

W. H. EVANS

THE PENNSYLVANIA RAILROAD

CENTRAL REGION

WESTERN PENNSYLVANIA DIVISION

MONONGAHELA DIVISION

Time-Table No. 5

In effect 2.01 A. M., Sunday, September 29, 1946

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

P. E. FEUCHT,
General Manager.

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

D. K. CHASE,
General Superintendent.

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

W. H. MAPP,
Superintendent.

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Monon.	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				PITTSBURGH (Pgh. Div.).....				
X	X	X		MONON (P. H. Div.).....				
				DIV. POST (P. H. Div.).....	0.2			
				THIRTIETH STREET.....	2.0			
X	X	X		OB.....	2.7			
				HAYS.....	4.8			
				MESTA.....	5.5			
				HOMESTEAD.....	6.4			
				MUNHALL.....	7.2			
				KENNY.....	9.3			
X	X	X		PG.....	10.1			
				DUQUESNE.....	10.8			
				SOUTH DUQUESNE.....	11.6			
X	X	X		CR.....	13.7			
				DRAVOSBURG.....	14.4			
				WILSON.....	17.4			
				PETERS CREEK JCT.....	17.7			
				CLAIRTON.....	19.0			
				WEST ELIZABETH.....	20.8			
				FLOREFFE.....	22.1			
				ELRAMA.....	22.8			
				SHIRE OAKS.....	23.7			
X	X	X		H.....	25.0			
				COURTNEY.....	27.0			
				MONONGAHELA.....	29.8			
X	X	X		MC.....	29.9			
				DONORA.....	34.2			
				WEST COLUMBIA.....	35.0			
				WEST MONESSEN.....	38.4		72	
				CHARLEROI.....	39.5			
				BELLE VERNON.....	40.9			
				DUNLEVY SIDING.....	42.5	131		
				ALLENPORT.....	43.5			
				STOCKDALE.....	44.7			
				ROSCOE.....	45.6			
				COAL CENTRE.....	48.3			
				CALIFORNIA.....	48.9			
				WEST BROWNSVILLE JOT.....	51.8			
				WEST BROWNSVILLE.....	53.0			
				VESTA SIDING.....	56.0			75
				MILLSBORO SIDING.....	61.0			61
				TEN MILE RUN JOT.....	61.9			

NOTE—X indicates in service.

NOTE—The distance from Pittsburgh to Monon is 1.0 mile.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Kenny	PG

Employees in Charge of Sidings of Assigned Direction as Follows:

Siding	Employee in Charge	Note
West Monessen— Southward	Signalman MC	
Dunlevy— Northward	Signalman MC	

PORT PERRY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Port Perry Branch Jct.	Sidings Assigned direction Car Capacity 45 ft. cars		
						West	East	Both
				DIV. POST (Pgh. Div.)	1.3			
X	X	X		PG	2.1			

NOTE—X indicates in service.

The direction from PG to Div. Post (Pgh. Div.) is eastward.

PETERS CREEK BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Peters Creek Jct.	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				PENNMONT	7.4			
				GOULD	8.0			

The direction from Pennmont to Gould is southward.

ELLSWORTH BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from MC	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
X	X			MC				
				FRYE	1.6			72
				HAZEL KIRK	3.1			
				JONES SIDING	7.2			46
				ELLSWORTH	11.2			57
				COKEBURG JCT.	11.9			

NOTE—X indicates in service.

The direction from MC to Cokeburg Jct. is southward.

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

MC continuously.

BROWNSVILLE JUNCTION WYE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from West Brownsville Jct.	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		BF	0.6			
				BROWNSVILLE JCT. WYE	0.6			

NOTE—X indicates in service.

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

REDSTONE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Monon	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		WEST BROWNSVILLE JCT.	51.8			
				BF	52.4			
				BROWNSVILLE (Mon. Ry.)	53.5			
				LINN	53.7			
				GRINDSTONE JCT.	55.9			
			X	FH	59.5			82
				WALTERSBURG	61.8			
				KEISTER JCT.	62.2			
				VANCE MILL JCT.	65.0			55
		X	X	RS	68.4			

NOTE—X indicates in service.

The direction from West Brownsville Jct. to RS is southward.

Block stations open continuously, except:

RS	Closed	Daily except Sunday, 10.01 P. M. to 2.01 P. M. Sunday.
----	--------	--

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
FH	BF
RS	CJ—Daily except Sunday, 10.01 P. M. to 2.01 P. M. CJ—Sunday.

SOUTHWEST BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from SW	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		SW (Pgh. Div.)				
X	X	X		SOUTH GREENSBURG	1.9			
				CJ	2.4			
				YOUNGWOOD	5.3			
			X	YU	5.5			
			X	YUKON BRANCH JCT.	8.8			
			X	HN	8.9			
				SCOTTDAL	17.3			100
				BROADFORD JCT.	17.5			
			X	SY	17.7			
			X	CONNELLSVILLE	24.5			
			X	NJ	25.0			
				DUNBAR	28.2			
			X	GIST SIDING	30.9			66
		X	X	RS	36.3			
				COAL LICK RUN BR. JCT.	37.1			
			X	VA	37.2			

NOTE—X indicates in service.

The direction from SW to VA is southward.

Block stations open continuously, except:

RS	Closed	Daily except Sunday, 10.01 P. M. to 2.01 P. M. Sunday.
----	--------	--

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
YU HN SY NJ	CJ
RS	CJ—Daily except Sunday, 10.01 P.M. to 2.01 P.M. CJ—Sunday.
VA	RS—Daily except Sunday, 2.01 P.M. to 10.01 P.M. CJ—Daily except Sunday, 10.01 P.M. to 2.01 P.M. CJ—Sunday.

RADEBAUGH BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from CJ	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		CJ				
				HEMPFIELD BR. JCT.	1.7			
				RADEBAUGH SIDING	2.8			12
X	X	X		RG (Pgh. Div.)	3.9			

NOTE—X indicates in service.

The direction from CJ to RG is northward.

YUKON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Yukon Branch Jct.	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				YUKON BRANCH JCT.				
				WHYEL JCT.	4.0			
				HUNTER RUN JCT.	6.4			
				COWANSBURG	11.7			

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

HEMPFIELD BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Hempfield Branch Jct.	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				HEMPFIELD BRANCH JCT.				
				SINCLAIR	1.0			
				ADAMSBURG JCT.	4.8			
				ANDREWS RUN JCT.	8.1			
				HERMINIE	8.6			
				COWANSBURG	11.6			

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

YOUGHIOGHENY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cowansburg	Sidings Assigned direction Car Capacity 45 ft. Cars		
						North	South	Both
				COWANSBURG				
				LOWBER	1.2			
				GRATZTOWN	2.6			

The direction from Cowansburg to Gratztown is southward.

COAL LICK RUN BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Coal Lick Run Branch Jct.	Sidings Assigned direction Car Capacity 45 ft. Cars		
						North	South	Both
			X	COAL LICK RUN BR. JCT.				
				VA	0.1			
				UNIONTOWN	0.5			
			X	RAINEY BRANCH JCT.	1.4			
				SL	2.0			

NOTE—X indicates in service.

The direction from Coal Lick Run Branch Jct. to SL is southward.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
VA SL	RS—Daily except Sunday, 2.01 P.M. to 10.01 P.M. CJ—Daily except Sunday, 10.01 P.M. to 2.01 P.M. CJ—Sunday.

PITTSBURGH TO BROWNSVILLE

STATIONS	FIRST CLASS	
	7806	7704
	DAILY EX. SUN.	SAT. ONLY
Leave	A. M.	P. M.
PITTSBURGH (Pgh. Div.)	S 8.10	S 12.10
FOURTH AVE. (P. H. Div.)	S 8.13	S 12.13
MONON	8.15	12.15
THIRTIETH STREET		S 12.19
OB	8.20	12.21
HAYS		
MESTA	F 8.25	F 12.25
HOMESTEAD	S 8.34	S 12.29
MUNHALL		F 12.31
KENNY	8.38	12.34
DUQUESNE	S 8.44	S 12.39
SOUTH DUQUESNE		F 12.41
CR	8.49	12.45
DRAVOSBURG	S 8.52	S 12.47
WILSON	F 8.56	S 12.52
CLAIRTON	S 9.02	S 12.55
WEST ELIZABETH	S 9.07	S 1.02
FLOREFFE	S 9.10	
ELRAMA	S 9.12	S 1.05
H	9.16	
COURTNEY		
MONONGAHELA	S 9.34	
MC	9.35	
DONORA	S 9.48	
WEST COLUMBIA		
WEST MONESSEN		
CHARLEROI	S 9.59	
BELLE VERNON	S 10.08	
ALLENPORT		
STOCKDALE		
ROSCOE		
COAL CENTRE	S 10.22	
CALIFORNIA		
W. BROWNSVILLE JCT.	S 10.27	
BF	10.29	
BROWNSVILLE (Mon. Ry.)	S 10.35	
Arrive	A. M.	P. M.
	7806	7704

Monongahela Div. Gen. Order No. 507,
Effective 2.01 A.M., April 27, 1947

SOUTHWARD

FIRST CLASS				
7710	7712	7810	7714	
DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	SAT. ONLY	
P. M.	P. M.	P. M.	P. M.	
S 3.18	S 4.19	S 4.47	S 5.20	
S 3.21	S 4.21	S 4.50	S 5.23	
3.23	4.23	4.52	5.25	
S 3.27	S 4.28			
3.29	4.31	4.57	5.30	
S 3.32				
F 3.35	S 4.35	F 5.01		
S 3.42	S 4.39	S 5.05	S 5.37	
S 3.45	F 4.41	F 5.07		
3.48	4.45	5.10	5.41	
S 3.54	S 4.50	S 5.15	S 5.46	
	S 4.52	F 5.17	F 5.48	
3.59	4.56	5.21	5.52	
S 4.01	S 4.57	S 5.22	S 5.53	
S 4.07	S 5.03	S 5.27	S 5.59	
S 4.13	S 5.06	S 5.31	S 6.02	
S 4.17	S 5.11	S 5.34	S 6.06	
F 4.20	F 5.14	F 5.36	F 6.08	
S 4.23	S 5.16	S 5.39	S 6.11	
4.28		5.43	6.15	
S 4.31		F 5.47	F 6.18	
S 4.42		S 5.53	S 6.24	
4.43		5.54	6.25	
S 4.53	Will Not Run	S 6.00	S 6.31	
S 4.59	May 30, July 4, Sept. 1, Nov. 27,	F 6.06	F 6.37	
S 5.11		S 6.10	S 6.41	
F 5.14	Dec. 25, Jan. 1.			
F 5.19				
S 5.26		F 6.19	F 6.51	
F 5.34				
S 5.41		S 6.27	S 6.58	
S 5.46		S 6.32	S 7.03	
5.48		6.35	7.06	
S 5.55		S 6.42	S 7.11	
P. M.	P. M.	P. M.	P. M.	
7710	7712	7810	7714	

Monongahela Div. Gen. Order No. 507, Effective 2.01 A.M., April 27, 1947

BROWNSVILLE TO PITTSBURGH

STATIONS	FIRST CLASS			
	7703	7707	7801	
	A. M.	A. M.	A. M.	
Arrive				
PITTSBURGH (Pgh. Div.)	S 6.40	S 7.08	S 7.50	
FOURTH AVE. (P. H. Div.)	D 6.37	D 7.05	D 7.48	
MONON	6.34	7.02	7.45	
THIRTIETH STREET	F 6.30	S 6.58		
OB	6.27	6.55	7.37	
HAYS				
MESTA	F 6.22	F 6.48		
HOMESTEAD	S 6.20	S 6.46	S 7.30	
MUNHALL	S 6.15	S 6.42		
KENNY	6.12	6.39	7.24	
DUQUESNE	S 6.10	S 6.37	S 7.22	
SOUTH DUQUESNE	F 6.08	S 6.34	F 7.18	
CR	6.05	6.30	7.15	
DRAVOSBURG	S 6.03	S 6.28	S 7.13	
WILSON	S 5.58	S 6.23	S 7.08	
CLAIRTON	S 5.55	S 6.20	S 7.05	
WEST ELIZABETH	S 5.50	S 6.15	S 7.00	
FLOREFFE	F 5.47	F 6.12		
ELRAMA	S 5.45	S 6.10		
H		6.04	6.52	
COURTNEY		S 6.00		
MONONGAHELA		S 5.54	S 6.45	
MC		5.52	6.43	
DONORA	Will Not Run	S 5.45	S 6.38	
WEST COLUMBIA		S 5.41		
WEST MONESSEN	May 30,	S 5.36		
CHARLEROI	July 4,	S 5.33	S 6.28	
BELLE VERNON	Sept. 1,	S 5.30		
	Nov. 27,			
ALLENPORT	Dec. 25,	F 5.25		
STOCKDALE	Jan. 1.			
ROSCOE		S 5.21		
COAL CENTRE		S 5.15		
CALIFORNIA		S 5.13	S 6.13	
W. BROWNSVILLE JCT.		S 5.08	S 6.08	
BF		5.05	6.05	
BROWNSVILLE (Mon. Ry.)		S 5.00	S 6.00	
Leave	A. M.	A. M.	A. M.	
	#DAILY	DAILY	DAILY	
	EX. SUN.	EX. SUN.	EX. SUN.	
	7703	7707	7801	

FIRST CLASS				
	7833			
	P. M.			
	S 7.40			
	D 7.38			
	7.35			
	7.27			
	S 7.18			
	7.11			
	S 7.09			
	7.03			
	S 7.02			
	F 6.57			
	S 6.55			
	S 6.46			
	6.38			
	S 6.27			
	6.16			
	S 6.09			
	S 5.52			
	S 5.48			
	S 5.42			
	F 5.38			
	S 5.35			
	S 5.30			
	5.24			
	S 5.20			
	P. M.			
	DAILY			
	EX. SUN.			
	7833			

TICKET OFFICES OPEN FOR SALE OF TICKETS

Daily Except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
7710	7710	Hays	....	....
7703	7833	Homestead	....	....
7703	7710	Duquesne	....	....
7801	7710	Dravosburg	....	....
7703	7833	Clairton	....	....
7707	7833	Monongahela	....	....
7801	7833	Donora	....	....
7801	7833	Charleroi	....	....
7710	7833	Allenport	....	....
7707	7833	California	....	....
7801	7833	Brownsville	....	....

NOTE—Hays and Duquesne closed on holidays.
Dravosburg closed after No. 7806 on holidays.

EXTRA STOPS—PASSENGER TRAINS

Train No.	Stop at	For
7806	Shire Oaks.....	Employees
7710	Shire Oaks.....	Employees
7810	Shire Oaks.....	Employees
7714	Shire Oaks.....	Employees
7707	Shire Oaks.....	Employees
7801	Shire Oaks.....	Employees
7833	Shire Oaks.....	Employees
7707	Thomson Yard Office.....	Employees

U. S. MAIL WORK

STATIONS	Southward		Northward		
	7806	7710	7801		7833
Coal Valley P. O. .65 Mile North Wilson	D	CDJ	CD		CD
Florence		CDJ	CD		
Hazard P. O. 1.3 Miles South Monongahela	CD	J	CD		
Belle Vernon					C
Dunlevy P. O. 1.0 Mile South Belle Vernon	CD	J			CD
Allenport	D	CD			
Stockdale	CD	J			CDJ
Roscoe	CDM	CD	C		
Elco P. O. 0.4 Mile South Roscoe	CD	J	CD		CD

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

J—Stop on signal to receive or deliver bulky or fragile parcel post matter.

K—Stop on request of R. P. O. Clerk to exchange U. S. Mail.

M—Reduce speed to 5 miles per hour to exchange mail.

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

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

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

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

The time shown conveys no time-table authority.

STATIONS	NW-82 (1)	HS-2 (1)	MA-52 (1)	PH-26 (1)	CB-8 (1)	PT-20 (1)	VL-2 (1)	PF-8 (1)	PW-18 (1)	SW-2 (1)	PT-2 (1)	SO-2 (1)	ZB-2 (1)	PG-18 (3)	GL-2 (1)	CG-8 (1)	YA-5 (1)	MA-50 (1)	PT-6 (1)	VL-8 (1)	ED-52 (1)	AVL-2 (1)	YR-2 (1)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SW																	4.30						11.45
RG																							
ESPLEN	12.20	1.00		2.15	3.00	3.05	3.30	4.00	5.45	7.00	9.00	10.15	11.00		12.30	4.20				2.30	10.00	11.20	
30th ST.		2.15		3.45										12.01					9.30			12.01	
PG				5.15								11.45											
WG	1.30		1.00	5.45	4.00	6.05	4.20	5.00	6.45	8.00	12.01		12.01	12.30		5.00		6.30	12.30	3.10	4.00	12.30	
YU																	5.00						12.30
SO		3.30										1.15			3.30			9.30					
BF			6.00																				5.30
RS																							
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Saturday only. (5) Daily except Saturday. (6) Sunday only. (7) As required.

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

The time shown conveys no time-table authority.

STATIONS	PH-9 (1)	PD-1 (1)	SO-1 (1)	TRS-1 (7)	PT-21 (1)	SW-1 (1)	LM-1 (1)	PH-27 (1)	GL-1 (1)	VL-9 (1)	PH-5 (1)	YA-4 (3)	NP-1 (1)	SH-6 (1)	SH-4 (1)	TRS-15 (1)	ZB-1 (1)	YC-1 (3)	VL-3 (1)	VL-5 (1)	YE-6 (1)	SS-2 (1)	MA-51 (1)
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SW												10.00											
RG													10.00										
ESPLEN	1.30	2.00	4.00	2.20	4.30	2.00	4.00	6.00	6.30	5.45	8.30		10.00			10.45	10.00	2.15	12.01	12.30			
30th ST.								5.30			8.00												
PG								4.00															
WG	12.15	12.30		1.20	1.30	1.15	3.00	3.00		4.45	5.30		9.00	8.20	11.35	9.15	8.30	1.15	11.00	11.30		3.50	4.30
YU												8.45		6.00	9.15			10.30			12.30		1.30
SO			1.00						3.30														
BF																							
RS																							
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Saturday only. (5) Daily except Saturday. (6) Sunday. (7) As required.

1503. Referring to Rule 14 (I).

(1) — — 0 —

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

Mesta,
West Elizabeth,
New Eagle, (1.4 mile north MC)
Monongahela,
Roscoe,
Uniontown.

COMMUNICATING SIGNALS

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

TRAIN SIGNALS

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

USE OF SIGNALS**Fusees And Torpedoes**

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

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

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

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

Switch Stands Not Equipped With Lighted Switch Lamps

1804. Switch stands at the following locations either not equipped with switch lamps or equipped with switch lamps not lighted:

Location	Main, Secondary Track or Siding	Switch
Peters Creek	Secondary Track	All Switches
Peters Creek Branch	Main Track	All Switches
Ellsworth Branch	Main Track	All Switches
Ellsworth	Secondary Track	All Switches
Cokeburg	Secondary Track	All Switches
Ontario	Secondary Track	All Switches
West Brownsville Jct. to Ten Mile Run Jct.	Main Track	All Switches
Redstone Branch, Linn to RS	Main Track	All Switches
Grindstone	Secondary Track	All Switches
Keister	Secondary Track	All Switches
Vance Mill	Secondary Track	All Switches
Southwest Branch	Main Track	All Switches
Radebaugh Branch	Main Track	All Switches
Hempfield Branch	Main Track	All Switches
Andrews Run	Secondary Track	All Switches
Youghiogheny Branch	Main Track	All Switches
Sewickley	Secondary Track	All Switches
Boyer Run	Secondary Track	All Switches
Brinker Run	Secondary Track	All Switches
Mammoth	Secondary Track	All Switches
Bessemer	Secondary Track	All Switches
Marguerite	Secondary Track	All Switches
Yukon Branch	Main Track	All Switches
Hunter Run	Secondary Track	All Switches
Scottdale	Secondary Track	All Switches
Opossum Run	Secondary Track	All Switches
Coal Lick Run	Secondary Track	All Switches
Fairchance	Secondary Track	All Switches
Oliphant	Secondary Track	All Switches

Slide Protection Fence

★1851. The letters SP on a signal mast indicate the signal is connected with a slide protection fence and the most restrictive indication on such signal may be caused by a slide.

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

1852. Slide protection fences in service:

From a point 1,400 feet north to a point 2,150 feet south of Mile Post 37, Main Line.

From a point 905 feet north to a point 3,075 feet north of Mile Post 51, Main Line.

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

SUPERIORITY OF TRAINS

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

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

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

Bulletin Board	Employees Register	Standard Clock	Location	Other Division
X	X	X	Thirtieth Street—Yard master's office	Pittsburgh Conemaugh Eastern Panhandle Monongahela Ry
X	X	X	Thomson—Yard master's office	Pittsburgh Conemaugh Eastern Panhandle Monongahela Ry.
X	X	X	Wilson—Yard master's office	
X	X	X	Shire Oaks—Crew dispatcher's office	Pittsburgh Conemaugh Buffalo Erie & Ashtabula Panhandle Eastern Cleveland Monongahela Ry. B. & O. R. R.
X	X	X	Donora—Agent's office	
X	X	X	West Brownsville Junction— Yard master's office	Pittsburgh Panhandle Monongahela Ry.
X	X	X	Youngwood—Yard master's office	Pittsburgh Conemaugh Panhandle Eastern
X	X	X	Rainey Branch Junction— Yard master's office	Pittsburgh Monongahela Ry.
			South Brownsville (Monongahela Ry.)— Yard master's office	
			Versailles (B. & O.R.R.)—Engine house	
			McKees Rocks (P. & L.E.R.R.)— Engine house	
			Pittsburgh (P. & L.E.R.R.)— Station master's office, Passenger Sta.	

NOTE—X indicates in service.

2002. Standard Clocks At Other Points:

Train dispatchers' offices.
Open Block Stations.

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

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

Zone A—P. H. Div. Post and H, Port Perry and Peters Creek Branches.
Zone B—H and Ten Mile Run Jct., Ellsworth and Redstone Branches.
Zone C—Southwest, Yukon, Hempfield, Youghiogeny and Coal Lick Run Branches.

Qualification Of Conductor Or Engineman

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

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

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

TRACK ASSIGNMENTS

2201.

Single Track

Track	Between	And
Main Line	West Brownsville Jct.	Ten Mile Run Jct.
Peters Creek Branch	Pennmont	Gould
Ellsworth Branch	MC	Cokeburg Jct.
Redstone Branch	BF	RS
Southwest Branch	CJ	VA
Coal Lick Run Branch	VA	SL
Radebaugh Branch	CJ	RG
Hempfield Branch	Hempfield Branch Jct.	Cowansburg
Yukon Branch	Yukon Branch Jct.	Cowansburg
Youghiogeny Branch	Gratztown	Cowansburg

2202.

Two or More Tracks

Current of traffic is as follows:

Main Line Between:	Monon. No. 1 Track	Monon. No. 2 Track	Scully No. 2 Track	Scully No. 1 Track	No. 1 Track	No. 2 Track	No. 3 Track	No. 4 Track
Division Post (P. H. Div.) and OB	North'd Psgr.	South'd Psgr.	West'd Frt.	East'd Frt.				
OB and CR					North'd Frt.	South'd Frt.	North'd Psgr.	South'd Psgr.
CR and West Brownsville Jct.					North'd	South'd		
Port Perry Branch Between: PG and Division Post (Pgh. Div.)					East'd	West'd		
Redstone Branch Between: West Brownsville Jct. & BF					North'd	South'd		
Southwest Branch CJ & SW					North'd	South'd		

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

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
No. 0 (S)	OB	Hays Crossover	OB	1
No. 0 (S)	Kenny Interlocking	PG	PG	2
McKeesport (S)	South Duquesne	End of Track	PG	
Peters Creek (S)	Peters Creek Jct.	Pennmont	CR	
Ellsworth (S)	Cokeburg Jct.	Marianna	MC	
Cokeburg (S)	Cokeburg Jct.	Cokeburg	MC	
Ontario (S)	Ontario Jct.	Ontario	MC	
Grindstone (S)	Grindstone Jct.	Royal	BF	
Keister (S)	Keister Jct.	Helen	BF	
Vance Mill (S)	Vance Mill Jct.	End of Track	BF	
Oliphant (S)	Oliphant Jct.	End of Track	RS	3
Fairchance (S)	Fairchance Jct.	End of Track	RS	3
Coal Lick Run (S)	SL	End of Track	RS	3
Southwest (S)	VA	Fairchance	RS	3
Scottdale (S)	Scottdale Jct.	Mt. Pleasant	CJ	
Broadford (S)	Broadford Jct.	Summit Yard	CJ	
Andrews Run (S)	Andrews Run Jct.	End of Track	CJ	
Sewickley (S)	Youngwood	Bessemer Jct.	CJ	
Brinker Run (S)	Brinker Run Jct.	Mutual Mine	CJ	
Boyer Run (S)	Boyer Run Jct.	End of Track	CJ	
Bessemer (S)	Bessemer Jct.	Humphries Mine	CJ	
Marguerite (S)	Marguerite Jct.	Marguerite Mine	CJ	
Mammoth (S)	Mammoth Jct.	Mammoth	CJ	
Opossum Run (S)	Opossum Run Jct.	End of Track	CJ	
Hunter Run (S)	Hunter Run Jct.	Wyano	CJ	

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

NOTE 1. Southward trains may use No. 0 track between OB and Hays crossover, on receiving proper interlocking signal at OB, and northward trains by permission from the signalman at OB, and must report when clear.

NOTE 2. Northward trains may use No. 0 track between PG and Kenny Interlocking on receiving proper interlocking signal at PG and southward trains on receiving proper interlocking signal at Kenny. Trains clearing this track at storage yard will report to and get permission to enter from signalman at PG.

NOTE 3. Controlled by CJ when RS closed.

MOVEMENT OF TRACK CARS

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

* 2302. Track cars will not operate spring switches.

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

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

Movement of Detector Cars, Burro Cranes, etc.

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

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

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

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—
Pittsburgh.
CJ.

Monongahela Railway Train Dispatchers at Brownsville in charge of movements on main line between West Brownsville Jct. and Ten Mile Run Jct.

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

* 2402. Rule S-83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on form C.T. 1246 or by message by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

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

Engineman Pilot

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

2405. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	With	Normal Position is for Movements
West Brownsville Jct.	No. 2 Track	Redstone Branch	To Redstone Branch
West Brownsville Jct.	South leg of wye	Main Line	To south leg of wye
Redstone Branch Jct.	Redstone Branch	Southwest Branch	To Redstone Branch

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

Location	Switches
RS 2.01 P. M. to 10.01 P. M. Daily Except Sunday	Switch leading to South West Branch and switch at North end Redstone storage track.

Spring Switches

*2412. Spring Switch is marked by disc with white background and black letters SS. Switch lamp will display green light in both directions when switch is in normal position and red light in both directions when switch is in reverse position or not properly set.

When trailing movement through spring switch is stopped before movement is completed, slack must not be taken or reverse movement made until switch has been reversed by hand.

After passing with proper authority a Stop-Signal, Rule 292; a Stop-and-Proceed Signal, Rule 291; a Caution Signal, Rule 285-A, or a Yellow Distant Switch Indicator protecting a spring switch; movement shall not be made over the switch until it has been operated by hand to the proper position and switch points have been examined by a member of the crew, unless a green light is displayed on the switch lamp.

The switch must be restored to normal position after movement is completed.

Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
700 feet north of Floreffe	Northward movements on No. 1 track.	Northward movements from pull-out track to No. 1 track.	1
1.1 miles north of West Brownsville Jct.	Northward movements on No. 1 track.	Northward movements from pull-out track to No. 1 track.	1

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

YARDS AND YARD INSTRUCTIONS

2417. Yards indicated by yard limit boards located at:

Main Line:

West Brownsville
West Brownsville Jct.

Redstone Branch:

Brownsville Jct.
Uniontown

Yukon Branch:

Hunker

Coal Lick Run Branch:

Rainey

Southwest Branch:

Youngwood
Everson—Scottdale
Connellsville, West Side
Uniontown

At classification yards indications for the movement of cars are given by whistle signals as follows:

Whistle Signal	Indication
—	Stop
— —	Proceed
— — —	Back

2418. Rule D-93 in effect as follows:

Track	Between	And
No. 1 and No. 2	Signal Bridge M-48-49, 265 feet north of Hays.	Switch connection in No. 1 track leading to south end of McKeesport Yard, 2600 feet south of South Duquesne.
No. 1 and No. 2	Signal No. 171, 1853 feet north of Wilson.	Signal No. 202, 3640 feet north of West Elizabeth.
No. 1 and No. 2	Floreffe	H

Non-interlocked Railroad Crossings At Grade

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

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
McKeesport: Fence and Middle Tracks, Crossing with B. & O.R.R. and P. & L.E.R.R.	None	None	It must be known that crossing is clear before using.	
½ mile south of Scottdale—B. & O. R. R.	None	None	It must be known that crossing is clear before using.	1

NOTE 1. Flagman must be sent ahead of train.

2430. Signalman at OB will notify southward trains on No. 4 track when northward superior trains on No. 3 track have not arrived, and will notify southward trains on No. 2 track when northward passenger trains have been diverted to No. 1 track at Kenny.

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

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

2436. Derails located on secondary tracks:

Ontario, 250 feet north of Ontario mine tipple.
Cokeburg, 260 feet north of mine tipple.
Grindstone, 1880 feet south of Royal Storage track.
Keister, 911 feet south of Keister Jct.
Keister, 216 feet south of Helen.
Brinker Run, at End of Track.
Mammoth, 2.3 miles south of Mammoth Jct.
Marguerite, 200 feet north of switch leading to Marguerite Mine.
Bessemer, 680 feet north of Humphrey's Siding.
Hunter Run, 100 feet south of Wyano car load delivery siding.
Scottdale, 150 feet south of Main St., Mt. Pleasant.

2437. Helping engines coupled to the rear of westward freight trains at Port Perry Branch Junction (Pgh. Div.) will cut off before passing Automatic Block Stop Signal at the east end of Port Perry Tunnel and return to Low Home Signal at U. Jet. (Pgh. Div.) under protection of the signalman at R (Pgh. Div.). Engineman must arrange with the signalman at R (Pgh. Div.) to protect the return movement on No. 2 track.

2442. Southward passenger trains stopping at Dravosburg Station will stop with the engine to clear McClure St. Crossing.

2443. Permission must be obtained from RS to use Rainey Branch Jct. wye; from CJ when RS is closed.

2444. Yard engines and extra trains must obtain permission from the Train Dispatcher at Brownsville before moving between West Brownsville Jct. and West Brownsville.

Automatic Highway Crossing Signals

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

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

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

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

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

At the following locations a device is provided to cut out the operation of automatic highway crossing signals by trainmen:

Huff Avenue, South Greensburg.

Ruth's Crossing, Scottdale.

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

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

* **2451.** (For Automatic Highway Crossing Signals.)

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

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

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

Huff Avenue, South Greensburg

2452. To prevent unnecessary flashing of these signals separate track circuits are provided on No. 1 and No. 2 tracks extending 70 feet each side of the crossing. Cars or engines standing on tracks outside of these circuits can be prevented from flashing the signals by pushing button marked "Stop" located on flashing light signal pole west of No. 2 track and on instrument case east of No. 1 track and, when movement is to be made over crossing, pushing button marked "Start" will restore the flashing of signals.

When engines are shifting or cars are standing outside these circuits (location indicated by yellow marker boards on ties) a member of the crew will push the "Stop" button for the track involved and, before movement is made over crossing, will push "Start" button.

Crossing Southwest Branch, Route 31, Just South Mile Post 12

Main track, and circuits on delivery track to clearance point.

Ruth's Crossing, Scottdale

Flashing light signal, protecting Ruth's highway crossing, Scottdale. Operating circuits extend from crossing as follows:

Main Track—660 feet north and 660 feet south.

Passing Siding—290 feet north and 305 feet south.

Storage Track—90 feet north and 90 feet south.

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

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

Limits of operating circuits on siding, storage track, U. S. Casket Company, and U. S. Cast Iron Pipe Company tracks, indicated by yellow paint on side of rail.

Push buttons equipped with light located in metal box on instrument case, east side of tracks north of crossing and on pipe post west of track, when pushed will cause lights to flash. Before movements are made over crossing on storage tracks, U. S. Cast Iron Pipe Company track, trainmen will observe whether lights are flashing, and, if not, will push button, observe if lamp is lighted (indicating lights are flashing), hold button until movement is completed over crossing. All movements over crossing on U. S. Casket Company side track must be protected by pushing the button.

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

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

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

Peters Creek Secondary Track Crossing, State Route No. 51

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

Peters Creek Jct., Crossing State Route No. 837

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

2454. Engines, cars higher than thirteen feet, and cars with lading higher than thirteen feet must not be moved on any track under or adjacent to tipples account of no clearance.

Protection For Public Highway Crossings At Grade

2455. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

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

2456. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
Whitehall	26th, 23rd, 22nd, 21st, Sarah, Carson and Sidney Streets	Thirtieth Street
Peters Creek Secondary	State St., State Route No. 837	Peters Creek Jct.
Pittsburgh Coal Co.	George St.	Courtney
West Penn Power Co.	Hemlock St.	Monongahela
Rider Mine	State Route No. 88 (McKean Ave.)	Charleroi
Keister Secondary	State Route No. 51	750 ft. south of Keister Junction
Southwest Secondary	U.S. Route No. 40	East Fayette St., Uniontown
Southwest Secondary	Church Street	Fairchance
Hempfield Branch	State Route No. 71	2049 ft. north of Cribb Delivery Track
Hempfield Branch	State Route No. 71	140 ft. north of Madison Delivery Track
Scottdale Secondary	State Route No. 31 (Main Street)	Mt. Pleasant

2457. Trains or engines operating on Streets Run Track over Mifflin Road and tracks of Pittsburgh Railways Company on side track leading to Mesta Machine Company must not proceed over the crossings until trainmen remove derails located both sides of the crossings and train movements must not be made into the plant of the Mesta Machine Company until signals indicate proceed. After movement has been completed, the derails must be immediately restored to derailing position. Should either the street traffic lights or railroad signals protecting these crossings be in-operative, train movement may be made by providing protection as prescribed in **Rule 103a.**

Movements over East Main Street Crossing, Uniontown, Southwest Secondary Track, are protected by street traffic signals. 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 East Main Street and green from the 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.

2458. When cars are left standing on any part of Hemlock Street crossing, West Penn Power Co. side track, Monongahela, conductor must notify representative of West Penn Power Co., who will protect crossing with red flag or light.

2459. When pushing cars in advance of the engine over crossings between VA and Dunbar Street, Southwest Secondary Track, with the exception of East Fayette Street where Special Instruction **2456** applies, and between VA and Miller Avenue, Coal Lick Run Branch, Uniontown, a flagman must be sent ahead to protect street traffic. The engine bell must be rung continually.

2460. When a train, in two or more parts, is operated over a crossing where there is no watchman, after the head portion passes the crossing a trainman must be stationed on the crossing to give warning of the approach of other parts.

2461. Trains using Continental No. 1 Coke Works siding will not obstruct the West Penn Ry. crossing until a flagman has been sent ahead to protect the crossing.

Gas-Electric, Gasoline And Oil-Electric Rail Motor Cars

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

Four-Wheel Cabin Cars

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

Dragging Equipment Detector

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

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

Location	Track	Distance from
OB	No. 1 and No. 3	1200 feet south of Mile Post 6
OB	Scully No. 1	1.7 miles west of Division Post (PH Div.)
Kenny	No. 2 and No. 4	560 feet north of Mile Post 6
PG	No. 1	2069 feet west of Division Post (Pgh. Div.) Port Perry Branch

2481. When starting a freight train on an ascending grade having one or more helpers on the rear, the front engineman will signal for return of flagman. When the flagman returns, engineman of rear helper will signal to release brakes, **Rule 14(b)**, and, after proceed signal has been given from rear end of train, the hauling engine will stretch up the slack and give the signal to release brakes and allow the throttle to remain open.

When it is necessary to take the slack to start trains having one or more helping engines, slack will be taken from the rear and the rear engineman will open cylinder cocks but will not reverse his engine. The helper engineman next to train will reverse his engine and take slack.

When starting freight trains on a descending grade, having one or more helpers on the rear, after proper signals have been transmitted and brakes released, the helping engines on the rear will start the train. If unable to start without taking the slack, the engine next to cabin will take sufficient slack to start train. Care must be exercised to avoid rough handling.

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 trainman is ready to cut off the pushing engine he will give the engineman a signal, by hand, flag, or lamp swung vertically in circle at one-half arms length followed by proceed signal, **Rule 12c**. After engineman acknowledges this signal as prescribed by **Rule 14 (g)**, the trainman will close angle cock on rear of cabin car, lift lock pin on cabin car which will permit knuckle to open, leaving angle cock on engine open. Trainman will then separate the air hose between the cabin car and engine by use of hose cutting devices. When hose is separated, this will cause brakes to apply in emergency on helping engine or engines. Care must be exercised to see that hose will not pull apart.

MOVEMENT BY TRAIN ORDERS

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

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

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

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

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

MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

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

	Track	Between	And
Main Line	Monon No. 1 and Monon No. 2	Division Post (P. H. Div.)	OB
	Scully No. 1. and Scully No 2	Division Post (P. H. Div.)	OB
	No. 1, No. 2, No. 3 and No. 4	OB	CR
	No. 1 and No. 2	CR	BF
Port Perry Branch	No. 1 and No. 2	PG	Division Post (Pgh. Div.)
Southwest Branch	No. 1 and No. 2	SW	CJ

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

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

FIXED SIGNALS

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

Main Line

Block Signal No. M172 north of Wilson.
Block Signal No. M199 north of West Elizabeth.
Southward Home Signal at West Brownsville Junction.

Redstone Branch

Northward Home Signal at RS Block Station.
Northward Distant Signal for RS Block Station.

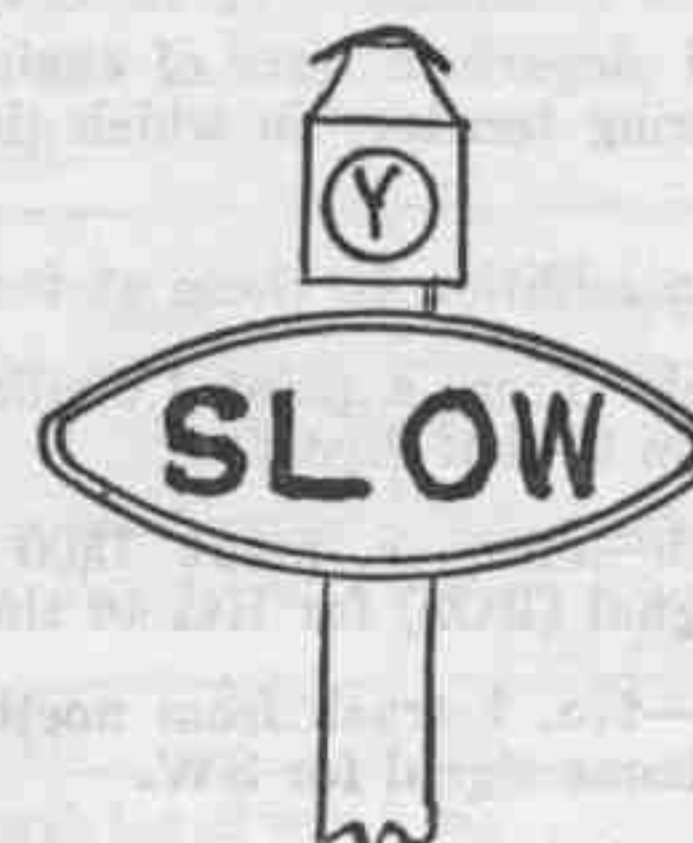
Southwest Branch

Northward Distant Signal for CJ Interlocking on east side of storage track.



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

Name —Signal mast bracket marker.



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

Name—Slowboard, used in lieu of distant signals to home or block signals at the following locations:

Radebaugh Branch—Approaching home signal CJ.

South West Branch—Approaching southward block signal RS.

Distant Switch Indicator

Note: Y-Yellow; G-Green



Indication—Switch open
Name—Caution Indicator.



Indication—Switch closed.
Name—Clear Indicator.

Location: 3250 feet south of switch to J. W. Byar's Siding, .0 miles north Scottdale.

If distant switch indicator displays yellow, trains must approach this switch prepared to stop. Trainmen or enginemen must examine switch for obstruction in points and report promptly by telephone to CJ Block Station.

2710. The number of track to be used by train for Shire Oaks yard will be displayed in South window at H for northward trains and in North window at CR for southward trains by indicator. When no indication is given, trainmen must obtain instructions by telephone before entering the yard tracks.

CAB SIGNALS

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

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

Monon No. 1 track—From a point 1.0 mile south of northward home signal for Monon to that Signal.

Radebaugh Branch—From a point 1500 feet south of the northward distant signal (RO8) for RG to that Signal.

Southwest Branch—No. 1 track from northward distant signal (S10) to northward home signal for SW.

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

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

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

MANUAL BLOCK SYSTEM

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

	Track	Between	And
Main Line	No. 1 and No. 2	H	West Brownsville Jct.
	No. 1 and No. 2	West Brownsville Jct.	BF
	Single	BF	RS
	North leg of wye—Single	BF	Connection with Monongahela Ry.
	South leg of wye—Single	Connection with Monongahela Ry.	Connection with Redstone Branch, Brownsville Jct.
Redstone Branch			
Southwest Branch	No. 1 and No. 2	SW	CJ
	Single	CJ	VA
Coal Lick Run Branch	Single	VA	SL
Radebaugh Branch	Single	CJ	RG

2802. Rule 316 will apply:

For Movements Against Current of Traffic

Port Perry Branch—Between PG and Div. Post (Pgh. Div.).

2803. Rule 317 will apply:

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

For Movements Against Current of Traffic

Main Line—Between Division Post (P. H. Div.) and West Brownsville Jct.

Redstone Branch—Between West Brownsville Jct. and BF.

Southwest Branch—Between SW and CJ.

2805. When authorized by the signalman, and, at reduced speed, an engine may pass stop-block signal or enter a block occupied by a passenger train for the purpose of switching that train.

AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	Monon. No. 1 and Monon. No. 2	Division Post (P. H. Div.)	OB
	Scully No. 1 and Scully No. 2	Division Post (P. H. Div.)	OB
	No. 1, No. 2, No. 3 and No. 4	OB	CR
	No. 1 and No. 2	CR	H
Port Perry Branch	No. 1 and No. 2	PG	Division Post (Pgh. Div.)

2902. The following signals in Automatic Block System territory must not be passed while in stop position, without a train order:

The Automatic Block Stop Signal at east end of Port Perry Tunnel which will display stop and proceed position when track is clear to a point 240 feet west of tunnel.

The Automatic Block Stop Signal at west end of tunnel which will display stop and proceed position when track is clear to a point 282 feet east of tunnel.

INTERLOCKING

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

OB
Kenny
PG
BF

SPEEDS

SPEED TABLE

★ 3101.

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

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

MAIN LINE	Single Track		Monon. No. 1 Track		Monon. No. 2 Track		Scully No. 2 Track		Scully No. 1 Track		No. 1 Track		No. 2 Track		No. 3 Track		No. 4 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Miles per Hour																		
BETWEEN:																		
Div. Post (P. H. Div.) and OB			50	45	50	45	30	30	30	30								
OB and Kenny											30	30	30	30	50	45	50	45
Kenny and Duquesne											30	30	20	20	50	45	50	45
Duquesne and CR											30	30	30	20	50	45	50	45
CR and West Brownsville Jet.											50	45	50	45				
West Brownsville Junction and Ten Mile Run Jet.	25	25																
Port Perry Branch																		
Between:																		
PG and Division Post (Pgh. Div.)											20	20	20	20				
Peters Creek Branch																		
Between:																		
Pennmont and Gould	15	15																
Ellsworth Branch																		
Between:																		
MC and Cokeburg Jet.	15	15																
Redstone Branch																		
Between:																		
West Brownsville Jet. and BF											20	20	20	20				
BF and RS	20	20																
Southwest Branch																		
Between:																		
SW and CJ											30	30	30	30				
CJ and VA	30	30																
Radebaugh Branch																		
Between:																		
CJ and RG	25	25																
Hempfield Branch																		
Between:																		
Hempfield Branch Jet. and Herminie	25	25																
Herminie and Cowansburg	15	15																
Yukon Branch																		
Between:																		
Yukon Branch Jet. and Cowansburg	20	20																
Youghiogeny Branch																		
Between:																		
Cowansburg and Gratztown	15	15																
Coal Lick Run Branch																		
Between:																		
Coal Lick Run Branch Jet. and SL	15	15																

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

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line Between: Division Post (P. H. Div.) and West Brownsville Junction.....	40	30
West Brownsville Junction and Ten Mile Run Junction.....	25	25
Port Perry Branch Between: PG and Division Post (Pgh. Div.).....	20	20
Peters Creek Branch Between: Pennmont and Gould.....	15	15
Ellsworth Branch Between: MC and Cokeburg Jct.....	15	15
Redstone Branch Between: West Brownsville Jct. and RS.....	20	20
Brownsville Jct. Wye Between: BF and Div. Post (Mon. Ry.)—North Leg.	15	15
Div. Post (Mon. Ry.) and Redstone Branch—South Leg.	5	5
Southwest Branch Between: SW and VA.....	30	30
Radebaugh Between: RG and CJ.....	25	25
Hempfield Branch Between: Hempfield Branch Jct. and Herminie.....	25	25
Herminie and Cowansburg.....	15	15
Yukon Branch Between: Yukon Branch Jct. and Cowansburg.....	20	20
Youghioghenny Branch Between: Cowansburg and Gratztown.....	15	15
Coal Lick Run Branch Between: VA and SL.....	15	15

WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles Per Hour		
Main Line Between: Division Post (P. H. Div.) and West Brownsville Jct.....	30	20	20
West Brownsville Jct. and Ten Mile Run Jct.....	25	20	15
Port Perry Branch Between: PG and Division Post (Pgh. Div.).....	20	20	10
Peters Creek Branch Between: Pennmont and Gould.....	15	15	15
Ellsworth Branch Between: MC and Cokeburg Jct.....	15	15	15
Redstone Branch Between: West Brownsville Jct. and RS.....	20	20	15
Brownsville Jct. Wye Between: BF and Div. Post (Mon. Ry.)—North Leg	15	15	10
Div. Post (Mon. Ry.) and Redstone Branch—South Leg.	5	5	5
Southwest Branch Between: SW and VA.....	30	20	20
Radebaugh Branch Between: CJ and RG.....	25	25	25
Hempfield Branch Between: Hempfield Branch Jct. and Herminie...	25	25	20
Herminie and Cowansburg.....	15	15	10
Yukon Branch Between: Yukon Branch Jct. and Cowansburg...	20	20	15
Youghioghenny Branch Between: Cowansburg and Gratztown.....	15	15	15
Coal Lick Run Branch Between: VA and SL.....	15	15	15

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

VARIOUS

MAIN LINE	Miles per Hour
Circus Trains.....	45
Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Special Instruction ★3601. —on straight track.....	30 20
—on curves.....	
Solid trains of tank cars loaded with petroleum products... Southward freight trains having tank cars loaded with inflammable liquids between Hays and Munhall.....	40 30
Note—When handling such trains Conductors must know that enginemen have been so advised.	
Snow Plows in service.....	15
Snow Flangers in service.....	15
Passing station platforms and trains on adjacent tracks...	5
NOTE—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
Operating against current of traffic, except where Rule 261 is in effect— Main Line —Passenger Trains.....	40 30
—Freight Trains.....	
Port Perry Branch —Passenger Trains.....	15 15
—Freight Trains.....	
Southwest Branch —Passenger Trains.....	20 20
—Freight Trains.....	
Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	50
Pushing Cars—Passenger trains.....	30
—Freight trains.....	20
Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	10
—hand cars operated under Rule 80.....	8
—through crossovers and turnouts, and over highway and railroad crossings.....	5

3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

TURNOUTS

ENTIRE DIVISION

Spring Switches

Spring Switch Location	Movement Involving Spring Switch	Miles Per Hour
Florefe — Northward pull-out track to No. 1 track 700 ft. north of station.	Facing	15
	Trailing—Not Springing Switch	50
	Trailing—Springing Switch through main track	15
West Brownsville Jct.—North end West Brownsville Jct. Yard to No. 1 track 1.1 mile north of station.	Facing	15
	Trailing—Not Springing Switch	50
	Trailing—Springing Switch through main track	15
Non-Interlocked turnouts—diverging movements, except Class J, M, Q and T engines over No. 8 crossovers or turnouts.		10

	Miles per Hour	
	Forward	Backward
Class J, M, Q, and T engines through No. 8 crossovers or turnouts must not exceed speed indicated:	10	5

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

PG—A1 crossovers and turnouts in interlocking, south of block and interlocking station.

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

MAIN LINE	Miles per Hour
First curve south and east Monon.....	40
Second bridge north and west of Thirtieth Street— Monon No. 1 and Monon No. 2 tracks.....	45
Scully No. 1 and Scully No. 2 tracks.....	30
OB Interlocking.....	30
Crossover, Monon No. 1 track to outbound track at north end OB Interlocking.....	5
Between OB and Hays—No. 1 and No. 2 tracks.....	15
First curve south of Kenny—No. 3 and No. 4 tracks.....	40
All crossovers and turnouts at north end of PG Inter- locking.....	10
Between South Duquesne Water Station and CR:	15
No. 1 and No. 2 tracks.....	30
No. 3 and No. 4 tracks.....	45
Curve between CR and Dravosburg.....	45
First curve north of Clairton.....	30
No. 1 track between Elrama and West Elizabeth.....	30
First curve south of Elrama—No. 2 track.....	30
Between points 2,000 feet south of H and 2,000 feet south of Mile Post 26.....	30
Between MC and 3,000 feet north of MC.....	20
Between Mile Post 37 and a point 800 feet south of Mile Post 38.....	40
Three street crossings just north of Roscoe— Passenger trains.....	40
Freight trains.....	30
Between a point 1,200 feet south of and a point 2,200 feet south of Crescent No. 2 Mine Tipple.....	30
First curve north of Coal Centre.....	40
Curve at Coal Centre.....	40
Bridge 48.50 south of Coal Centre.....	40
South end West Brownsville Jct. Wye to West Brownsville	10
Port Perry Branch:	
North Leg and South Legs Wye at PG.....	10
Cokeburg Secondary Track:	
Between Cokeburg Jct. and a point ½ mile south thereof.	5
Redstone Branch:	
South Leg West Brownsville Jct. Wye.....	15
North Leg Brownsville Jct. Wye.....	15
South Leg Brownsville Jct. Wye.....	5
Over Monongahela Ry. Crossing, Brownsville Jct.....	12
RS, over all switches.....	15
Vance Mill Secondary Track	
Between a point 4.8 miles south of Vance Mill Junction and a point 4.9 miles south of Vance Mill Junction.....	5

Southwest Branch:	Miles per Hour
At distant switch signal for southward movements, north end of Youngwood Yard.....	25
Depot Street crossing—Youngwood.....	15
Between first grade crossing north of Junction of Scottdale Secondary Track and B. & O. R. R. crossing, ½ mile south of Scottdale.....	12
Between crossing ½ mile north of Connellsville and Connellsville.....	12
Over first street crossing south of Connellsville.....	6
Bridge 24.56 Youghiogheny River, Connellsville.....	15
Over first street crossing north of NJ.....	6
Over first street crossing south of Dunbar.....	15
RS, over all switches.....	15
Southwest Secondary Track:	
Between VA and Dunbar Street, Uniontown.....	10
Hempfield Branch:	
Over Arona road crossing 1.5 miles south of Adamsburg Jct.	6
Dunbar Track:	
Bridge 0.28 South of Dunbar.....	5
Coal Lick Run Branch:	
Over street crossings, between VA and Continental No. 1..	10
Over street crossing, Lebanon Ave. just south of Uniontown	4
Coal Lick Run Secondary Track:	
Between Irwin No. 11 and point ½ mile south.....	5

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons
	B	C	E	H	I	J	K	L	M	N	Q	S	T	
SOUTH DUQUESNE: All turnouts in south end McKeesport and north end Cochran yards..... All turnouts in north end McKeesport and south end Cochran yards.....									X			X	X	X
CLAIRTON: P. & W. Va. Ry. Interchange... Penna. Industrial Chemical Co. Carnegie-Illinois Steel Co. yard, south of Clairton.....					X	X			X	X	X	X	X	X
FLOREFFE: Vesta Coal Co. Marine Ways... Mississippi Glass Co. — run-around track..... All other tracks.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
ELRAMA: Equitable Gas Co.....			X	X	X	X	X	X	X	X	X	X	X	X
SHIRE OAKS: Loaded car repair tracks..... Power house track..... Transfer tippie—low track.....	5	5	5	5	5	X	X	X	X	X	X	X	X	X
COURTNEY: Pittsburgh Coal Co.....						X			X		X	X	X	X
MONONGAHELA: New Eagle Industrial Tracks... Monongahela Iron & Metal Co.....					X	X	X	5	X	X	X	X	X	X
DONORA: A. S. & W. Co. furnace yard—No. 5 track to clearance point... A. S. & W. Co. furnace yard, except No. 5 and No. 6 tracks... A. S. & W. Co. furnace yard—No. 6 track.....	5	5	5	5	5	X	5	5	X	X	X	X	X	X
CHARLEROI: Lathem Transfer Co..... Corning Glass Works Co., except C track..... C track..... Charleroi Supply Co..... Tri-Cities Water Co..... Rider Mine track.....	R	5	5	5	X	X	X	X	X	X	X	X	X	X
ALLENPORT: Pittsburgh Steel Co.....						X			X		X	X	X	X
BRIDGE 48.50: South of Coal Centre.....			40	40	40	20	X	40	30	30	20	X	X	X
Port Perry Branch North and south Legs of Wye at PG..... North and south Legs of Wye at PG—Engines with all flanged drivers.....									5			X		
McKeesport Secondary Track Between north and south ends of McKeesport yard..... Between south end of McKeesport Yard and End of track..... When two or more engines are use on Bridge 12.19 there must be at least eight cars between engines.	D	X	D	D	D	X	X	X	D	X	X	X	X	X
Peters Creek Secondary Track South Leg of Wye..... Wilson Lumber Co.....	X	10	10	10	10	X	X	X	X	X	X	X	X	X
Peters Creek Branch Piney Fork Mine—South end No. 2 track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons
	B	C	E	H	I	J	K	L	M	N	Q	S	T	
Ellsworth Branch: Between: MC and Frye..... Frye and Cokeburg Junction.....						X	X		X	X	X	X	X	X
MONONGAHELA: Public Delivery track.....	5	5	5	5	X	X	X	X	X	X	X	X	X	X
GIBSON MINE: Crossover between No. 1 and No. 2 tracks, north of tippie.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
ELLSWORTH: Bethlehem No. 51, Storage track Bethlehem No. 52, Mine Supply track..... Bethlehem No. 52, all tracks under and adjacent to tippie..... Industrial tracks.....				X	X	X	X	X	X	X	X	X	X	X
Ellsworth Secondary Track Between: Cokeburg Jet. and Marianna... Sheidler Lumber Co. Trestle... Bethlehem No. 58 Mine.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Cokeburg Secondary Track Bethlehem No. 53 Mine Store-house track.....	5	5	5	5	X	X	X	5	X	X	X	X	X	X
Ontario Secondary Track: Ontario Jet. and Ontario mine tippie..... Beyond Ontario Mine tippie... Ontario Mine tracks north of tippie.....					X	X	X	X	X	X	X	X	X	X
Redstone Branch: Between: West Brownsville Jet. and 1/2 Mile south of Mile Post 54 1/2 Mile south of Mile Post 54 and Redstone Jet.....	15				15	X	15		15	15	X	X	X	
BROWNSVILLE JCT. North leg of wye..... South leg of wye..... East leg of wye..... Brownsville Junction Yard.....	5	5	5	5	5	X	5	5	5	5	X	X	X	X
LINN: Mt. Hope Works.....					X	X	X	X	X	X	X	X	X	X
FH: Gilleland Coal and Coke Co... Colonial No. 1 Mine..... Smock Delivery track.....	5	5	5	5	X	X	X	X	X	X	X	X	X	X
WALTERSBURG: Waltersburg track.....					X	X		X	X	X	X	X	X	X
VANCE MILL JUNCTION: Phillips Mine.....	5	5	5	5	X	X	X	X	X	X	X	X	X	X
RS: Oliver No. 1 Mine..... North leg of wye.....					5	5	5	5	X	5	5	X	X	X
Grindstone Secondary Track H. C. Frick Coke Co.—South end Colonial No. 3 Mine.....	5	5	5	5	X	X	X	X	X	X	X	X	X	X
Keister Secondary Track	5	5	5	5	X	X	X	X	X	X	X	X	X	X
Vance Mill Secondary Track Leisenring No. 2 Mine..... Engines must not be operated under loading tippie or on curves on coke loading track. Leisenring No. 3 Mine..... Engines must not be operated under mine tippie.					X	X		X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons
	B	C	E	H	I	J	K	L	M	N	Q	S	T	
Southwest Branch:														
Between:														
SW and south end of Youngwood Yard.....											X	X	X	
South end Youngwood Yard and Scottdale.....						X			X	X	X	X	X	
Scottdale and Mile Post 36.....	X				X	X			X	X	X	X	X	X
Mile Post 36 and VA.....					X				X	X	X	X	X	
SOUTH GREENSBURG:														
Hempfield Foundry Co.....					X	X	X	X	X	X	X	X	X	X
Walworth Company.....					X	X	X	X	X	X	X	X	X	X
North leg of wye.....					10	10	10	10	10	10	X	X	X	
Other Industrial Tracks.....					X	X	X		X	X	X	X	X	X
BRIDGE 2.90:														
South of CJ.....					20	20			20	20	X	X	X	
BRIDGE 24.56:														
South of Connellsville.....	15	X	15	15	15	X	X	15	15	X	X	X	X	X
NJ:														
Connellsville Stone and Work track.....		X		X	X	X	X	X	X	X	X	X	X	X
Connellsville Manufacturing & Mine Supply Co.....		X		X	X	X	X	X	X	X	X	X	X	X
Other Industrial Tracks.....					X	X	X		X	X	X	X	X	X
BRIDGE 36.75-														
South of RS.....					15	X			X	X	X	X	X	
Radebaugh Branch											X	X	X	
Keystone Coal & Coke Co., Greensburg No. 2 Mine.....				X	X	X	X	X	X	X	X	X	X	X
Hempfield Branch		X				X	X		X	X	X	X	X	X
Andrews Run Secondary Track		X				X	X	X	X	X	X	X	X	X
Youghiogheny Branch		X				X	X		X	X	X	X	X	X
Yukon Branch		X				X	X		X	X	X	X	X	X
Whyel Track		X				X	X		X	X	X	X	X	X
Hunter Run Secondary Track		X				X	X		X	X	X	X	X	X
Sewickley Secondary Track:														
Between:														
Youngwood and South end of Storage Track.....											X	X	X	
South end of Storage Track and end of track.....		X				X	X	X	X	X	X	X	X	X
Hunker Track		X				X	X	X	X	X	X	X	X	X
Tarr Track		X				X	X	X	X	X	X	X	X	X
Scottdale Secondary Track:														
Jct. Southwest Branch to 1.0 mile south thereof.....		5				5	X	5		X	X	X	X	X
1.0 mile south of Jct. Southwest Branch and end of track.....		X				X	X	X		X	X	X	X	X
Broadford Secondary Track		X				X	X	X	X	X	X	X	X	X
Opossum Run Secondary Track:														
Jct. Southwest Branch and end of track.....		X				X	X	X		X	X	X	X	X
Dunbar Track		X				X	X	X		X	X	X	X	X
Coal Lick Run Branch:														
Between:														
VA and Yard Limit board south of SL.....						X			X	X	X	X	X	

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons
	B	C	E	H	I	J	K	L	M	N	Q	S	T	
UNIONTOWN:														
Fayette Milling & Feed Co.....		X	5	5	5	X	X	X	X	X	X	X	X	X
Hygeia Ice Co.....		X		X	X	X	X	X	X	X	X	X	X	X
J. F. Hogsett & Son.....		X	5	5	5	X	X	X	X	X	X	X	X	X
H. C. Frick Coke Co., Continental No. 1 Mine.....		X		X	X	X	X	X	X	X	X	X	X	X
Other industrial tracks.....		X				X	X	X	X	X	X	X	X	X
Coal Lick Run Secondary Track:														
Between:														
Yard Limit board south of SL and end of track.....		X				X	X	X	X	X	X	X	X	X
Rainey Track							X			X	X	X	X	
Southwest Secondary Track:														
Between:														
VA and end of track.....		X				X	X			X	X	X	X	X
Industrial tracks.....		X				X	X	X	X	X	X	X	X	X
Fairchance Secondary Track		X				X	X	X	X	X	X	X	X	X
Oliphant Secondary Track		X				X	X	X	X	X	X	X	X	X

3109. CC2 engines are prohibited on this division.

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

3113. Trains must run at reduced speed, looking for rocks and slides on tracks, at following locations:

Main Line:

On No. 2 track 1000 feet north of H.

Between a point 2600 feet south of Mile Post 57 and a point 4000 feet south of Mile Post 58.

Between Vestaburg Station and north end of Vesta No. 5 Siding.

Ellsworth Branch:

Between Mile Post 4 and Pittsburgh & West Virginia Overhead Bridge.

Between Van Voorhis and Mile Post 6.

Ellsworth Secondary Track:

Between north end of Scenery Hill Siding and south end of Scenery Hill Cut.

3115. OTHER EQUIPMENT RESTRICTIONS

MAIN LINE

Storm windows on cab of engines must be folded back against sides of cab while passing Third Ward Siding, Monongahela, on No. 1 track.

Storm windows on Cabs of Class J, Class Q and Class T engines must be closed when passing trains or cars on adjacent tracks.

Steam Suburban Cars

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

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

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

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

Cabin Cars in Passenger Trains

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

Cars Utilizing Compressed Inflammable Gas

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

Cars Seventy Feet Or More In Length

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

Passenger—Mail—Express—Main Trains

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

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

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

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

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

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

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

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

Passenger Car Buffer Plates

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

Folding Steps

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

Dead Or Disabled Engines

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

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

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

Class of Engines	Miles per Hour
C1 HH1 IIs IIsa J1 J1a N1s N2sa All others.....	8 15

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

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

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

Roller Bearing Equipment

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

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

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

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

3125. On all loaded freight trains the main reservoir pressure must be adjusted to 130 pounds and brake pipe pressure to 95 pounds as follows:

Summit of Keister Secondary Track to Keister Jct.

Trains destined to Pittsburgh Division.

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

Summit of Keister Secondary Track to Keister Jct. On this grade and when the use of retaining valves is desired on grades other than herein specified, the engineman and conductor will confer and agree on the number of retaining valves to be set up.

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

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

When making up train on the Keister Secondary Track, 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. The proper air brake tests are to be made before hand brakes are released.

3127. MINIMUM RUNNING TIME FOR PASSENGER TRAINS EITHER DIRECTION

BETWEEN	Dis- tance	Min.
Main Line:		
Monon and CR.....	13.7	18½
CR and MC.....	16.2	23½
MC and West Brownsville Jct.....	21.9	28½
Monon and West Brownsville Jct.....	51.8	Hrs. Min. 1 10

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

USE OF TELEPHONES

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

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

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

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

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

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

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

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

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

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

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

GENERAL INSTRUCTIONS

Machinery Of Rotary Or Swinging Type

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

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

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

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

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

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

Heavy Machinery Over Tracks At Grade Crossing

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

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

Overhead Clearance

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

Main Line**30th STREET:**

Whitehall Track.
All tracks in South Yard under 33rd St. foot bridge.

HAYS:

Axle Works Track.
Streets Run Track.

SHIRE OAKS YARD:

Transfer Tipple.
Old Coach Track.
Enginehouse Doors.
No. 1 and No. 2 Pit Track, Engine House, (Smoke Tester).

COURTNEY:

Pittsburgh Coal Company.

SOUTH OF MC:

Hillman Coal Company Tipple, No. 1 Siding.

DONORA:

No. 2 freight house track.
Bridge 34.45 (overhead foot bridge).

CHARLEROI:

West Penn Power Co.
Lead to Rider Mine siding (overhead trolley wires.)

CALIFORNIA:

Vesta No. 4 tipple.

WEST BROWNSVILLE JUNCTION:

Crescent No. 1 Tipple over No. 1 and No. 2 tracks.
All side tracks under tipple.

DENBO:

Unloading ramp at Vesta No. 6.

MILLSBORO SIDING:

Clyde Mine, No. 1, No. 2 and No. 3 loading tracks under tipple.
Bridge 61.65.

Port Perry Branch

Bridge 10:19
Port Perry Tunnel

Peters Creek Secondary Track**Peters Creek Branch****Ellsworth Branch****MONONGAHELA:**

Main St. Crossing, (overhead trolley wire).
Bridge 30.00.
Bridge 30.63.

HAZEL KIRK:

Daugherty Coal Co. Tipple.
Bridge 36.72.
Bridge 37.68.
Gibson Mine, all tracks under tipple.
Bridge 38.60.

ELLSWORTH:

Bethlehem 52 Mine, all tracks under tipple.
Water Plug.

Ellsworth Secondary Track**MARIANNA:**

Bethlehem 58 Tipple, No. 1, No. 2 and No. 3 tracks.
No. 2 Supply Siding.
Johnetta Foundry and Machine Co.
Water Plug.

Cokeburg Secondary Track

Bethlehem No. 53 Tipple.

Ontario Secondary Track

Ontario Tipple.

Redstone Branch**LINN:**

Mt. Hope Works.

FH:

Smock Delivery Track.
Colonial No. 1 Mine.
Leon Mine.

VANCE MILL JUNCTION:

Phillips Mine.

RS:

Oliver No. 1 Mine.

Grindstone Secondary Track

Public Road Bridge.
Colonial No. 3 Mine.

Keister Secondary Track

Lincoln Coal and Coke Co.

Vance Mill Secondary Track

Browning Coal Co.
Leisenring No. 2 Mine
Leisenring No. 3 Mine.

Southwest Branch**BETWEEN SW AND CJ:**

Greensburg Lumber and Mill Co.
McFarland Supply Co. No. 1 and No. 2.
Hempfield Foundries Co.
Walworth Company.
Moore Metal & Mfg. Co.
Railway Industrial & Engineering Co.
Water Plug.

YOUNGWOOD:

Youngwood Lumber Co.
Coal Wharf.

SCOTSDALE:

John W. Ruth.
R. E. Updegraff.
Water Plug.
Scottdale Machine Foundry & Construction Co.

SOUTH OF SY:

Soisson's track.

CONNELLSVILLE:

Bridge 24.56. Youghiogheny River Bridge.

NJ:

Connellsville Iron Works.
Connellsville Mfg. & Mine Supply Co.
West Penn Overhead Bridge.

DUNBAR:

Dunbar Track Bridge.

RS:

B. & O. Overhead Bridge.

UNIONTOWN:

Oliver No. 2 Nine.

Southwest Secondary Track

J. S. Craig.
O. C. Cluss Lumber Co.
David Goldberg.
Atlantic Refining Co.
South Union No. 2 Mine.
Fayette Fuel Co.
Hutchinson Track.
The Pure Oil Company.
Crystal Coal Company.
Fairchance Lumber Co.

Radebaugh Branch

Water Plug.
Carbon Bridge.
Hempfield Branch Jet. Bridge.
H. E. Fox Coal Co.

Hempfield Branch**BETWEEN ADAMSBURG JCT. AND ANDREWS RUN JCT.:**

Adam Edenmiller Coal Co.
King Coal Co.

HERMINIE:

Public Road Bridge.

Yukon Branch**YUKON BRANCH JUNCTION:**

Water Plug.
Hunker Brick Works.
Kelden Coal & Coke Co.
Penn Valley Coal Mining Co.

BETWEEN WHYEL JCT. AND COWANSBURG:

Magee Mine Track.
Hutchinson Mine Track.

Whyel Track

McKetta Coal Co.
Helper Coal and Coke Co.

Hunter Run Secondary Track

E. Z. Poole.
Sanbrac Coal Co.
E. A. Snyder.
Hayes Coal Co.
Bainbridge & Kimmel Coal Co.

Sewickley Secondary Track

United Fuel Co.

Boyer Run Secondary Track

Carpentertown Coal & Coke Co.

Mammoth Secondary Track

Calumet Delivery Track.
C. W. Dillon.
Mammoth Coal and Coke Co.

Bessemer Secondary Track

Humphries Mine.

Marguerite Secondary Track

Langenfelder Mining Co.
Marguerite Mine.

Hunker Track

Hunker Sand Works.

Tarr Track

Ankney Coal Co.
Myers Mine.
Central Mine.

Scottdale Secondary Track**SCOTSDALE:**

Continental No. 1 Mining Co., Ice Plant Track.
Continental No. 1 Mining Co., Pritts Track.

MT. PLEASANT:

Pritts Mill.
Argo Coal Co.
Buffalo Gravel.
Ruth Fuel.
Standard Mine, All Industries.

Broadford Secondary Track

Stoner Coal Co.
Fred Opperman.
Hayes Coal Co.

Opposum Run Secondary Track

Trotter.
Leisenring No. 1 Mine.

Coal Lick Run Secondary Track

Irwin No. 11 Mine.
Cornish and Dickerson.
Paywest Coal Co., Crawford No. 4.
Paywest Coal Co., Crawford No. 2.

Rainey Track

Ash Pits.
Coal Wharf.
South Union No. 1 Mine.

Fairchance Secondary Track

Wynn No. 2.
Fairchance Works.
Kyle Works.

Oliphant Secondary Track

Hayes No. 2 Mine.
Smiley Coal Co.
Fryske and Noel Coal Co.

3612. In all cases of freight trains parting due to couplers passing over each other, and repairs cannot be made by trainmen, cars involved should be set out of train at nearest available point and superintendent notified.

3613. In case of an accident involving tank cars containing explosives or inflammable shipments, great care must be taken to avoid an explosion.

Wrecking crews and trackmen must not use open flame lamps.

Spectacles With Colored Glass

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

3617. Yard Masters must not authorize, and conductors must not place on industrial, private or outlying station tracks, including non-agency points, cars consigned to "Order" except on instructions of Agent under whose jurisdiction station track is located.

3618. Freight trains with helping engine on rear of train, when stopped for coal or water, will detach the engine or engines on front end of train before taking coal or water.

3619. All rolling stock equipped with roller bearing trucks must have hand brakes applied when left standing alone.

Observation Of Trains For Defects

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

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

3622. When engines are passing over trestles or open-floor bridges, poker or scraper must not be used or grates shaken.

3623. Freight trains leaving coaling or water stations, sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train.

3624. Test weight cars should be handled at rear of train just ahead of cabin car. Non-truck, 4-wheel type cars must not be placed between pusher engine and other cars in yards or road movements.

3625. Conductors of freight trains arriving at yards where work is to be done must be at the front end of their train and must deliver their manifests or waybills in consecutive order as to standing of cars in their train. A manifest or waybill or its equivalent must accompany each and every car.

3626. 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.

3627. Engines must not approach closer than 50 feet to loading rack at American Oil Co., Hays; Ashland Oil Co., Floreffe and Sinclair Oil Co., Sinclair. Oil hand lamps, or any other type of lamp, having an open flame, must not be used while working at these plants. Electric hand lamps may be obtained from Thirtieth Street Yard Office; Southward Hump Yard Office, Shire Oaks and Youngwood Yard Office. Electric hand lamps must be lighted before entering and must not be extinguished until after leaving the plant.

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

Smoking on the premises is prohibited.

PERSONAL INJURIES

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

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

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

3702. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone number
Pittsburgh, Pa.	John H. Alexander (Surgeon) Office, 911 Professional Building, 429 Penn Ave. Res., 5632 Woodmount Ave.	Atlantic 4882 Hazel 8080
	William M. McNaugher (Surgeon) Office, 911 Professional Building, 429 Penn Ave. Res., 6850 Reynolds Ave.	Atlantic 4882 Montrose 0237
	James A. Cowan, Jr. (Surgeon) Office, 911 Professional Building, 429 Penn Ave. Res., 144 Underwood Ave. Greensburg, Pa.	Atlantic 4882 Greensburg 234
	Harry L. Richards (Surgeon) Office, 911 Professional Building, 429 Penn Ave. Res., Allegheny General Hospital	Atlantic 4882 Fairfax 2010
	George L. Wessels (Surgeon) Office, Allegheny General Hospital Res., Allegheny General Hospital	Fairfax 2010 or Fairfax 1351
	J. C. Burt (Surgeon) Office, 811 Pitt National Bank, 5th and Liberty Ave. Res., 6 Von Lent Pla.	Atlantic 3338 Mayflower 188
	W. O'N. Sherman (Surgeon) Office, 1027 Carnegie Building, 5th Ave. Res., Bellefield Dwellings	Atlantic 5100 Mayflower 952
	J. P. Kerr (Surgeon) Office, 647 Wabash Building, Diamond St. & Liberty Ave. Res., 34 Highland Ave.	Court 1775 Sterling 5634
	N. H. Bennett (Surgeon) Res., 736 Brownsville Road	Everglade 5868 no answer call Montrose 3200
	H. C. Westervelt (Surgeon) Res., 5306 Westminister Street	Mayflower 1011
	Murray F. McCaslin (Oculist) Office, Union Trust Building Res., 7473 Richland Manor	Atlantic 4198 Fremont 1333
	R. D. Saul, (Med. Exam.) Office, 228 Pennsylvania Station Week-days exc. Sat.: 8:30 A. M. to 5:00 P. M. Saturdays: 8:30 A. M. to 11:59 A. M. Sundays and Holidays: Closed. NOTE—When Medical Examiner's office is closed, surgical attention, if necessary, may be arranged through the office of the Station Master at Pittsburgh.	729 (Co. Phone) 835 (Co. Phone)

Location	Name and Address	Telephone number
McKeesport	Herbert S. Arthur (Surgeon) Res., 637 Walnut Street	McKeesport 20317
Clairton	A. W. Colcord (Surgeon) Res., Halcomb and 3rd Streets	Clairton 173
Shire Oaks	R. D. Saul (Med. Exam.) Office, Asst. Train Master's Office Hours: Second and fourth Tuesdays, 9:30 A. M. to 11:00 A. M.	PRR, EL 411
Monongahela	Philip F. Vaccaro (Surgeon) Office, 254 W. Main St. Res., 1215 Lincoln St.	Monongahela 77-J Monongahela 77-M
North Charleroi (West Monessen)	A. S. Sickman (Surgeon) Res., 502 Lincoln Ave.	Charleroi 672 or 430
West Brownsville Junction	R. D. Saul (Med. Exam.) Office, Yard Master's, Second Friday of each month, 10:00 A. M. to 11:30 A. M.	Brownsville 90 PRR, 483
Greensburg	D. Ray Murdock (Surgeon) Office, 808 First National Bank Building Res., 534 East Pittsburgh Street	Greensburg 808 Greensburg 45
	H. A. McMurray, Jr. (Surgeon) Office, 706 First National Bank Building Res., 36 South Fourth Street, Youngwood	Greensburg 702 Youngwood 22
Youngwood	A. D. Barnhart (Surgeon) Res., Fourth and Chestnut Streets	Youngwood 271
	R. D. Saul (Med. Exam.) Office, Yard Master's, Second and Fourth Thursdays: 9:00 A. M. to 11:00 A. M. 1:00 P. M. to 2:00 P. M.	PRR-via Opr. Greensburg 470
Mt. Pleasant	W. A. Marsh (Surgeon) Res., 729 West Main Street	Mt. Pleasant 2388
Connellsville	D. S. Newill (Surgeon) Office, 1108 First National Bank Building Res., 804 South Pittsburgh Street	Connellsville 1108 Connellsville 2158
Uniontown	R. D. Saul (Med. Exam.) Office, Passenger Station, Second Friday each month, 1:00 P. M. to 2:00 P. M.	Uniontown 1992 PRR Via Opr. Greensburg 470
	S. A. Baltz (Surgeon) Res., 54 South Gallitin Avenue	Uniontown 398

3703. Locations of Hospitals

Location	Name and Address	Telephone number
Pittsburgh	Allegheny General 320 East North Avenue, N. S.	Fairfax 2010
	St. Joseph's 2117 Carson Street	Hemlock 8900
McKeesport	McKeesport 5th Avenue	Bell 4111-4118
Monongahela	Memorial West Chess Street	Bell 620-9961
Brownsville	General Church Street	Bell 1000
Connellsville	State Murphy Avenue	Bell 1900
Mt. Pleasant	Memorial Main Street	Bell 2247-2337
Uniontown	Uniontown West Berkley Street	Bell 3200
Greensburg	Greensburg Pittsburgh Street	Bell 2700-9498

3704. First-Aid Boxes and Stretchers:

First-Aid Boxes, location of:

In baggage, combined, cabin cars, and in flagmen's equipment box on trains not hauling such cars, at each passenger and freight station, at yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops, engine houses, camp cars, and on each track and hand car.

Stretchers:

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

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

Occupation

Name

Home Division

QUALIFIED FOR SERVICE**PART OF ZONE QUALIFIED FOR****ZONE****DIVISION**

Occupation.....

Name.....

Home Division.....

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR

ZONE

DIVISION

**THE PENNSYLVANIA RAILROAD
MONONGAHELA DIVISION**

Pittsburgh, Pa., September 16, 1946

GENERAL ORDER No. 501

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

Applies in All Zones

- (a) Time-Table No. 5 in effect. It contains the necessary instructions issued in general orders up to and including No. 419, all of which must be removed from bulletin boards.

Each employe must examine Time-Table No. 5 to see that his copy is complete with all schedule pages properly lined up and note changes in schedules and Special Instructions.

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

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

**W. H. MAPP,
Superintendent.**

THE PENNSYLVANIA RAILROAD
MONONGAHELA DIVISION

Pittsburgh, Pa., November 12, 1946

GENERAL ORDER No. 502

Effective 12.01 A.M., Sunday, November 17, 1946.

Applies in Zone A

(a) MAIN LINE
PG - KENNY

Movements against current of traffic may be made on verbal authority of the Signalman at PG Block and Interlocking Station as follows:
No. 2 track between north end of Thomson Yard and Kenny Interlocking.

(b) MAIN LINE
OB - HAYS

Trains and engines on No. 2 track may resume authorized speed between OB and Hays.
Special Instruction 3104, changed.

Applies in Zone B

(c) CHARLEROI

Ticket Office closed after No. 7710.
Page 12 changed.

W. H. MAPP,

THE PENNSYLVANIA RAILROAD
MONONGAHELA DIVISION

Pittsburgh, Pa., December 4, 1946.

GENERAL ORDER No. 503

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

Applies in all Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 7704, No. 7710, No. 7712, No. 7703 and No. 7801 temporarily withdrawn.
F stops for No. 7810 at Belle Vernon at 7:13 P.M. and at Allenport at 7:16 P.M., page 9, added.
F stops for No. 7714 at Belle Vernon at 7:44 P.M. and at Allenport at 7:47 P.M., page 9, added.
Employees must correct page 9, in ink.

(b) ENTIRE DIVISION

Trains handling test weight cars must not exceed a speed of 30 miles per hour.
The movement of EMPTY compartment test weight cars of the non-truck 4-wheel type must be restricted to a speed of 25 miles per hour.
Special Instruction 3102 (VARIOUS), changed.

W. H. MAPP,
Superintendent.

THE PENNSYLVANIA RAILROAD
MONONGAHELA DIVISION

Pittsburgh, Pa., December 8, 1946

GENERAL ORDER No. 504

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

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Paragraph (a), General Order No. 503, annulled.
Trains shown below will operate on schedule in effect on Time-Table No. 5:

<u>Northward</u>	<u>Southward</u>
7703	7704
7801	7710
	7712

W. H. MAPP,
Superintendent.

THE PENNSYLVANIA RAILROAD
MONONGAHELA DIVISION

Pittsburgh, Pa., February 1, 1947.

GENERAL ORDER No. 505

Effective 12.01 P.M., Friday, February 7, 1947

Applies in Zone A

(a) MAIN LINE
OB - HAYS

Trains and engines on No. 1 track may resume authorized speed between OB and Hays.
Special Instruction 3104, changed.

(b) MAIN LINE

ELRAMA - WEST ELIZABETH

Trains and engines on No. 1 track may resume authorized speed between Elrama and West Elizabeth.

Special Instruction 3104, changed.

Applies in Zone C

(c) SOUTHWEST BRANCH

YUKON BRANCH JUNCTION

Facing hand-operated switch for northward movement in main track, with pipe-connected derail, 5957 feet north of Yukon Branch Junction, leading to A. K. Hepler Feed Company, capacity three cars, in service. Distant signal located 2977 feet south of Yukon Branch Junction, governing switch to Hunker Track, also governs this track.

Northward trains which have not passed Distant Signal, must approach this switch at restricted speed.

H. B. STETSON,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MONONGAHELA DIVISION**

Pittsburgh, Pa., March 11, 1947

GENERAL ORDER No. 506

Effective 10.01 A.M., Friday, March 21, 1947

Applies in Zone A

(a) MAIN LINE

WEST ELIZABETH

Trailing hand-operated switch in No. 1 track, with pipe-connected derail, 960 feet south of Mile Post 21, leading to pull-out track, in service.

Trailing hand-operated switch in No. 1 track, with pipe-connected derail, 260 feet south of Mile Post 21, changed to connect with storage track, capacity 10 cars, instead of pull-out track.

(b) MAIN LINE

U.S. MAIL WORK

Catch and delivery service for No. 7833 at Floreffe, daily except Sunday, page 13, added.

Employees must correct page 13, in ink.

Applies in Zone C

(c) SOUTHWEST BRANCH

CJ

Northward Home Signals and Southward Block Signal, located on Signal Bridge 665 feet south of CJ Block and Interlocking Station, changed to position light and moved north 29 feet.

(d) SOUTHWEST BRANCH

YUKON BRANCH JUNCTION

Deraill in track leading to A. K. Hepler Feed Company, 5957 feet north of Yukon Branch Junction, is hand-operated instead of pipe-connected.

Paragraph C, General Order No. 505, changed.

H. B. STETSON,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MONONGAHELA DIVISION**

Pittsburgh, Pa., April 15, 1947

GENERAL ORDER No. 507

Effective 2.01 A.M., Sunday, April 27, 1947

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 7704, No. 7710, No. 7712, No. 7810, No. 7714, No. 7703, No. 7707, No. 7801, changed.

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

No. 7704 over corresponding schedule, page 8.

Page 9 over Page 9.

Page 10 over page 10.

Applies in Zone B

(b) MAIN LINE

COURTNEY

Trailing hand-operated switch in No. 1 track, with pipe-connected derail, 2146 feet south of Mile Post 26, leading to West Penn Power Company track, in service.

(c) ELLSWORTH BRANCH

MONONGAHELA

No crossing watchman on duty at Main Street S. H. Route 88 Crossing between the hours of 1.45 A.M. and 2.45 A.M. daily except Sunday, and between the hours of 1.45 A.M. and 3.45 A.M. Sundays.

Special Instruction 2455, changed.

(d) MAIN LINE

DONORA, CHARLEROI, ALLENPORT

Donora ticket office opened for No. 7707, closed after No. 7833, daily except Sunday.

Charleroi ticket office opened for No. 7801, closed after No. 7710, daily except Sunday.

Allenport ticket office opened for No. 7833, closed after No. 7710, daily except Sunday.

Page 12, changed.

Applies in Zone C

(e) SOUTHWEST BRANCH

YOUNGWOOD YARD MASTER'S OFFICE

Erie and Ashtabula Division General Orders posted and delivered.

Special Instruction 2001, changed.

(f) SEWICKLEY SECONDARY TRACK

BOYER RUN JUNCTION

Boyer Run Secondary Track extended 2.3 miles to the Carpentertown Coal and Coke Company Mine. Special Instruction 2204, changed.

H. B. STETSON,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MONONGAHELA DIVISION**

Pittsburgh, Pa., June 4, 1947

GENERAL ORDER No. 508

Effective 6.01 A.M., Wednesday, June 11, 1947

Applies in All Zones

(a) ENTIRE DIVISION

Reading Company passenger train equipment cars, all types, are subject to the same restrictions as provided for PRR MP-54 types.

Special Instruction 3116, changed.

Applies in Zone A and Zone B

(b) MAIN LINE

CR - COURTNEY

Class J and Class Q engines may be operated on No. 1 and No. 2 tracks between 500 feet south of CR and Courtney.

Special Instruction 3108, changed.

Applies in Zone B

(c) MAIN LINE

U. S. MAIL WORK

Stop for No. 7801 at Roscoe to discharge U. S. Mail, page 13, added.

Employees must correct page 13 in ink.

Applies in Zone C

(d) SEWICKLEY SECONDARY TRACK

BOYER RUN JUNCTION

Trains and engines on Boyer Run Secondary Track must not exceed a speed of 15 miles per hour between former end of track and the Carpenter-town Coal and Coke Company Mine, account of track condition.

Special Instruction 3106, changed.

H. B. STETSON,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MONONGAHELA DIVISION**

Pittsburgh, Pa., June 27, 1947

GENERAL ORDER No. 509

Effective 6.01 A.M., Thursday, July 3, 1947

Applies in Zone B

(a) ELLSWORTH BRANCH

ELLSWORTH

Class L-1 engines may be operated on Bethlehem No. 51, Storage track.

Special Instruction 3108, changed.

(b) MAIN LINE

CALIFORNIA

Trailing hand-operated switch in No. 1 track, with hand-operated derail, 1373 feet north of Mile Post 49, leading to Jones and Laughlin track, capacity 5 cars, in service.

H. B. STETSON,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MONONGAHELA DIVISION**

Pittsburgh, Pa., August 6, 1947.

GENERAL ORDER No. 510

Effective 12.01 A.M., Friday, August 15, 1947

Applies in All Zones

(a) FORMS OF TRAIN ORDERS CHANGED

Form T—Second paragraph—Trains addressed, receiving this order, will proceed as directed, prepared to stop short of a train or obstruction, but not exceeding 15 miles per hour.

(b) RULE CHANGED

Rule 289—

INDICATION—Block occupied; for passenger trains, stop; for trains other than passenger trains, proceed prepared to stop short of a train or obstruction, but not exceeding 15 miles per hour.

NAME: Permissive-block.

(c) RULE CHANGED

Rule 333—

When a signalman is unable to communicate with the next block station in advance, he must stop all trains approaching in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed by train order.

(d) RULE CHANGED

Rule 362—

A train must stop clear of a block signal indicating Stop. A train must not pass a Stop-signal except when authorized by Clearance Card (Form C) or by train order.

(e) CAUTION CARD (FORM D)

Form D annulled.

Applies in Zone B

(f) MAIN LINE

CHARLEROI

Class H or heavier engines prohibited on Corning Glass Company Tracks B, C, and D.

Special Instruction 2708, changed.

Effective 10.01 A.M., Friday, August 15, 1947

Applies in Zone B

(g) MAIN LINE

MONONGAHELA

Facing hand-operated switch in No. 2 track, leading to freight station and public delivery sidings, equipped with pipe-connected derail.

H. B. STETSON,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PITTSBURGH DIVISION
CONEMAUGH DIVISION
MONONGAHELA DIVISION**

Pittsburgh, Pa., September 15, 1947

**PITTSBURGH DIVISION GENERAL ORDER No. 810
CONEMAUGH DIVISION GENERAL ORDER No. 705
MONONGAHELA DIVISION GENERAL ORDER
No. 511**

Effective 12.01 A.M., Sunday, September 28, 1947

Applies in all Zones

OPERATING, SIGNAL AND INTERLOCKING RULES, EFFECTIVE SEPTEMBER 28, 1941—EDITION OF SEPTEMBER 28, 1947, IN EFFECT WITH FOLLOWING CHANGES:

(a) OPERATING RULES

"NOTE" under caption "OPERATING RULES" changed.

Rule 14, changed.

Rule 92, NOTE added.

Rule 206, changed.

Rule 217, changed.

Rule 223, changed.

(b) FORMS OF TRAIN ORDERS

"NOTE" under caption "FORMS OF TRAIN ORDERS" changed.

Form R, added.

Form T, changed.

(c) SIGNAL RULES

"NOTE" under caption "SIGNAL RULES" changed.

Rule 289, changed.

Rule 294, changed.

(d) MANUAL BLOCK SYSTEM

Rule 327, changed.

Rule 333, changed.

Rule 362, changed.

(e) AUTOMATIC BLOCK SYSTEM

Rule 513, changed.

Rule 516, changed, and NOTE added.

(f) FORMS OF BLANKS

Caution Card (Form D), annulled.

Clearance Card (Form K), changed.

All employees whose duties are in any way affected thereby must secure copy of Operating, Signal and Interlocking Rules, edition of September 28, 1947, see that copy is complete and note the changes. All previous editions of Operating, Signal and Interlocking Rules should be turned in or destroyed after September 28, 1947.

D. E. SMUCKER,
Superintendent, Pittsburgh Division.

G. M. SIXSMITH,
Superintendent, Conemaugh Division.

H. B. STETSON,
Superintendent, Monongahela Division.

