13, 1932

GENERAL ORDER No. 1404, ZONE B

GENERAL ORDER No. 1404, ZONE C

Effective 8:01 A. M., Monday, June 20, 1932:

Southwest Branch

Train Dispatchers at Youngwood moved to CJ Block Station.

YU closed as an attended block station and all home and block signals out of service.

YU unattended Block Station for northward movements on No. 1 Main track, at former location of northward home signal, and YU unattended Block Station for southward movements No. 2 main track, at former location of southward home signal.

‡YU Block Stations controlled by RS Block Station daily except Sunday, 6:01 A.M. to 10:01 P.M., and by Train Dispatcher CJ Block Station daily except Sunday 10:01 P.M. to 6:01 A.M. and Sunday continuously.

Northward and southward distant signals changed to distant switch signals, displaying aspects Rule 282, Figure 3, and Rule 286, Figure 8, and will indicate positions of main track switches between ‡YU Block Stations, also south switch of work train track.

Time-table No. 14, pages 6 and 7, Special Instructions D1504, D1601, D1602, and D2701 modified.

Side track serving DuPont works, 0.5 mile north of Fairchance Branch Junction, out of service and switch spiked.

Radebaugh Branch

Telephone at Greensburg Colliery No. 2 removed.

Youghiogheny Branch

Main track out of service north of a point 1400 feet north of switch leading to Riley empty track.

Yukon Branch

Telephone at south end of Hunker storage track removed.

Hunter Run Branch

Individual side track in service for K. & M. Facing Company connected with main track 0.8 mile south of junction with Yukon Branch.

Boyer Run Branch

Main track out of service and connection with Sewickley Branch spiked in normal position.

Marguerite Branch

Main track out of service south of a point 400 feet south of switch leading to Barnhart side track.

Broadford Branch

Main track out of service south of switch leading to Freedom Oil Works side track.

Opossum Run Branch

Main track out of service south of a point 1200 feet south of switch leading to Dupont side track.

Mahoning Branch

Main track out of service. Connection with Southwest Branch and switch signal distant thereto removed.

Fairchance Branch

Main track out of service south of a point 1500 feet south of Oliphant Branch Junction.

Rainey Branch

Main track out of service south of a point 1400 feet south of switch leading to South Union Coal Company's empty track.

Denbo

Supply track of Reliance Coal & Coke Co. out of service and connection with main track removed.

Redstone Branch

Home and dwarf signals governing southward movements over Monongahela Railway Crossing at Brownsville Junction moved north 235 feet.

Trains Numbers 7702, 7809, and 7805 will route via the south leg of Brownsville Junction Y.

Derail lamps at the following locations removed:

North and south ends of Grindstone storage track
North end of Tucker Passing Siding
South end of Waltersburg Storage track
North and south ends of Walker East Side storage track
North end of Walker West Side storage track
North end of Vance Mill passing siding
South end of Keister storage track

Vance Mill Branch

Main track out of service south of Bute Run Branch Junction and junction switch spiked in normal position.

G. S. WEST,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MONONGAHELA DIVISION**

Pittsburgh, Pa., June 27, 1932.

GENERAL ORDER NO. 1405, ZONE B

GENERAL ORDER NO. 1405, ZONE C

Effective 3:01 P. M. Tuesday, July 5, 1932:

BF BLOCK STATION

Interlocking established between home signal at south end of double track, Redstone Branch, and southward crossing signals at Monongahela Railway, controlling the following switches and signals:

Switches

At south end of double track Redstone Branch. From Redstone Branch to south leg of West Brownsville Jct. Y.

North and south ends of crossover between Redstone Branch and yard running track, at north end of Bridge 52.17.

From yard running track to south end of West Brownsville Jct. receiving yard.

From Redstone Branch to north leg of Brownsville Junction Y.

Fixed Signals in service as follows:

Home signals governing movements on north leg of Brownsville Jct. Y at clearance point with Redstone Branch displaying the following aspects:

Northward—Rule 275, Fig. 3 and Rule 278, Fig. 3.

Southward—Rule 275, Fig. 6 and Rule 287, Fig. 3.

Northward home signal north of Monongahela Ry. crossing and southward home signal at south end of double track, Redstone Branch, displaying the following aspects:

Northward—Rule 275, Fig. 3 and Rule 278, Fig. 3.

Southward—Rule 275, Fig. 3; Rule 278, Fig. 3 and Rule 283, Fig. 3.

Dwarf signals displaying aspects Rule 275, Fig. 2 and Rule 278, Fig. 2 located as follows:

Clearance point south end of Redstone Branch double track, governing southward movements on No. 1 main track.

Clearance point between south leg of West Brownsville Jct. Y and Redstone Branch, governing southward movements on south leg of Y.

Clearance point between yard running track and lead to south end of West Brownsville Jct. receiving yard, governing southward movements on running track.

Clearance point between lead to south end of West Brownsville Jct. receiving yard and yard running track, governing southward movements on yard lead.

Clearance point at south end of crossover north end of bridge No. 52.17, governing northward movements on yard running track.

All Home and Block Interlocking Signals made semi-automatic and will return to stop position as trains pass.

Switch tenders at north end of Bridge No. 52.17, West Brownsville Jct., discontinued. Time-table No. 14, Special Instructions D1615 and D1635 annulled.

Special Instructions D1620 and D2701 modified and page 5 amplified.

BUTE RUN BRANCH

Hand operated derail in service in main track 60 feet north of north switch of Bitner Colliery. Derail 588 feet south of Bitner removed. Time-table No. 14, Special Instruction D1613 modified.

REDSTONE JUNCTION

Public delivery track abandoned and connection with north leg of Y, removed.

SOUTHWEST BRANCH

Brownfield public delivery track abandoned and connection with main track removed.

COAL LICK RUN BRANCH

Messmore public delivery track abandoned and connection with main track removed.

During the continuance of Time-table No. 14, Train No. 7801 will make F stop at Roscoe due at 7:56 A. M.

G. S. WEST,
Superintendent.

THE PENNSYLVANIA RAILROAD

MONONGAHELA DIVISION

Pittsburgh, Pa., July 30, 1932.

GENERAL ORDER NO. 1405, ZONE A

GENERAL ORDER NO. 1406, ZONE B

GENERAL ORDER NO. 1406, ZONE C

Effective 3:01 P. M., Friday, August 5, 1932.

VY Block Station closed 3:01 P. M. to 7:01 A. M. daily and while closed unattended VY Block Stations in service, controlled by MC Block Station, located as follows:

‡VY Block Station for northward movements on No. 1 main track at northward home signal, and ‡VY Block Station for southward movements on No. 2 main track at southward home signal.

While VY Block Station is closed northward distant signal will indicate position of switch leading from No. 1 main track to south end of VY siding.

VY, signalman in charge of switches leading to the South end of VY siding when an attended block station.

Time Table No. 14, page 3, and Special Instructions D-1621 and D-2701, modified.

Telephone located on Allenport Station for use of trainmen.

Monongahela and California ticket offices closed on Sunday. Page 23, Time Table No. 14, modified.

West Brownsville Jct.

Trains and engines using cabin track and inside Y track at West Brownsville Jct. must not foul the south leg of West Brownsville Jct. Y without permission of operator at BF.

Connellsville, north of

Hand operated derail placed in Soisson Brick Company side track, 105 feet south of north end. Portion of side track north of derail will be used for unloading tank cars of gasoline and oil by Motor Economy, Incorporated.

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

Special Instructions S23-A, Time Table No. 14, amplified.

Fourth paragraph of Rule 80 amplified to read—

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

G. S. WEST,
Superintendent.

THE PENNSYLVANIA RAILROAD

MONONGAHELA DIVISION

Pittsburgh, Pa., August 16, 1932.

GENERAL ORDER No. 1406, ZONE A

GENERAL ORDER No. 1407, ZONE B

GENERAL ORDER No. 1407, ZONE C

Effective 12.01 A.M., Tuesday, September 6, 1932:

The following schedule changes will be in effect during the continuance of Monongahela Division Time Table No. 14:

Extra stop by No. 7702 at AU Block Station for employees withdrawn. Page 20, Time-Table No. 14, modified.

No. 7107 annulled between Rainey Branch Junction and Uniontown.

No. 7811 will be established between Rainey Branch Junction and FH Block Station in accordance with the schedule shown below, and the following changes will be made in the schedules of trains: No. 7702 between Pittsburgh and Brownsville, page 10; No. 7809 between Brownsville and Brownsville Junction, page 15; and No. 7800 between Brownsville Junction and Rainey Branch Junction, pages 10 and 18, Monongahela Division Time Table No. 14:

Stations	7702
Leave	Daily Ex. Sun. A.M.
Pittsburgh (Pgh. Div.)	S 5.15
Fourth Avenue (P.H.Div.)	S 5.18
Monon	5.20
Twelfth Street	
Thirtieth Street	S 5.25
Becks Run	5.27
Redman	
Hays	
Mesta	F 5.31
Howard	
Homestead	S 5.37
Munhall	S 5.40
Green Springs	
AU BLOCK Station	5.43
Thomson	
Duquesne	S 5.48
South Duquesne	F 5.52
CR Block Station	5.55
Dravosburg	S 5.57
Wilson	S 6.04
Clairton	S 6.09
EJ Block Station	6.11
West Elizabeth	S 6.13
Floreffe	F 6.17
Elrama	S 6.19
H Block Station	6.24
Coal Bluff	
Courtney	F 6.28
Monongahela	S 6.37
MC Block Station	6.38
Donora	S 6.47
West Columbia	F 6.50
West Monessen	S 6.56
Charleroi	S 7.04
Belle Vernon	F 7.08
VY Block Station	7.10
Allenport	F 7.12
Stockdale	F 7.15
Roscoe	S 7.18
Coal Centre	
California	S 7.28
W. Brownsville Jct.	S 7.33
Brownsville Jct.	7.36
Brownsville (M. Ry.)	S 7.41
Arrive	A.M. 7702

MONONGAHELA RAILWAY

Stations	7809
Arrive	A.M.
Brownsville Jct.	7.52
Brownsville	S 7.48
Leave	A.M.
	Daily Ex. Sun. 7809

REDSTONE BRANCH

Stations	7800
Leave	Daily Ex. Sun. A.M.
Brownsville Jct.	7.53
Linn	F 7.58
Braznell	F 8.01
Grindstone	S 8.05
Grindstone Jct.	8.06
Tippecanoe	F 8.10
FH Block Station	8.14
Smock	S 8.15
Waltersburg	S 8.21
WU Block Station	8.23
Upper Middletown	F 8.27
Vance Mill Jct.	F 8.31
NE Block Station	8.35
Redstone Jct.	F 8.40
Uniontown (C.L.R.Br.)	S 8.45
Arrive	A.M. 7800

SOUTH WEST BRANCH

Stations	7800
Leave	Daily Ex. Sun. A.M.
Redstone Jct.	F 8.40
Coal Lick Run Br. Jct.	8.42
Uniontown (C.L.R.Br.)	S 8.45
Rainey Br. Jct.	8.50
Arrive	A.M. 7800
Stations	7811
Arrive	P.M.
Redstone Jct.	S 4.04
Coal Lick Run Br. Jct.	4.02
Uniontown (C.L.R.Br.)	S 4.00
Rainey Br. Jct.	3.50
Leave	P.M.
	Daily Ex. Sat. & Sun. 7811

REDSTONE BRANCH

Stations	7811
Arrive	P.M.
FH Block Station	4.28
Smock	S 4.27
Waltersburg	S 4.21
WU Block Station	4.20
Upper Middletown	S 4.16
Vance Mill Jct.	F 4.13
NE Block Station	4.08
Redstone Jct.	S 4.04
Uniontown (C.L.R.Br.)	S 4.00
Leave	P.M.
	Daily Ex. Sat. & Sun. 7811

The accompanying stickers must be pasted in Time Table No. 14 as indicated. Mark out with ink the time shown for No. 7107 at Rainey Branch Jct., page 19.

G. S. WEST,
Superintendent.



Modification of Rule 25, Page 33, of the 99-B-1 Instructions

25. **FREIGHT TRAIN HANDLING—BRAKING.** The initial brake pipe reduction on freight trains should not exceed 6 lbs. and after the slack in the train has adjusted, follow with further reductions, the total reduction must not be less than 15 lbs. for trains up to 80 cars and 20 lbs. for trains of from 80 to 120 cars, and 25 lbs. for trains of 120 cars or more, except on mountain grades where retaining valves are used and special instructions govern. Brakes must not be released on trains of 40 or more cars, unless the brakes on all cars can be fully released at a speed of not less than 10 miles per hour.

When bringing a freight train to a stop with a service application of the automatic brake, the brake pipe exhaust should be open when the train is brought to rest.

The train brakes must never be released until the brake application is fully completed.

Freight train brakes should not be released while moving:

A—When forward portion of train is on descending grade and rear portion on level or ascending grade.

B—When rear portion is on curves which materially retard free movement of the rear cars.

C—When loaded cars are in forward portion of train and empty cars in rear portion.

D—When brake pipe leakage is excessive due to defects developing after leaving terminal point.

When making a release while drifting, engine brakes should be held applied until the train brakes are released.

To make a release of the train brakes with locomotives having a type M-3-A brake pipe feed valve, place the automatic brake valve in release position and leave it there as long as the equalizing reservoir or brake pipe gauge hands show an increase in pressure. When the increase in pressure ceases, the brake valve handle must be moved to running position, to be followed by a "kick off" made by moving the handle of the automatic brake valve from running to release position for a second and then back to running position.

When starting trains, care must be exercised and the steam throttle valve must not be opened until sufficient time has been given to insure the full release of all brakes throughout the train. (The minimum time required to release the brakes on 100 or more cars is approximately 3 minutes.)

The independent brake valve, if properly manipulated, may be used to advantage when making stops or to reduce speed under certain conditions, but must not be used to the extent of heating driving wheel tires.

When stopping or retarding speed of trains, in all cases, the brakes must be applied and released in such a manner as to prevent shocks and injury to cars and loading.

