

J. R. McCormick
The Pennsylvania Railroad

CENTRAL REGION

Western Pennsylvania Division

MONONGAHELA DIVISION

Time Table No. 24

In effect 3:30 A. M., Sunday, April 25, 1937

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

C. I. LEIPER,
General Manager

E. S. REED,
Supt. Pass Transportation

R. H. FLINN,
General Superintendent.

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

J. S. GILLUM,
Superintendent.

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MAIN LINE

Emergency Whistle or Horn	Interlocking Station and Plant	Interlocking Plant	Block Stations	Dist. between Stations	Dist. from Pittsburgh	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
								N	S	Both
						PITTSBURGH (Pgh. Div.)	OD			
H	I			1.0	1.0	MONON. (P. H. Div.)				
				0.2	1.2	DIVISION POST (P. H. Div.)				
				0.7	1.9	TWELFTH STREET				
				1.1	3.0	THIRTIETH STREET				
W	I		OB	0.9	3.9	BECKS RUN	OB			
				1.9	5.8	HAYS				
				0.8	6.6	MESTA				
				0.8	7.4	HOMESTEAD				
				0.8	8.2	MUNHALL				
W	I	P		2.1	10.3	KENNY				
W	I		PG	0.8	11.1	PG BLOCK STATION	PG			
				0.7	11.8	DUQUESNE				
				0.8	12.6	SOUTH DUQUESNE				
	I		CR	2.1	14.7	CR BLOCK STATION	CR			
				0.7	15.4	DRAVOSBURG				
				3.0	18.4	WILSON				
				1.6	20.0	CLAIRTON		330	324	
				1.8	21.8	WEST ELIZABETH				
				1.6	23.4	FLOREFFE				
	I		H	0.4	23.8	ELRAMA	H			
				2.2	26.0	H BLOCK STATION				
				2.0	28.0	COURTNEY				
				2.8	30.8	MONONGAHELA				
H	I		MC	0.1	30.9	MC BLOCK STATION	MC			
				4.3	35.2	DONORA				
				0.8	36.0	WEST COLUMBIA				
				3.4	39.4	WEST MONESSEN			73	
				1.1	40.5	CHARLEROI		60		
				1.4	41.9	BELLE VERNON				
			VY	1.6	43.5	VY BLOCK STATION	VY	131		
				1.0	44.5	ALLENPORT				
				1.2	45.7	STOCKDALE				
				0.9	46.6	ROSCOE				
				2.7	49.3	COAL CENTRE				
				0.6	49.9	CALIFORNIA				
				2.9	52.8	W. BROWNSVILLE JCT.				
	I		BF	0.6	53.4	BROWNSVILLE JCT. (Redstone Br.)	BF			
				1.1	54.5	BROWNSVILLE (M. Ry.)				
				1.7	52.8	W. BROWNSVILLE JCT. (Redstone Br.)				
				1.9	54.7	LINN				
				0.7	55.4	BRAZNEILL				
				1.3	56.7	GRINDSTONE				
			GN	0.2	56.9	GRINDSTONE JCT. (Redstone Br.)	GN			
				0.6	57.5	ROWE'S RUN				
				1.6	59.1	BELBOIS (Grindstone Br.)				
				0.9	60.0	ROYAL				
				1.6	58.5	TIPPECANOE				
			PH	1.9	60.4	TUCKER SIDING	PH		82	
				0.1	60.5	SMOCK				
				2.3	62.8	WALTERSBURG				
				0.4	63.2	KEISTER JCT. (Redstone Br.)				
				1.2	64.4	HELEN (Keister Br.)				
				1.3	64.5	UPPER MIDDLETOWN				
			VJ	1.5	66.0	VANCE MILL JCT. (Redstone Br.)	VJ		56	
				0.2	66.2	BUTE RUN JCT.				
				1.8	68.0	BUTE (Vance Mill Br.)				
				0.2	66.2	BUTE RUN JCT.				
				2.3	68.5	BITNER (Bute Run Br.)				
			NE	1.7	67.7	NE BLOCK STATION	NE			
			RS	1.7	69.4	REDSTONE JCT. (Redstone Br.)	RS			
				1.1	70.5	UNIONTOWN (C. L. R. Br.)				
					54.0	WEST BROWNSVILLE				
				2.4	56.4	DENBO				
				0.6	57.0	VESTA SIDING			76	
				2.7	59.7	MAPLE GLEN				
				0.6	60.3	VESTABURG				
				1.4	61.7	FREDERICKTOWN				
				0.3	62.0	MILLSBORO SIDING			61	
				0.7	62.7	MILLSBORO				
				0.2	62.9	TEN MILE RUN JCT.				

I—Interlocking Station and Plant.
P—Interlocking Plant.

NOTE—Block Stations are open continuously, except:

RS	Closed	Daily except Sunday—10:01 P.M. to 6:01 A.M. Sunday continuously.
----	--------	---

Also unattended Block Stations controlled by open Block Stations:

†GN †FH †VJ †NE	Unattended Continuously	Controlled by RS, Daily except Sunday, 6:01 A.M. to 10:01 P.M. BF Daily except Sunday, 10:01 P.M. to 6:01 A.M. and Sunday continuously.
†RS	Unattended daily except Sunday 10:01 P.M. to 6:01 A.M., and Sunday Continuously.	Controlled by BF

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

PORT PERRY BRANCH

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

NOTE—Block Stations are open continuously.

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

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

NOTE—Unattended Block Stations controlled by open Block Stations:

†SD †MK	Unattended Continuously	Controlled by CR.
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The direction from Jct. McKeesport Branch to S. End McKeesport Branch is Southward.

PETERS CREEK BRANCH

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

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

ELLSWORTH BRANCH

Emergency Whistle or Horn Interlocking Station and Plant Interlocking Plant	Block Stations	Dist. between Stations	Dist. from MC	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
	I			MC BLOCK STATION	MC			
		1.6	1.6	FRYE				72
		1.5	3.1	HAZEL KIRK				52
		2.4	5.5	VAN VOORHIS				
		1.7	7.2	JONES SIDING				47
		2.6	9.8	BENTLEYVILLE				
		1.4	11.2	ELLSWORTH				
		0.7	11.9	COKEBURG JCT.				
		1.4	13.3	MANCHA	Cokeburg Branch			
		0.2	13.5	ONTARIO JCT.				
				ONTARIO JUNCTION				
		1.4	14.9	ONTARIO (Ontario Br.)				
		2.2	14.1	SCENERY HILL SID'G.				48
		0.8	14.9	SCENERY HILL				
		4.3	19.2	MARIANNA				

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

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

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

SOUTHWEST BRANCH

Emergency Whistle or Horn Interlocking Station and Plant Interlocking Plant	Block Stations	Dist. between Stations	Dist. from Southwest Jct.	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
W	I	SW		PITTSBURGH GREENSBURG (Pgh. Div.) SOUTHWEST JCT.	OD SW			
		0.3	0.3	EAST GREENSBURG				
		1.7	2.0	SOUTH GREENSBURG				
I	CJ	0.4	2.4	COUNTY HOME JCT.	CJ			
	YU	2.9	5.3	YOUNGWOOD	YU			
		2.4	7.7	NEW STANTON				
	HN	1.1	8.8	HUNKER	HN			
		2.4	11.2	RUFFSDALE				
	TR	0.9	12.1	TARR	TR			
		2.1	14.2	ALVERTON				
		2.5	16.7	N. END SCOTSDALE				
		0.6	17.3	SCOTSDALE				100
		0.2	17.5	BROADFORD BR. JCT.				
		1.6	19.1	SUMMIT (Broadford Br.)				
	SY	0.2	17.7	SY BLOCK STATION	SY			
	CN	6.1	23.8	CN BLOCK STATION	CN			
		0.7	24.5	CONNELLSVILLE				
		0.4	24.9	OPOSSUM RUN Br. Jct.				
		1.6	26.5	TROTTER				
		2.4	28.9	END OPOSSUM RUN Br.				
		0.1	25.0	NJ BLOCK STATION	NJ			
		3.2	28.2	DUNBAR				
	HY	2.7	30.9	GIST SIDING	HY			67
		2.4	33.3	DARENT				
	RS	3.1	36.4	REDSTONE JCT.	RS			80
	VA	0.7	37.1	COAL LICK RUN Br. Jct.	VA			
		0.3	37.5	UNIONTOWN				
	RJ	1.1	38.6	RAINEY BRANCH JCT.	RJ			
	SL	0.7	39.3	SL BLOCK STATION	SL			
		5.4	44.7	MESSMORE (C.L.R. Br.)				
		0.4	45.1	ACHE JCT.				
		5.6	42.7	FAIRCHANCE BR. JCT.				
		1.4	44.1	FAIRCHANCE				

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

Note—Block Stations are open continuously except:

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

YU	Unattended Continuously	Controlled by RS daily except Sunday 6.01 A.M. to 10.01 P.M. CJ daily except Sunday 10.01 P.M. to 6.01 A.M., and Sunday continuously.
HN	Unattended Continuously	
TR	Unattended Continuously	
SY	Unattended Continuously	
CN	Unattended Continuously	
NJ	Unattended Continuously	Controlled by CJ
HY	Unattended Continuously	
RS	Unattended, daily ex. Sunday 10.01 P. M. to 6.01 A.M. Sunday continuously.	Controlled by RS daily except Sunday 6.01 A.M. to 10.01 P.M. CJ daily except Sunday 10.01 P.M. to 6.01 A.M., and Sunday continuously.
VA	Unattended Continuously	
RJ	Unattended Continuously	
SL	Unattended Continuously	

RADEBAUGH BRANCH

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

Note—The direction from CJ to RG is northward.

Note—Block Stations are open continuously.

Also unattended Block Stations controlled by open Block Stations.

HJ	Unattended Continuously.	Controlled by CJ
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HEMPFIELD BRANCH

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

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

SEWICKLEY BRANCH

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

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

YUKON BRANCH

Emergency Whistle or Horn Interlocking Station and Plant Interlocking Plant	Block Stations	Dist. between Stations	Dist. from Yukon Br. Jct.	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
		2.9	2.9	YUKON BRANCH JCT.				
		1.4	4.3	WALTZ				
		1.4	5.7	YUKON				
		0.7	6.4	MILBELL				
				HUNTER RUN Br. Jct.				
		1.4	7.8	WYANO (Hunter Run Br.)				
		5.3	11.7	COWANSBURG				
				(Jct. Yough'y and Hemp- field Branches)				

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

SCOTTDALE BRANCH

Emergency Whistle or Horn Interlocking Station and Plant Interlocking Plant	Block Stations	Dist. between Stations	Dist. from Scottdale Br. Jct.	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
				SCOTTDALE BR. JCT.				
		3.2	5.0	MT. PLEASANT				

Note—The direction from Scottdale Branch Junction to Mt. Pleasant is southward.

STATIONS	7702 DAILY EX. SUN.	7704 Page 10	CLASS	
			7806	7808
			DAILY	DAILY
Leave	A. M.		A. M.	P. M.
PITTSBURGH (Pgh. Div.)	\$ 5.15		\$ 8.30	\$ 12.12
FOURTH AVE. (P. H. Div.)	\$ 5.18		\$ 8.33	\$ 12.15
MONON	5.20		8.35	12.17
TWELFTH STREET				
THIRTIETH STREET	\$ 5.24		\$ 8.41	\$ 12.22
BECKS RUN	5.26			12.24
HAYS				
MESTA	F 5.30			G 12.30
HOMESTEAD	\$ 5.38		\$ 8.47	\$ 12.33
MUNHALL	\$ 5.39			
KENNY	5.42		8.51	12.37
DUQUESNE	\$ 5.47		\$ 8.55	\$ 12.42
SOUTH DUQUESNE				
CR BLOCK STATION	5.53		9.00	12.47
DRAVOSBURG	\$ 5.56		\$ 9.01	\$ 12.48
WILSON	\$ 6.02		\$ 9.06	\$ 12.53
CLAIRTON	\$ 6.07		\$ 9.09	\$ 12.57
WEST ELIZABETH	\$ 6.11		\$ 9.12	\$ 1.01
FLOREFFE	F 6.15			
ELRAMA	\$ 6.18		\$ 9.16	\$ 1.06
H BLOCK STATION	6.23		9.21	1.11
COURTNEY	F 6.27			
MONONGAHELA	\$ 6.36		\$ 9.30	\$ 1.20
MC BLOCK STATION	6.37		9.31	1.21
DONORA	\$ 6.46		\$ 9.39	\$ 1.28
WEST COLUMBIA	F 6.48			
WEST MONESSEN	\$ 6.54			F 1.34
CHARLEROI	\$ 7.03		\$ 9.49	\$ 1.38
BELLE VERNON	F 7.06			
VY BLOCK STATION	7.09		9.53	1.42
ALLENPORT	F 7.11			F 1.45
STOCKDALE	F 7.15			
ROSCOE	\$ 7.18			\$ 1.48
COAL CENTRE				
CALIFORNIA	\$ 7.28		\$ 10.03	\$ 1.56
W. BROWNSVILLE JCT.	\$ 7.33		\$ 10.08	\$ 2.01
BROWNSVILLE JCT.	7.36		10.10	2.05
BROWNSVILLE (M. Ry.)	\$ 7.42		\$ 10.15	\$ 2.10
BROWNSVILLE JCT				
LINN				
BRAZNELL				
GRINDSTONE				
GRINDSTONE JCT.				
TIPPECANOE				
FH BLOCK STATION				
SMOCK				
WALTERSBURG				
UPPER MIDDLETOWN				
VANCE MILL JCT.				
NE BLOCK STATION				
REDSTONE JCT.				
UNIONTOWN (C. L. R. Br.)				
Arrive	A. M.		A. M.	P. M.
	7702		7806	7808

[illegible]

STATIONS		Paste over 7701 Page 12	CLASS 7703 A. M.
	Arrive		
PITTSBURGH (Pgh. Div.)		\$	6.40
FOURTH AVE. (P. H. Div.)		\$	6.38
MONON			6.35
TWELFTH STREET		F	6.31
THIRTIETH STREET		F	6.29
BECKS RUN			
HAYS		F	6.26
MESTA		F	6.24
HOMESTEAD		S	6.21
MUNHALL		S	6.17
KENNY			6.14
DUQUESNE		S	6.12
SOUTH DUQUESNE		F	6.10
CR BLOCK STATION			6.07
DRAVOSBURG		S	6.06
WILSON		S	6.01
CLAIRTON		S	5.58
WEST ELIZABETH		S	5.55
FLOREFFE		F	5.52
ELRAMA		S	5.50
H BLOCK STATION			
COURTNEY			
MONONGAHELA			
MC BLOCK STATION			
DONORA			
WEST COLUMBIA			
WEST MONESSEN			
CHARLEROI			
BELLE VERNON			
VY BLOCK STATION			
ALLENPORT			
STOCKDALE			
ROSCOE			
COAL CENTRE			
CALIFORNIA			
W. BROWNSVILLE JCT.			
BROWNSVILLE JCT.			
BROWNSVILLE (M. Ry.)			
BROWNSVILLE JCT.			
LINN			
BRAZELL			
GRINDSTONE			
GRINDSTONE JCT.			
TIPPECANOE			
FH BLOCK STATION			
SMOCK			
WALTERSBURG			
UPPER MIDDLETOWN			
VANCE MILL JCT.			
NE BLOCK STATION			
REDSTONE JCT.			
UNIONTOWN (C. L. R. Br.)			
	Leave	A. M.	
		☒ DAILY EX. SUN. ●7703	

[illegible]

STATIONS	FIRST CLASS		
	7709	7875	
Arrive	A. M.	P. M.	
PITTSBURGH (Pgh. Div.)	\$ 9.20	\$ 12.32	
FOURTH AVE. (P. H. Div.)	\$ 9.18	\$ 12.29	
MONON	9.15	12.27	
TWELFTH STREET			
THIRTIETH STREET		F 12.23	
BECKS RUN	9.09	12.21	
HAYS			
MESTA	F 9.04	F 12.17	
HOMESTEAD	\$ 9.01	\$ 12.14	
MUNHALL	F 8.57	F 12.11	
KENNY	8.54	12.07	
DUQUESNE	\$ 8.52	\$ 12.05	
SOUTH DUQUESNE	F 8.50		
CR BLOCK STATION	8.47	12.01	
DRAVOSBURG	\$ 8.46	\$ 11.59	
WILSON	\$ 8.41	\$ 11.54	
CLAIRTON	\$ 8.38	\$ 11.51	
WEST ELIZABETH	\$ 8.35	\$ 11.47	
FLOREFFE	F 8.32		
ELRAMA	\$ 8.30	\$ 11.43	
H BLOCK STATION		11.38	
COURTNEY			
MONONGAHELA		\$ 11.31	
MC BLOCK STATION		11.30	
DONORA		\$ 11.24	
WEST COLUMBIA			
WEST MONESSEN			
CHARLEROI		\$ 11.16	
BELLE VERNON			
VY BLOCK STATION	Will Not Run Jan. 1, May 31,	11.12	
ALLENPORT			
STOCKDALE			
ROSCOE		\$ 11.07	
COAL CENTRE			
CALIFORNIA	July 5, Sept. 6, Nov. 25, Dec. 25,	\$ 11.03	
W. BROWNSVILLE JCT.		\$ 10.58	
BROWNSVILLE JCT		10.55	
BROWNSVILLE (M. Ry.)		\$ 10.50	
BROWNSVILLE JCT			
LINN			
BRAZELL			
GRINDSTONE			
GRINDSTONE JCT.			
TIPPECANOE			
FH BLOCK STATION			
SMOCK			
WALTERSBURG			
UPPER MIDDLETOWN			
VANCE MILL JCT.			
NE BLOCK STATION			
REDSTONE JCT			
UNIONTOWN (C. L. R. Br.)			
Leave	A. M.	A. M.	
	⊕ DAILY EX. SUN.	SUN. ONLY	
	● 7709	7875	

FIRST CLASS					
	7803 P. M.		7805 P. M.	7833 P. M.	
	\$ 12.50		\$ 5.56	\$ 8.22	
	\$ 12.47		\$ 5.54	\$ 8.19	
	12.44		5.52	8.17	
	\$ 12.39		\$ 5.47	F 8.14	
	12.36		5.45	8.11	
	F 12.33				
	F 12.31				
	S 12.28		\$ 5.38	\$ 8.06	
	S 12.23		\$ 5.34		
	12.19		5.30	8.00	
	\$ 12.17		\$ 5.28	\$ 7.58	
	12.12		5.22	7.53	
	\$ 12.11		\$ 5.21	F 7.52	
	\$ 12.06		\$ 5.15	F 7.47	
	\$ 12.02		\$ 5.11	\$ 7.43	
	\$ 11.58		\$ 5.06	F 7.39	
			F 5.03		
			\$ 5.01	F 7.35	
	11.51		4.56	7.30	
			F 4.53		
	\$ 11.44		\$ 4.46	\$ 7.23	
	11.42		4.44	7.21	
	\$ 11.36		\$ 4.37	\$ 7.15	
			F 4.35		
			F 4.30		
	\$ 11.28		\$ 4.27	\$ 7.06	
	\$ 11.25		F 4.23		
	11.23		4.21	7.02	
			\$ 4.19		
			F 4.16		
	F 11.18		\$ 4.14		
	\$ 11.14		\$ 4.09	\$ 6.53	
	\$ 11.09		\$ 4.03	\$ 6.48	
	11.06		4.00	6.45	
	\$ 11.01		\$ 3.55	\$ 6.40	
	A. M. DAILY EX. SUN. 7803		P. M. DAILY EX. SUN. 7805	P. M. DAILY 7833	

STATIONS	FIRST CLASS	
	Paste over 7602 Page 16	Paste over 7104 Page 16
Leave		
PITTSBURGH		
GREENSBURG (Pgh. Div.)		
SOUTH WEST JCT.		
EAST GREENSBURG		
SOUTH GREENSBURG		
COUNTY HOME JCT.		
YOUNGWOOD		
HUNKER		
RUFFSDALE		
TARR		
N. END SCOTTDAL		
SCOTTDAL		
SY BLOCK STATION		
CN BLOCK STATION		
CONNELLSVILLE		
NJ BLOCK STATION		
DUNBAR		
HY BLOCK STATION		
DARENT		
REDSTONE JCT.		
COAL LICK RUN BR. JC.		
UNIONTOWN (C. L. R. Br.)		
R'N'Y BR. JCT.		
Arrive		

SOUTH WEST BRANCH

STATIONS	FIRST CLASS	
	Paste over 7101 Page 16	Paste over 7601 Page 16
Arrive		
PITTSBURGH	\$ 8.42	
GREENSBURG (Pgh. Div.)	\$ 7.55	
SOUTH WEST JCT.	7.52	
EAST GREENSBURG		
SOUTH GREENSBURG		
COUNTY HOME JCT.	7.48	
YOUNGWOOD	\$ 7.44	
HUNKER	7.37	
RUFFSDALE	F 7.33	
TARR	\$ 7.31	
N. END SCOTTDAL	7.21	
SCOTTDAL	\$ 7.19	
SY BLOCK STATION	7.16	
CN BLOCK STATION	7.06	
CONNELLSVILLE	\$ 7.03	
NJ BLOCK STATION	6.59	
DUNBAR	\$ 6.54	
HY BLOCK STATION	6.48	
DARENT		
REDSTONE JCT.	6.39	
COAL LICK RUN BR. JC.	6.37	
UNIONTOWN (C. L. R. Br.)	\$ 6.35	
R'N'Y BR. JCT.		
Leave	A. M.	
	DAILY	
	EX. SUN.	
	7101	

FIRST CLASS				Paste over 7298 Page 17
			7604 SUN. ONLY P. M.	7108 DAILY EX. SUN. P. M.
			\$ 4.15	\$ 4.18
			\$ 5.29	\$ 5.15
			5.31	5.17
			5.34	5.20
			\$ 5.38	\$ 5.25
			5.45	5.32
			F 5.50	F 5.37
			\$ 5.53	\$ 5.39
			6.01	5.49
			\$ 6.03	\$ 5.52
			6.06	5.55
			6.15	6.06
			\$ 6.19	\$ 6.10
			6.22	6.13
			F 6.27	F 6.18
			6.33	6.24
			6.42	6.32
			6.44	6.34
			\$ 6.46	\$ 6.36
			6.52	6.43
			P. M.	P. M.
			7604	7108

NORTHWARD

FIRST CLASS				Paste over 7107 Page 17
			7605 P. M.	
			\$ 10.05	
			\$ 8.46	
			8.43	
			8.38	
			\$ 8.34	
			8.27	
			\$ 8.23	
			\$ 8.20	
			8.11	
			\$ 8.09	
			8.06	
			7.58	
			\$ 7.53	
			7.50	
			\$ 7.45	
			7.39	
			7.29	
			7.27	
			\$ 7.25	
			7.19	
			P. M.	
			SUN. ONLY	
			7605	

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

Paste over "No. 7108 is superior by direction to No. 7107" Page 17.

EXTRA STOPS BY PASSENGER TRAINS

SOUTHWARD

TRAIN No.	STOP AT	FOR
7702 7704 7806 7808 7710 7810 7764 7812	Shire Oaks High Grade Yard Office	Employees
7298	County Home Jct.	Employees

NORTHWARD

TRAIN No.	STOP AT	FOR
7707 7873 7801 7875 7803 7805 7833	Shire Oaks Engine House	Employees

TRAINS WAIT FOR CONNECTION

JUNCTION	TRAIN NO.	DUE AT	WAIT UNTIL	FOR TRAIN	FROM	DUE AT
Greensburg	7104	10.10 A.M.	Indef.	{ 667 8 25	Pg'h Div. Pg'h Div. Pg'h Div.	9.52 A.M. 9.56 A.M. 5.08 P.M.
	7108	5.15 P.M.	5.22 P.M.			
Sunday only	7802	9.30 A.M.	{ Indef. 9.50 A.M.	{ 510 637	Pg'h Div. Pg'h Div.	8.55 A.M. 9.27 A.M.
	7804	5.29 P.M.	Indef.	25	Pg'h Div.	5.08 P.M.

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

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
7803 7702 7702	7710 7810 7805	HAYS..... HOMESTEAD..... DUQUESNE.....	Closed 7873 7873	all trains 7764 7764
7702 7703 7703 7703 7702	7805 7808 7833 7808 7805	DRAVOSBURG..... WILSON..... CLAIRTON..... W. ELIZABETH..... MONONGAHELA.....	Closed Closed 7873 Closed 7873	all trains all trains 7833 all trains 7875
7702 7801 7702 7801	7833 7833 7710 7710	DONORA..... CHARLEROI..... ALLENPORT..... CALIFORNIA.....	7873 7873 Closed 7873	7833 7833 all trains 7875
7801	7833	BROWNSVILLE.....	7873	7833
7101 7104 7101 7101 7101 7101	7107 7107 7107 7108 7104	UNIONTOWN..... DUNBAR..... CONNELLVILLE..... SCOTSDALE..... YOUNGWOOD.....	7601 Closed 7601 7601 Closed	7605 all trains 7605 7605 all trains

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

Hays, Wilson, West Elizabeth, Allenport, Youngwood and Dunbar closed on holidays.

Dravosburg closed after No. 7806 on holidays.

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

Station	MA-52 (1)	PH-26 (2)	PG-26 (2)	SG-6 (3)	CB-8 (2)	VL-2 (1)	PT-8 (3)	PW-18 (2)	LM-4 (1)	HP-2 (1)	WVL-2 (1)	PT-2 (1)	MA-50 (1)	PG-15 (1)
SW	A.M.													P.M.
RG			1.30											
YU			2.30											
Esplen		12.30		2.00	2.15	3.50		3.30	4.30	5.00	5.05	5.30		
30th St.							4.00							
PG		3.30												
WG	12.01				3.30	4.30	6.30	4.30	5.30	6.00	5.45	8.30	9.00	
SO				6.00										
BF	5.00													
RS	6.00												3.00	
	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.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday.

Read down.

The time shown confers no time-table authority.

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

Station	GL-2 (1)	SO-2 (3)	XVL-8 (1)	VL-8 (1)	ED-40 (3)	SS-4 (1)	PT-6 (3)	PH-26 (3)	SN-2 (1)
SW									
RG									
YU									
Esplen	12.15	1.10	2.35	2.55	4.45	6.00	9.00	10.30	11.00
30th St.									
PG					6.00				
WG			3.20	3.40			11.30	11.30	
SO	3.15	4.10				9.00			2.00
BF									
RS									
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday.

Read down.

The time shown confers no time-table authority.

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

Station	APH-7 (1)	PT-7 (3)	PH-27 (1)	SW-1 (1)	BPH-7 (1)	SO-1 (4)	PH-21 (2)	YA-4 (3)	PG-25 (2)	PT-9 (3)	ZB-1 (1)	MA-51 (1)	HP-1 (1)	PH-1 (1)
SW	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.
RG								6.45						
YU									7.00					
Esplen	3.00		5.00	3.45	5.00	6.30	7.00	5.30	6.00		8.30		10.30	1.30
30th St.		4.30								10.30				
PG							4.00							
WG	1.00	1.30	1.30	3.00	3.00					7.30	7.30	2.30	9.30	11.45
SO						4.00								
BF												8.30		
RS	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.

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(4) Daily except Tuesday.

(5) Daily except Saturday.

Read Up

The time shown confers no time-table authority.

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

Station	SS-1 (1)	CL-1 (1)	SN-1 (1)	ED-39 (3)	ED-45 (1)	JG-7 (1)	PT-21 (1)	SS-2 (3)	MA-53 (1)	VL-7 (1)	SP-1 (2)	PW-7 (5)	SH-4 (3)	CB-7 (5)	SC-5 (1)
SW	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.
RG															
YU															
Esplen	6.00	8.00	9.00	8.05	9.15	9.30	10.30			9.45	11.30	11.15		12.30	2.30
30th St.															
PG				6.45											
WG					7.30	7.30	8.00	10.00	1.15	8.45	9.00	9.30	11.30	10.45	
SO	3.00	5.00	6.00					8.00					9.30		11.30
BF															
RS	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	7.15						P.M.

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(4) Daily except Tuesday.

(5) Daily except Saturday.

Read Up.

The time shown confers no time-table authority.

U. S. MAIL WORK

SOUTHWARD

STATIONS	7702	7808	7808		7710	7104	7108
Munhall	CD	D	D		CD		
Coal Valley P. O.		D			CD		
Floeffe	CDI	CD	CD		CD		
Courtney	CD						
New Eagle P. O.	CDI	D	CD		CD		
Hazzard P. O.	CDI	CD	CD				
West Monessen							
Belle Vernon	D	D					
Dunlevy P. O.	CDI		CDI				
Allenport	CD	D	D				
Stockdale	CDI	CD	CD				
Roscoe	CD	CD	CD		CD		
Elco P. O.	CDI	CD	CDI				
New Stanton P. O.	South West Branch				E	CD	
Hunker					E	CD	
Ruffsedale					E	CD	
Alverton P. O.					CDI	CD	
Everson P. O.					CDI	CDI	
Darent					CDI		
Redstone Jct.					CDI		

NORTHWARD

STATIONS	7101	7801	7803	7805	7107		
Munhall			CD	CD			
Coal Valley P. O.		CD		CDI			
Elrama		C	C				
Floeffe		CD	CD	CDI			
Courtney		D	CD	CDI			
New Eagle P. O.		CD	CD	CDI			
Hazzard P. O.		CD	CD	CD			
West Monessen							
Belle Vernon			CD				
Dunlevy P. O.				CD			
Allenport				CD			
Stockdale			CD	CD			
Roscoe		C	C	CD			
Elco P. O.		CD		CD			
New Stanton P. O.	South West Branch	CD			CD		
Hunker		CD			CD		
Ruffsedale		CD			CD		
Alverton P. O.		CD			D		
Everson P. O.		CD			CDI		
Darent		D			CD		
Redstone Jct.							

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

H—Pass station at reduced speed to exchange mail.

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

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

SPECIAL INSTRUCTIONS

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

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

TRAIN RULES

S2. STANDARD TIME

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

D201. Standard clocks are located as follows:

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

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

Yard Office, Thomson.

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

Freight Station, Donora.

Freight Station, Charleroi.

West Brownsville Jct., Yard Office.

Rainey Junction, Yard Office.

Youngwood, Yard Office.

TIME TABLE

S3. SYMBOLS.

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

S4. LETTERS AND CHARACTERS.

S4A.—Rule 6 amplified:—

The following letters and characters indicate:—

- S—Regular stop.
- F—Stop on signal to receive or discharge passengers.
- A—Stop on signal to receive passengers.
- B—Stop on signal to discharge passengers.
- C—Regular stop to receive passengers.
- D—Regular stop to discharge passengers.
- E—Regular stop for express, mail, milk, newspapers or marketing.
- G—Regular stop, Saturday only.
- H—Regular stop to receive passengers, Saturday only.
- J—Regular stop to discharge passengers, Saturday only.
- K—Regular stop, Sunday only, to receive or discharge passengers.
- L—Stop on signal, Sunday only, to receive or discharge passengers.
- †—Unattended Block Station.
- No baggage service.
- ⊖—No baggage service Sunday.
- ⊕—Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday, with note in column.
- ⊙—Passenger train—Schedule assigned to gas or gas electric rail motor cars.
- ⊙—Passenger train—Schedule assigned to handle passenger freight equipment.
- ⊙—Passenger train—No train baggageman.

D401.

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

O—	V—
P—	W—
Q—	X—
R—	Y—
T—	Z—
U—	

S5. COLOR SIGNALS

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

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

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

S6.**S7 ENGINE WHISTLE SIGNALS.**

D701. Rule 14 (1) amplified:

Sound:	o o	Indication:
--------	-----	-------------

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

Engine whistle signal will not be prolonged or repeated approaching crossings in:

Mesta,
 West Elizabeth,
 New Eagle,
 Monongahela,
 Uniontown.

D702

D703. Rule 14 (m) will not apply to trains approaching regular station stops.

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

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

D706.**S8.****S9. COMMUNICATING SIGNALS.**

D901. Passenger trains will be started by the communicating signal. At initial terminals, this will be done from rear car of train. At station stops when train is ready to start, signal will be passed from the rear brakeman, forward by hand or lamp, and the trainman nearest the engine must give the communicating signal. At other stops, when the rear brakeman has been called and has returned to the train, he will give the signal. When communicating signal fails and it cannot be repaired without detention, or when an engine is not

equipped with the signal appliance, is attached to a passenger train, before proceeding the Conductor will have an understanding with the Engineman as to how the train will be handled, instruct his crew accordingly and proceed, reporting the fact to the superintendent at the most convenient place.

D902. Rule 16 amplified:

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

S10.**TRAIN SIGNALS.****D1001.**

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

Rule 21 modified:

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

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

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

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

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

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

S10A. Rule 21b.

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

D1003A. Rule 21b is in effect between the following points:

Division Post (P.H. Div.) and West Brownsville Jct.
 PG and Port Perry Branch Jct.
 County Home Jct. and Southwest Jct.

In order that trains may know there are passenger extras running on the time of regular trains that make stops at unprotected stations under Rule 106, the train dispatcher will issue a train order calling attention to the passenger extra.

D1003. Rule 17a amplified:

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

D1004. Rule 26 amplified:

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

D1005. Rule 19 modified:

The bottom line under Fig. 4 of Rule 19, page 24, modified to read:

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

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

The paragraph preceding the NOTE under Figure 10, Page 27, and Figure 14, Page 29, modified to read:

Marker lamps lighted showing yellow to the outside, and red to rear. The NOTE modified to read: NOTE—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require.

D1006. Rule 19.

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

D1007. Rule 19 amplified.

Rule 19, figure 6 is not in effect on main tracks between Division Post (P. H. Div.) and H Block Station, and between PG Block Station and Port Perry Branch Junction.

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

DOUBLE TRACK. REAR OF TRAIN BY NIGHT WHEN TURNED OUT AGAINST THE CURRENT OF TRAFFIC.

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

S11. USE OF SIGNALS.

S11A. When a pusher engine is assisting a train coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

D1101.—

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

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

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

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

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

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

D1105. Switch lamps in the following territory will not be lighted. Third paragraph, Rule 27, not in effect:

Switch leading from No. 1 main track to south end of Clairton northward siding.

On Peters Creek Branch	On Marguerite Branch
On Ellsworth Branch	Hempfield
Ontario	Andrews Run
Cokeburg	Yukon

Between West Brownsville Jct. and Ten Mile Run Jct.	Whyel	"
On Redstone Branch between BF northward Home Signal and Redstone Jct.	Bessemer	"
On Grindstone Branch	Hunter Run	"
Keister	Youghiogheny	"
Vance Mill	Hunker	"
Bute Run	Tarr	"
On South West Branch between 1VA and Fairchance.	Scottdale	"
On Radebaugh Branch	Broadford	"
Sewickley	Opossum Run	"
Boyer Run	Dunbar	"
Brinker Run	Rainey	"
Mammoth	On Coal Lick Run Branch between South End Rainey Yard and Ache Jct.	"
	On Fairchance Branch	"
	Oliphant	"

D1106. On the following signals bottom lamp replaced by reflectors illuminated by headlights of engines.

Rule 27 modified insofar as bottom lamp is concerned:

Block Signal No. 151, No. 2 track

Block Signal No. 171, No. 2 track

Block Signal No. 172, No. 1 track

Southward distant switch signal north of Courtney, No. 2 track.

S11B. Slide Protection Fence.

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

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

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

D1107. Slide protection fences located as follows:

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

From a point 1180 feet north to a point 3,100 feet north of Mile Post 51, Main Line.

S12. SUPERIORITY OF TRAINS.

D1201.

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

Peters Creek Branch	Hempfield Branch
Ellsworth	Andrews Run
Cokeburg	Sewickley
Ontario	Scottdale
Grindstone	Broadford
Keister	Opossum Run
Vance Mill	Hunter Run
Bute Run	Youghiogheny

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

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

S13. BULLETIN BOARDS.

D1301. Location of Bulletin Board points on this Division where all General Orders of this Division will be posted and delivered, also Bulletin Board points on M. Ry. B. & O. R. R., and P. & L. E. R. R., where General Orders of this Division, as indicated below, will be posted and delivered.

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

LOCATION		Other Divisions	Zones
Thirtieth St. South Side	Yard Office	Pittsburgh Conemaugh Eastern Pan Handle M. Ry.	A A, D A A
Thomson	Yard Office	Pittsburgh Conemaugh Eastern Pan Handle M. Ry.	A A A
Shire Oaks	Crew Dispatcher's Office	Pittsburgh Conemaugh Buffalo Erie & Ashtabula Pan Handle Eastern Cleveland M. Ry.	A, B, C A, D H A A A A
Shire Oaks	Southward Yard Office		
	Yard Office, Scales		
Donora	Freight Station		
Charleroi	Freight Station		
West Brownsville Jct.	Yard Office	Pittsburgh Pan Handle M. Ry.	A A
Youngwood	Yard Office	Pittsburgh Conemaugh Pan Handle Eastern	A, B, C A, D A A
Rainey Jct.	Yard Office	Pittsburgh M. Ry.	A, B
South Brownsville M. Ry.	Yard Office		B
Versailles B. & O. R. R.	Enginehouse		C
McKees Rocks, P. & L. E. R. R.	Enginehouse		B
Pittsburgh P. & L. E. R. R.	Station Master's Office Passenger Station		B

S14.

GENERAL ORDERS.

S14.A. Rule 75 amplified:

D1401.

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

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

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

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

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

"Z", his time slip and Form "Z" properly prepared.

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

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

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

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

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

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

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

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

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

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

(a) Check the qualification page in each other's time tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's time tables.

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

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

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

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

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

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

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

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

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

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

Zone A. Monon to H including Branches.

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

Zone C. South West Branch and Branches.

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

S15. TRACK ASSIGNMENTS.

D1501. DOUBLE TRACK

Numbered from East to West.

MAIN LINE AND REDSTONE BRANCH:

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

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

No. 1—BF to CR—Northward Main.

No. 2—CR to BF—Southward Main.

Numbered from South to North.

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

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

PORT PERRY BRANCH:

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

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

Numbered from East to West.

SOUTHWEST BRANCH:

No. 1—CJ to SW. Northward Main.

No. 2—SW to CJ. Southward Main.

D1502. THREE OR MORE TRACKS:

Numbered from East to West.

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

Between OB and CR

No. 1—Northward Freight.

No. 2—Southward Freight.

No. 3—Northward Passenger.

No. 4—Southward Passenger.

D1503. When siding switches are numbered the following will apply:

Only those main track switches connecting a siding used in train movement will be numbered, No. 1 being the most—ward Switch, with the numbers increasing toward the—ward.

When trains meet at a numbered switch by train order, the train which can enter the siding without backing must do so.

D1504. Other Assigned Tracks and Sidings.

No. 0 track between its connection with No. 1 main track at the junction of the Axle Works Branch and OB interlocking will be used as a switching track for trains in both directions. Trains may use this track southward upon receiving proper interlocking signal at OB and northward by permission from the signalman at OB, and must report when clear. Special Instruction D1608 in effect.

No. 0 track between its connection with No. 1 track north of PG and just south of Kenny will be used as a switching track for trains in both directions and movements will be controlled by signalman at PG. Special Instruction D1608 in effect. Northward trains may use this track by receiving proper signal at PG interlocking and southward trains by receiving proper signal at Kenny. Trains clearing this track at the shop yard will report to and get permission to enter from signalman at PG.

Shire Oaks Yard

Northward Yard Pull-in track from H Block Station to connection with outbound Engine Dispatching Yard, 200 feet south of Coal Wharf, will be used as a switching track for trains in both directions under control of Signalman at H. Trains may use this track upon receiving proper signal or permission from Signalman at H and must report when clear. Special Instruction D1608 in effect.

Rainey Branch Junction Y.

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

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

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

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

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

S16. MOVEMENT OF TRAINS.**D1601. Location of Train Dispatchers.**

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

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

CORAOPOLIS, Montour R. R.—Peters Creek Br., be-
tween Pennmont and Gould.

S16A. Rules 83 and 83a.

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

D1602. Rule 83. Written clearance, C. T. 1246, is-
sued by signalman, or Train Order issued by dispatcher.
Rule 83a. Verbal or by signal as follows:

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

S16B. Rule 98.

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

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

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

S16C. Rule 104.

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

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

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

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

Location

Switches

_____	_____
_____	_____

D1604B

Signalmen are in charge of main track switches as in-
dicated:—

Location	Switches
RS when an attended block station.	Switch leading to South- west Branch and switch at north end Redstone Siding.

Trains or engines must approach switches at the above
points prepared to stop and must stop clear of switch or
route unless signal to proceed is received from signal-
man.

Signalman must not set switches to divert an ap-
proaching train until he is assured of its identity and
that its speed does not exceed fifteen (15) miles per
hour.

S16D. Rules 106 and 106a.

D1604. Track fence is located at Dravosburg.

(a) Trains on Nos. 1 and 2 main tracks at Dravos-
burg are relieved from observing Rule No. 106.

(b) Passenger trains destined to Kennywood Park
will unload and load passengers on station platform lo-
cated on west side of No. 4 track just south of Kenny.

(c) Passenger, mail and express trains must not leave
a passenger station until baggage, mail and express trucks
are clear of all main tracks. Any failure of station at-
tendants to remove trucks promptly must be reported on
C. T. 15.

(d) 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.

(e) Signalman at PG will notify northward trains
from No. 1 to No. 3 track when southward superior trains
on No. 4 track have not arrived and will notify north-
ward trains on Nos. 1 and 3 tracks when southward pas-
senger trains have been diverted to No. 2 track at OB.

(f) When passenger trains are receiving or discharg-
ing passengers, trainmen must, unless otherwise in-
structed, have all side and trap doors closed on the op-
posite side from the station platform and must conform
to Rule 106a when using other than assigned track or
making other than schedule stops.

S16E. Rules 251, 253 and 254.

D1605. (DOUBLE, THREE OR MORE TRACKS).
Rules 251, 253 and 254 will apply: Between Monon. and
BF. Between SW and CJ.

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

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

**S16F. AUTOMATIC HIGHWAY CROSSING SIG-
NALS.**

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

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

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

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

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

To prevent unnecessary flashing of highway crossing signals at Huff Avenue, South Greensburg, separate track circuits are provided on No. 1 and No. 2 main tracks extending 70 feet each side of the crossing. Cars or engines standing on main tracks outside of these circuits can be prevented from flashing the signals by pushing buttons marked "Stop" located on flashing light signal pole West of No. 2 main track and on instrument case East of No. 1 main 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.

Trains and engines must approach State Highway at Large, Route 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.

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

D1607A. Automatic highway crossing signals are in service on Tarr station track, circuit extending to clearance point.

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

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

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

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

When necessary to take the slack to start the train, the front engineman will do so, after giving the whistle signal as prescribed by Rule 14 (a). If not successful in starting the train after taking the slack, with the front engine, the rear engineman will take the slack, after giving the whistle signal as prescribed by Rule 14

(a). When there are two engines on the front end of a train, the leading engineman only will take the slack; and when there are two helpers on the rear, the rear engineman only will take the slack. In starting the train under either of the above conditions, the engineman next to the train will not use steam until necessary to supplement the other engine. Enginemen must use care and good judgment to avoid damage to the train.

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

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

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

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

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

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

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

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

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

When helping engines are directed to cut off at any

other points than at block stations, they will be governed by the special instructions in each case.

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

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

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

D1613. Derails are located on main tracks as follows:

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

Ontario Branch, 500 feet south of Ontario.

Grindstone Branch, 1880 feet south of Royal Storage track.

Keister Branch, 911 feet south of Keister Jct.

Keister Branch, 216 feet south of Helen.

Bute Run Branch, 60 feet north of north switch of Bitner Colliery.

Boyer Run Branch, at clearance point with Sewickley Branch.

Brinker Run Branch, at end of main track.

Mammoth Branch, 1.7 mile south of Calumet Station.

Marguerite Branch, 20 feet north of switch leading to Marguerite Mine.

Bessemer Branch, 680 feet north of Humphrey's Siding.

Whyel Branch, 250 feet north of Armstrong Brothers coal loading tippie.

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

Youghiogheny Branch, 350 feet south of Chambers crossing.

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

D1614. Before trains move over Main Street crossing, Ellsworth Branch, Monongahela, between 2.15 A. M. and 4.45 A. M., a trainman must be sent ahead to protect street traffic.

D1615. Before trains move over East Fayette Street Crossing, Southwest Branch, Uniontown, a trainman must be sent ahead to protect street traffic.

D1616. Movement over East Main Street Crossing Uniontown, protected by the street traffic signal. Electric switches for control of the signal by trainmen, located on poles 100 feet north and 180 feet south of Main Street marked "P. R. R." The operation of either of the switches will set the signal to show red, viewed from Main Street and green from the main track. A second operation of either switch will restore the signal to its normal operation.

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

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

D1617. When pushing cars in advance of the engine over crossings at Uniontown, a flagman must be sent ahead to protect street traffic. The engine bell must be rung continually.

D1618. At Tarr, northward passenger trains will make station stop with engine one car length south and southward trains with rear end one car length south of the highway crossing.

D1619. Before trains move over highway crossing on Keister Branch, 700 feet south of Keister Junction, a trainman must be sent ahead to protect highway traffic.

D1620. Before trains on Peters Creek Branch move over State St. crossing, Wilson, a trainman must be sent ahead to protect street traffic.

D1621. The main track of Peters Creek Branch between Pennmont and Gould is used jointly by The Pennsylvania and Montour Railroads.

Normal position of the connecting switches is for movement to and from Montour Railroad.

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

D1622. Southward passenger trains stopping at Dravosburg Station will stop with the engine to clear McClure St. Crossing.

D1623. Southward passenger trains stopping at Donora Station will stop with the engine to clear Eighth St. Crossing at the south end of the station platform. Southward freight trains having work at Donora Warehouse will stop train to clear Eighth Street Crossing.

Northward passenger trains stopping at Donora station will stop with the rear end of train north of Eighth Street Crossing at the south end of station platform.

D1624. Cars may be loaded with oil by the Carnegie Natural Gas Company on the main track of Peters Creek Branch, 150 feet north of Snowden Road crossing, 6.4 miles south of Peters Creek Branch Junction. Hand operated derail in service at north end of spotting point in charge of an employee of the Carnegie Natural Gas Company who will operate derail upon orders from trainmen, keeping it in position to derail while car is standing on main track. Conductors must obtain permission from the Superintendent before obstructing main track.

D1625. Yard engines and extra trains must obtain permission from the Train Dispatcher at Brownsville before moving from West Brownsville Jct. to West Brownsville.

D1626. Trains must stop before moving over Church Street Crossing, Fairchance and send a trainman ahead to protect street traffic.

D1627. In addition to complying with Rule 103a, a trainman must be sent ahead to protect street traffic before entering the crossing at 21st and Carson Streets, Pittsburgh and White Hall Branch.

D1628. Overhead clearances of the following bridges are not sufficient to clear men riding on top of cars and these bridges are not protected by use of bridge warnings. Trainmen will be governed accordingly.

Main Line

Bridge No. 0.49, Seventh Street foot bridge, Pittsburgh, South Side.

Bridge No. 2.22, Thirty-second Street foot bridge—Yard tracks only.

Bridge No. 7.21, Carnegie-Illinois Steel Co., Munhall.

Signal Bridge No. 128-129.

Bridge No. 17.77, Carnegie-Illinois Steel Company, Wilson.

Bridge No. 34.45 American Steel & Wire Co., Donora.

Bridge No. 38.85, Youghiogheny & Ohio Coal Tipple, north of Charleroi.

Bridge No. 48.74, Vesta Mine tipple, north of California.

Bridge No. 50.62, Crescent Mine tipple, south of California.

Ellsworth Branch

Bridge No. 40.16 Bethlehem No. 51 Mine tipple north of Ellsworth.

Grindstone Branch

Bridge No. 57.74 Township Road.

Redstone Branch

Bridge No. 68.18, 1900 feet north of Redstone Jct., B. & O. Railroad side track only.

Radebaugh Branch

Bridge No. 1.71 State Highway at †HJ.

D1629. Hand-operated switch connecting No. 1 main track to northward pullout track, 700 feet north of Floreffe station, is spring operated for trailing movements from pull out track to No. 1 main track and may be used for such movements without stopping for hand switch operation. Location of switch is marked by sign "SS" on east side of track. If this switch is opened by hand it must be closed by hand.

If trains are stopped when making trailing movements through this switch, slack must not be taken nor reverse movement made unless switch has been thrown by hand for such movement.

Southward movements on No. 1 main track at this point are governed by position light dwarf signal located one hundred (100) feet north of switch and switch indicator located on west side of No. 1 main track. Trains making southward movements on No. 1 main track must approach this switch prepared to stop.

DWARF SIGNAL

Signal Aspect Rule 275, Figure 2, will be displayed when switch is open, or not properly closed, switch indicator displaying red.

Signal Aspect Rule 278, Figure 2, will be displayed when switch is properly set for southward movement on No. 1 main track, switch indicator displaying green.

Electric Switch Indicator: Green—Switch closed.
Red—Switch open.

If this dwarf signal does not display Aspect Rule 278, Figure 2, and switch indicator is green, switch must be inspected for obstruction in points, operated by hand and reported promptly by telephone to signalman at H Block Station.

Enginemen must not use sand while passing over this switch.

D1630. 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.

1631. Train No. 7702 will route via the south leg of Brownsville Jct. Wye.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. Enginemen of helping engines, except enginemen of pushing engines, must be provided with a copy of orders affecting the movement of their trains.

The engineman of each engine taken on as a hauler at a point where no orders are delivered to the train must be advised by the train engineman of all orders affecting the train in the territory covered by the additional hauling engines.

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

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

S18. YARDS AND YARD INSTRUCTIONS**S18A.——**

D1801. Rules 93 and 317d amplified.

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

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day, at least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1801A. Rule 93a amplified.

(DOUBLE, THREE OR MORE TRACKS) Engines using main track within yard limits will display one yellow flag by day and one red light by night to indicate the rear of train.

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

PITTSBURGH SOUTH SIDE YARD—Monon to .5 mile south of Becks Run, including White Hall Branch.

HOWARD YARD—.5 mile south of Becks Run to .8 mile south of Munhall, including Axle Works and Streets Run Branches.

THOMSON YARD—.8 mile south of Munhall to one mile south of South Duquesne, including McKeesport Branch and Port Perry Branch to U Junction.

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

SHIRE OAKS—Floreffe to a point 5790 feet south of H Block Station.

MONONGAHELA—172 feet south of M.P. 29 to 986 feet south of M.P. 31 and from Monongahela to south end Frye passing siding on the Ellsworth Branch.

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

DONORA—986 feet south of M.P. 31 to West Monesen.

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

YOUNGWOOD—CJ (both legs of "Y") to Mile Post 6 and $\frac{1}{2}$ YU to a point 1.7 miles southward on the Sewickley Branch.

YUKON BRANCH— $\frac{1}{2}$ HN to yard limit board 500 feet south of north end of Hunker Storage Siding.

EVERSON—Southwest Branch Mile post 16 to Mile post 19, on Scottdale Branch, Scottdale Br. Jct. to 1.2 miles south thereof and on Broadford Branch, Broadford Br. Jct. to Freedom Oil Works side track.

CONNELLSVILLE WEST SIDE—South end Youghiogheny River bridge to 2800 feet South of $\frac{1}{2}$ NJ, and on the Opossum Run Branch $\frac{1}{2}$ NJ to yard limit board 300 feet south of P. & L. E. R. R. Junction.

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

D1803. The number of track to be used by train for Shire Oaks Yard will be displayed at H for northward trains and at CR for southward trains by indicator on front of tower. When no indication is given, trainmen must obtain instructions by telephone before entering the yard tracks.

D1804. At classification yards indications for the movement of cars are given by whistle and fixed semaphore signals as follows:

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

D1805. Northward trains having cars to set off or pick up at Shire Oaks, must call yard master for instructions from the south end of hump yard.

S19. SPEED TABLE.

Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour
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

S20. SPEED RESTRICTIONS.

S20A. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 Safety Valve, three-position retaining valve, and air brake cylinder—10" minimum diameter.

On account of braking arrangement, when passenger trains have class X-29, or other types of freight cars, equipped for passenger train service, they must have

passenger equipment cars in proportion to freight cars, not less than:

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

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

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

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

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

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

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

D2001. Maximum Speed.

	Except as otherwise specified:	Miles per hour
Passenger trains.....	Main Line:	
	Between Div. Post (P. H. Div.) and W. B'ville Jct.:	
	With passenger engines.....	60
	With freight engines.....	45
	Between W. B'ville Jct. and Ten Mile Run Jct.:	
	With passenger or freight engines..	25
	Port Perry Branch:	
	With passenger or freight engines..	25
	Ellsworth Branch:	
	Between MC and Cokeburg Jct.:	
	With passenger or freight engines..	20
	Between Cokeburg Jct. and Marianna:	
	With passenger or freight engines..	25
	Redstone Branch:	
	With passenger or freight engines..	25
	Radebaugh Branch:	
	With passenger or freight engines..	30
	Southwest Branch:	
	Between SW and $\frac{1}{2}$ VA:	
	With passenger engines.....	50
	With freight engines.....	40
	South of $\frac{1}{2}$ VA:	
	With passenger or freight engines..	25
	Hempfield Branch:	
	Between Hempfield Branch Jct. and Herminie:	
	With passenger or freight engines..	25
	Between Herminie and Cowansburg:	
	With passenger or freight engines..	15
	Youghiogheny, Andrews Run and Hunter Run Branches:	
	With passenger or freight engines..	25
	Coal Lick Run Branch:	
	With passenger or freight engines..	30
	On branches not listed above, passenger trains must conform with speed of freight trains.	

	Except as otherwise specified:	Miles per hour
Freight trains.....	Main Line:	
	Between Div. Post (P. H. Div.) and W. B'ville Jct.....	45
	Between W. B'ville Jct. and Ten Mile Run Jct.....	25
	Port Perry Branch	20
	Ellsworth Branch:	
	Between MC and Cokeburg Jct.....	15
	Between Cokeburg Jct. and Marianna.....	25
	Redstone Branch	20
	South West Branch:	
	Between SW and †VA.....	30
	South of †VA.....	20
	Hempfield Branch:	
	Between Hempfield Branch Junc- tion and Herminie.....	25
	Between Herminie and Cowans- burg.....	15
	Radebaugh Branch	25
Circus trains.....	Youghiogheny, Andrews Run, Yukon, Hunter Run, and Coal Lick Run Branches	20
	Branches not listed above	15
	Main Line:	
	Between Div. Post (P. H. Div.) and W. B'ville Jct.....	30
	Between W. B'ville Jct. and Ten Mile Run Jct.....	20
	Redstone Branch:	
	Except as otherwise restricted.....	20
	South West Branch	20
	Other Branches	15
	Main Line:	
	Between Div. Post (P.H.Div.) and W. B'ville Jct.....	30
	Between W. B'ville Jct. and Ten Mile Run Jct.....	20
	Redstone Branch:	
	Except as otherwise restricted....	20
Wreck trains.....	South West Branch	20
	Other Branches	15
	Main Line:	
	Between Div. Post (P.H.Div.) and W. B'ville Jct.....	30
	Between W. B'ville Jct. and Ten Mile Run Jct.....	20
	Redstone Branch:	
	Except as otherwise restricted....	20
	South West Branch	20
	Other Branches	15
	Main Line:	
	Between Div. Post (P.H.Div.) and W. B'ville Jct.;	20
	On curves.....	30
	On straight track, boom trailing	20
	On straight track, boom forward	20
Extra trains within single track yard limits.....	Between W. B'ville Jct. and Ten Mile Run Jct.,	15
	On curves.....	15
	On straight track, boom trailing	20
	On straight track, boom forward	15
	Redstone Branch:	
	On curves.....	15
	On straight track, boom trailing	20
	On straight track, boom forward	15
	Main Line:	
	Between Div. Post (P.H.Div.) and W. B'ville Jct.;	20
	On curves.....	30
	On straight track, boom trailing	20
	On straight track, boom forward	15
	Redstone Branch:	
	On curves.....	15
Track cars.....	On straight track, boom trailing	20
	On straight track, boom forward	15
	Main Line:	
	Between Div. Post (P.H.Div.) and W. B'ville Jct.;	20
	On curves.....	30
	On straight track, boom trailing	20
	On straight track, boom forward	15
	Redstone Branch:	
	On curves.....	15
	On straight track, boom trailing	20
	On straight track, boom forward	15
	Main Line:	
	Between Div. Post (P.H.Div.) and W. B'ville Jct.;	20
	On curves.....	30
	On straight track, boom trailing	20
	On straight track, boom forward	15
Trains other than wreck trains handling industrial derricks or other pivoted machinery moving on its own wheels.	Redstone Branch:	
	On curves.....	15
	On straight track, boom trailing	20
	On straight track, boom forward	15

	Miles per hour
Southwest Branch;	
On curves.....	15
On straight track, boom trailing	20
On straight track, boom forward	15
Other Branches:	
On curves.....	10
On straight track, boom trailing or forward.....	10
D2002. Speed indicated below must not be exceeded between points named; on curves and over bridges:	
Main Line:	
Through OB Interlocking	30
Trains on No. 2 main track between Block Signal M94 and south end of PG Interlocking Plant	20
Trains on No. 2 track between south end of PG and CR	30
Trains on No. 1 track between CR and Kenny	30
Trains on Nos. 3 and 4 tracks between a point 1000 feet north of Signal Bridge 128-129 and CR	45
Trains on No. 2 track over turnout leading to North end Clairton southward siding.....	30
Nos. 1 and 2 tracks from a point 2000 feet south of, to a point 5000 feet south of H	30
Nos. 1 and 2 tracks between Mile Post 37 and a point 2,800 feet south of Mile Post 38...	40
No. 1 track at distant switch signal for Char- leroi siding	45
Nos. 1 and 2 tracks from a point 1200 feet south of to a point 2200 feet south of Crescent No. 2 Mine Tipple	30
South End West Brownsville Jct. Y to West Brownsville Station	10
Port Perry Branch:	
North and South Legs Thomson Y	10
Redstone Branch:	
South Leg West Brownsville Jct. Y.....	15
North Leg Brownsville Junction Y.....	15
South Leg Brownsville Junction Y.....	5
Over Monongahela Ry. Crossing, Brownsville Jct.	12
Between home and block signals, RS.....	15
South West Branch:	
Between first grade crossing north of Scottdale Branch Jct. and Mt. P. & B. F. R. R. Cross- ing, Everson	12
Between †CN and Youghiogheny River Bridge	12
Over Pittsburgh street crossing, Connellsville	6
Over street crossing north of †NJ.....	6
Over street crossings at Dunbar.....	15
Between home and block signals, RS.....	15
Between †VA and Dunbar Street, Uniontown..	4
Coal Lick Run Branch:	
Over street crossings between †VA and Continental No. 1	4
Main Line: CURVES	
Twelfth Street	40
Thirtieth Street	40
First curve north of Thomson, Nos. 3 and 4 tracks	40
Between CR and Dravosburg	45
First north of Clairton	45
First south of Elrama Station on No. 2 track...	30
First and second north of Monongahela.....	30
First north of Coal Centre.....	40
At Coal Centre No. 1 track.....	30
At Coal Centre No. 2 track.....	40
All other curves	50
South West Branch—SW to †VA	

	Miles Per hour
East Greensburg and first south of East Greensburg	35
‡YU to Scottdale Branch Jct.	35
Between Pennsville road crossing and ‡CN....	30
At Bridge 26.42.....	30
First North of Bridge 27.85.....	30
First south of Dunbar.....	30
Second and third south of M. P. 29.....	30
All other curves.....	40

Dunbar Branch:

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

Bridges:

LOCATION	Class of Engine						
	N1	I1	M1	L1	H8	K4	
	N2				H9	K3	
					H10	K2	
						G5	
						E6	
Miles per Hour							
No. 1.78, 27th St., "	20	20	20				
No. 48.50 Coal Centre.....	20	20	30	30	40	40	
No. 53.33 south of W. Brownsville	A	25	25				
No. 2.76 first south of County Home Junction.....	20	20	20				
No. 2.90 second south of County Home Junction.....	20	20	20				
No. 3.55 third south of County Home Junction.....	15	15	15				
No. 24.56 Youghiogheny River, Connellsville.....	A	A	A	15	15	15	
No. 36.75, 1970 feet south of RS	A	25	A				
No. 1.42, Rainey Branch, at ‡RJ.....	A	A	A	10	10	10	

A—Use prohibited.

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

D2004. Engines without trucks 15**D2005. Rule 750 amplified:**

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

Class of Engines:

N1s }	8
C1 }	
I1s }	
All others.....	15

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

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

When the front sections of side rods on a class I1s engine have been removed, also when the front side rods on a class L1s engine, equipped with duplex crossheads, have been removed, the main rods will be taken off and the crossheads properly secured with the studs provided for that purpose.

D2006. Through all main non-interlocked turnouts 15

D2007. M1, N1, N2, I1 and L1 engines, in passing through turnouts other than main track crossovers, and turnouts to sidings or to ends of main tracks 5

All crossovers and turnouts at north end PG interlocking 10

Crossover, yard to Monon No. 1 track at north end OB interlocking 5

N1, N2, I1 and L1 engines on crossovers between inbound and outbound tracks and on turnout from inbound track to old outbound track, at north end OB interlocking..... 5

N1, N2, I1 and L1 engines on all crossovers and turnouts south end PG interlocking..... 5

M1 engines on turnout from inbound track to old outbound track at north end of OB interlocking 5

M1, and K2S engines with all driving wheels flanged on North and South Legs Thomson Y..

M1 engines running backwards on north leg of Thomson Wye 5

D2008. Passenger trains hauled by engines equipped with diamond type tender trucks 30

D2009. Snow plows in operation passing passenger station 4

Before meeting or being passed by passenger train Stop

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

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

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

D2012. Various.

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

Class	With Train Forward			Backward
	Passenger	Freight	Light	
A.....	15	15	15	15
B.....	20	20	20	20
C-1.....	20	20	20	20
CC-1, CC-2.....	20	20	20	20
D.....	60	40	50	25
E.....	60	40	50	25
G.....	60	40	50	25
H-6, 8, 9, 10.....	45	45	30	25
I.....	45	45	30	25
K.....	60	40	50	25
L.....	45	45	30	20
M-1.....	60	45	50	25
N-1.....	35	35	30	20
N-2.....	40	35	30	20
Gas-electric rail motor cars.....	40		40	40
Gasoline rail motor cars..	40		40	25

Engines heavier than H6 type:	Miles per hour
North Leg Peters Creek Y.....	10
Peters Creek Branch	10
Keister Branch	10
Vance Mill Branch.....	10
Bute Run Branch.....	10
North leg Redstone Jct. Y	10
Youghiogheny "	15
Hunter Run "	15
Engines heavier than H10 type:	
McKeesport Branch	10
Engines heavier than L1 type:	
Redstone Branch	15

D2013. Engines going on turntable.....	6
D2014. Engines or trains passing over track scales	4
D2015. Maximum speed for passenger trains between Division Post (P. H. Div.) and CR when diverted to freight tracks.....	45

S21. SIGNAL RULES

D2101. Rules 282, 283, 284 and 285, modified.

RULE 282

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

NAME—CAUTION-SIGNAL

RULE 283

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

NAME—APPROACH-SIGNAL

RULE 284

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

NAME—APPROACH-RESTRICTING-SIGNAL

RULE 285

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

NAME—CLEAR-RESTRICTING-SIGNAL

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

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

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

S21A.

SIGNAL ASPECTS.

D2101A. SIGNAL ASPECTS NOT STANDARD.



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

NAME: Signal Mast Bracket Marker.

LOCATION: Block Signal No. M172

Block Signal No. M199

Block Signal No. M252

Southward Home signal at West
Brownsville Junction

Northward Home signal at RS Block
Station

Northward Distant signal for RS block
Station

D2102A. Slowboards 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.

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

S22.

BLOCK SIGNAL RULES.

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

D2202. The first paragraph of Rule 362 amplified:

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

Form C card amplified:

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

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

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

D2205. S33A modified.

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

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

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

D2207. _____

D2208. _____

S23. MANUAL BLOCK SYSTEM.

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

Main Line and Redstone Branch between H Block Station and RS Block Station.

McKeesport Branch.

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

South West and Coal Lick Run Branches between SW and ISL.

Radebaugh Branch.

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

Between PG and R.

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

D2304. _____

D2305. Rule 318b will apply between:

H and BF

SW and CJ

D2305A. A train stopped at a Home or Block Signal at which a telephone is located, may fill out a clearance card, (Form C), or a caution card, (Form D), as authorized by the Signalman and then proceed as prescribed by the card.

S23A. UNATTENDED BLOCK STATIONS.

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

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

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

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

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors and enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light, and report the fact to the Superintendent.

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

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

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

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

D2308. _____

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401. _____

S25. AUTOMATIC BLOCK SYSTEM.

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

Monon Nos. 1 and 2 tracks between Monon (P. H. Div.) and OB.

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

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

Nos. 1 and 2 tracks between CR and H.

Nos. 1 and 2 tracks Port Perry Branch.

D2502. (DOUBLE, THREE OR MORE TRACKS). In Automatic Block System territory at interlockings where there is no Block Signal that governs the use of the block from the limits of the interlocking, the home signals governing routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next Block Signal beyond the interlocking.

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

(To be printed on green paper, size 5 1/4 x 3 1/2)

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

D2505. The following signals in Automatic Block System territory must not be passed while in stop position without a train order.

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

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

S25A. _____

S25B. _____

Location of Cab Signal Cutting In Sections.

D2506. Monon No. 1 track between Northward distant and Northward home signals for Monon Block Station.

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

For Northward Trains:

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

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

S25C.—RULE 511A.

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

S25D.

GRADE SIGNALS.

D2507. Location of Grade Signals.

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

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

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

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

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

S26.

INTERLOCKING RULES.

S26A. Rule 663 amplified.

Trains or engines must not pass an interlocking Stop-signal without receiving clearance card (Form C) or train order. The signalman may authorize a conductor or engineman to fill out clearance card (Form C).

D2601. REMOTE CONTROL SWITCHES.

Outlying Location	Interlocking Rule Governing	Station Controlled By	Method of making movements against Current of traffic between outlying locations and Stations Controlled by
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Kenny	Rule 605	PG	By Train Order
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S27. NON-INTERLOCKED SWITCHES CONNECTED WITH MANUAL AND CONTROLLED MANUAL BLOCK STATION SIGNALS.

D2701.

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
MC	All No. 1 Main Track Switches between Northward Block Signal and South End River-view Northward Storage Siding, inclusive.
VY	All Switches between Home Signals.
CJ	Facing Switch, No. 1 Main Track to South End Huff Yard. Switch, Main Track to North End Youngwood Southward Receiving Yard. Crossover between northward pull-out track and Main Track located 900 feet north of Northward Classification Yard.

S28.

TRACK CARS, ETC.

(a) General definition of track car—amplified:

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

(b) Rule 829 paragraph 10, amplified:

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

(c) Rule 206, amplified:

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

(d) Rule 80, amplified:

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

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

Day Signals—Two red flags, torpedoes and fuses.

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

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

They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a "train other than a passenger train," and may be admitted by Train Order and under Stop block signal to a block following a passenger train in Manual Block territory.

D2801.

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

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

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

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

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

(6) Where Automatic Block System rules for single track, Nos. 551 to 564, inclusive, are in effect and opposing movements are not protected by Controlled Manual Block System rules, track cars must clear main track and report clear to the Superintendent, or Signalman before an opposing or following passenger train is

due to enter block at a block station, Signalman will not permit any train to enter a block occupied by a track car without instructions from the Superintendent.

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

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

(9) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must run on the rail nearest the ditch, and on double, three, or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train cannot be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

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

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

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

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

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

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

(15) In Controlled Manual Block System territory Signalman must comply with Rule 221c when a track between his block station and the next block station in either direction is occupied by a track car.

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

D2802. The provisions of the Federal Hours of Service Law and Rule 704, Book of Rules, will apply to the Drivers of track cars.

S29.

ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

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

Entire Division Class HC1.

MAIN TRACKS:

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

LINE OR BRANCH	CLASS OF ENGINES								
	N1 N2	I1	M1	L1	H10 H9 H8 E6 G5	K5 K4 K3 K2	H6 E3	C1	CC2
Main Line — Division Post (P.H. Div.) to W.B. Jct.									UZ
Main Line — W.B. Jct. to Ten Mile Run Jct.	B	B	B						A
Whitehall Branch.	N	N	N	N	N	N	N		N
Axle Works Branch.	VN	VN	VN	VN	J	VN			A
Streets Run Branch.	N	N	N	N	J	VN		N	A
Port Perry Branch.									
McKeesport Branch.	V	V	V	Q	Q	V	Q	V	A
Peters Creek Branch.	A	C	A	C		A		A	A
Ellsworth Branch.	A	D	A			A			A
Cokeburg Branch.	A	A	A			A			A
Ontario Branch.	A	A	A	S		A			A
Redstone Branch.	K		K						A
Grindstone Branch.	A	A	A			A			A
Kelster Branch.	A	A	A	A		A		A	A
Vance Mill and Butte Run Branches.	A	A	A	A		A		A	A
Southwest Branch—SW to Scottdale Station.									A
Southwest Branch—Scott- dale Station to Mile Post 36.	A	A	A						A
Southwest Branch— Mile Post 36 to 1/4VA.	A		A						A
Southwest Branch— 1/4VA to Terminus.	A	A	A					A	A
Radebaugh Branch.									A
Hempfield and Andrews Run Branches.	A	A	A			A		A	A
Youghiogheny Branch.	A	A	A			A		A	A
Yukon, and Hunter Run Branches.	A	A	A			A		A	A
Whyel Branch.	A	A	A	A	F	A	F	A	A
Sewickley, and Brinker Run Brs.	A	X	A	X		A		A	A
Mammoth, Bessemer and Marguerite Brs.	A	A	A	A		A		A	A
Hunker Branch.	A	A	A	A	A	A		A	A
Tarr Branch.	A	A	A	A		A		A	A
Scottdale Branch.	R	R	A	R		R		R	A
Broadford Branch.	A	A	A	A		A		A	A
Opossum Run Branch.	A	A	A	Y		A		A	A
Dunbar Branch.	A	A	A	A	A	A		A	A
Coal Lick Run Branch Yard limit board south of 1/4SL to Terminus.	A		A						A
Coal Lick Run Branch— 1/4SL to Terminus.	A	A	A	A				A	A
Rainey Branch.	A	I	A	I		I		I	A
Falchance and Oliphant Brs.	A	A	A	A		A		A	A

- A—Use prohibited.
- B—Use prohibited, except between West Brownsville Junction and the north end of Bridge No. 53.33.
- C—Use prohibited south of a point 1.2 miles south of Peters Creek Branch Junction.
- D—Use prohibited South of Stockdaletown water station.
- E—Use prohibited south of north end of Bridge No. 1.07.
- F—Use prohibited over bridge 0.48.
- I—Use permitted to a point 1,800 feet south of South Union Mine empty car track, not exceeding 10 miles per hour.
- J—E6 and G5 engines cannot be used on Axle Works and Streets Run Branches on account of curvature.
- K—Use prohibited South of Braznell and must not exceed 15 miles per hour between W. B'ville Jct. and Braznell.
- N—Use prohibited on account of curvature, except H-6 engines may be operated on main track.
- Q—When two or more engines are used over bridge 12-19, McKeesport Branch, there must be at least eight cars between engines.
- R—Use permitted for one mile south of Scottdale Branch Jct., not exceeding 15 miles per hour.
- S—Use prohibited beyond derail 500 feet south of Ontario.
- U—Use prohibited over bridge 1.78, 27th Street, South Side, Pittsburgh and south of CR.
- V—Use prohibited on account of light bridges.
- X—Use prohibited except to a point 1.7 miles south of Youngwood, Sewickley Branch.
- Y—Use permitted on main track from junction with Southwest Branch to Trotter Mine and on wye at †NJ.
- Z—Cylinders will not clear half through girders on bridge 1.51, 23rd Street, South Side, Pittsburgh.

SIDINGS, YARD AND INDUSTRIAL TRACKS.

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

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

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

SIDING, YARD OR INDUSTRIAL TRACK	M1	N1 N2 I1	L1	H10 H9 H8 E6 G5	H6 E3	C1
MAIN LINE:						
Turnouts to Nos. 2, 3, and 4 tracks—Carson St. Freight Yard.....	A	A				
Turnout to south end of 18th St. Yard and south ends of yard tracks.....	A					
Turnouts to Nos. 1, 2, and 4 tracks at south end of 18th St. Yard.....	A	A	A			
Turnout from No. 0 track to south end of No. 2 track, 30th St. north extension.....	A					
All crossovers and turnouts in 30th St. Yard.....	A					
All turnouts in 30th St. south extension yard.....	A					
Crossovers between inbound and outbound tracks, north of OB Interlocking.....	A					
Crossover from No. 1 main track to No. 2 track in Howard north yard at Mesta.....	A					
Crossover from No. 1 main to south end of Howard middle yard.....	A					
Crossovers from No. 2 track to the south end of Howard middle yard.....	A					

SIDING, YARD OR INDUSTRIAL TRACK	M1	N1 N2 I1	L1	H10 H9 H8 E6 G5	H6 E3	C1
All turnouts in Howard yard.....	A					
Crossover from No. 1 main track to No. 8 P. & L. E. interchange track at Homestead.....	A					
Crossover from No. 8 to No. 9 P. & L. E. interchange track at Homestead.....	A					
Turnouts in Homestead freight house yard.....	A	A				
Turnout from No. 1 main track to Homestead freight house yard.....	A					
Crossover from No. 1 main track to north end of No. 0 track 1.5 miles south of Munhall.....	A					
Turnouts to north ends of Nos. 4 and 6 tracks at Thomson Yard.....	A	A	A			A
All turnouts in Thomson Yard.....	A					
All turnouts in Thomson Shop Yard.....	A	A				
Turnouts to Nos. 1, 2, 3, 4, 5, 6, and 7 tracks in Thomson Storage Yard.....	A	A				
All crossovers and turnouts at south end of PG interlocking.....	A					
All turnouts at north and south ends of Cochran yard at South Duquesne.....	A	A				
All turnouts at north end of McKeesport yard at South Duquesne.....	A	A				
P. & W. Va. Ry. Interchange.....	A	A				
Penna. Industrial Chemical Co.—Clairton.....	A	A	A			
Carnegie Steel Co. yard—S. of Clairton.....	A	F	X	GP		
Vesta Coal Co.—Marine Ways—Floeffe.....	A	A	A	F	F	F
Mississippi Glass Co.—Floeffe.....	A	A	A	II	H	H
Equitable Gas Co.—Elrama.....	A	A	A	F	F	F
Loaded Car Repair Tracks—Shire Oaks.....	A	P	P	P	P	P
Transfer Tipple—Low Grade Track—Shire Oaks.....	A	FP	FP	F	F	F
Power House Track—Shire Oaks.....	A	FP	FP	F	F	F
Courtney Fire Brick Co.....	A	A	A	P	P	P
Le Moyne Steel Co.—Monongahela.....	A	A	A	F	F	F
American Window Glass Co.—Monongahela.....	A	A	A	F	F	F
Furnace Yard—Donora.....	A	A	PW	P	P	P
Y. & O. Coal Co.—Charleroi.....	A	M	M			
Mac Beth-Evans Co.—Charleroi.....	A	A	A	P	P	P
Pittsburgh Plate Glass Co.—Charleroi.....	A	A	A	P	P	P
Atlas Steel Corp.—Charleroi.....	A	A	A	F	F	F
Charleroi Supply Co.—Charleroi.....	A	A	A			
Tri-Cities Water Co.—Charleroi.....	A	A	A	F	F	F
Charleroi & Bellevernon Ry.....	A	A	A			
Rider Mine Track—Charleroi.....	A	A	A			
Pittsburgh Steel Products Co.—Allenport.....	A	F	F	F	F	F
Pittsburgh Coal Co., Vigilant Mine—California.....	A	A	A	F	F	F
Aubrey Lumber Co.—West Brownsville.....	A	A	A	A	A	A
Reliance Coke Co.—Denbo.....	A	A	A	F	F	F
WHITE HALL BRANCH:						
Jersey Farm Product Co.....	A	A	A	A		A
Swift & Co.....	A	A	A	A		A
Armour & Co.....	A	A	A	A		A
AXLE WORKS BRANCH:						
Harbison Walker Co. side tracks.....	A	A	A	B		A
John Eichleay Co. side tracks.....	A	A	A	A	A	A

SIDING, YARD OR INDUSTRIAL TRACK	M1	N1 N2 I1	L1	H10 H9 H8 E6 G5	H6 E3	C1
STREETS RUN BRANCH All side tracks beyond switch back to Southern Wheel Works track.....	A	A	A	A		A
PETERS CREEK BRANCH:						
Wilson Lumber Co.—Wilson.....	A	A	A			
South Leg of Y.....	A	A	A	GP	P	P
ELLSWORTH, COKEBURG & ONTARIO BRANCHES:						
Public Delivery Tracks—Monongahela.....	A	A	A	P	P	P
Soudan Mine—Van Voorhis.....	A	A	A	F	F	F
Gibson Mine—Crossover between Nos. 1 and 2 mine tracks north of tipple.....	A	A	A	A	A	A
Bethlehem Mine No. 51—Ellsworth, except No. 4 slack track.....	A	A	P	P	P	P
Bethlehem Mine No. 53, Cokeburg.....	A	A	P	P	P	P
Bethlehem Mine No. 58, Marianna.....	A	A	P	P	P	P
All other industrial tracks.....	A	A	A	P	P	P
REDSTONE BRANCH						
South Leg of Y—Brownsville Jct.....	A	A	P			
East Leg of Y—Brownsville Jct.....	A	A	P			
Brownsville Jct. Yard.....	A	P	P			
Brownsville Coal & Coke Co.—Mt. Hope Mine.....	A	A	A			
Pittsburgh & Erie Coal Co.—Sumner No. 2.....	A	A	A			
H. C. Frick Coke Co.—Colonial No. 4 Mine.....	A	A	A	FP	FP	FP
Gilliland Coal Co.—Leon Mine.....	A	A	A			
H. C. Frick Coke Co.—Colonial No. 1 Mine.....	A	A	A	P	P	P
Smock Station track.....	A	A	A	P	P	P
Waltersburg Storage Track.....	A	A	A			
Vance Mill Jct.—Siding.....	A	A	A			
Pleasant Valley Coal Co.—Oliver No. 3 Mine.....	A	A	A	P		
H. C. Frick Coke Co.—Phillips Mine.....	A	A	A	P	P	P
Pleasant Valley Coal Co.—Oliver No. 1 Mine.....	A	A	A			
North Leg of Y—Redstone Jct.....	A	P	P	P		
GRINDSTONE BRANCH: H. C. Frick Coke Co.—South end Colonial No. 3.....	A	A	A	P	P	P
KEISTER BRANCH: All industrial tracks.....	A	A	A	P	P	P
SOUTHWEST BRANCH:						
Walworth Co.—South Greensburg.....	A	A	A	F	F	F
Hempfield Foundry Co.—South Greensburg.....	A	A	A	F	F	F
All other industrial tracks.....	A	A	A			
RADEBAUGH BRANCH: Keystone Coal & Coke Co.—Greensburg No. 2 Mine.....	A	A	F			
YUKON BRANCH: Keystone Coal & Coke Co.—Greensburg No. 4 Mine.....	A	A	F	F	F	A
TARR BRANCH: Bortz Coal Co.—Central Mine.....	A	A	A	F	F	A
YOUGHIOGHENY BRANCH: Westmoreland Coal Co.—Riley Mine Empty Yard.....	A	A	F	F	F	F
BROADFORD BRANCH: Broadway Planing Mill—Scottdale.....	A	A	A	P	F	F
DUNBAR BRANCH: New Haven & Dunbar R. R. tracks.....	A	A	A		F	A
COAL LICK RUN BRANCH:						
J. S. Hogsett & Son.....	A	A	A	P		A
Continental No. 1 Mine.....	A	A	A	P		A
Hygea Ice Co.....	A	A	A	P		A
Fayette Milling & Feed Co.....	A	A	A	P		A
All other industrial tracks.....	A	A	P			A

A—Use prohibited.

B—Use prohibited on trestle.

F—Use prohibited beyond limit board.

G—Class G5 engines prohibited.

H—Use prohibited on run-around track.

M—Use permitted north of tipple only.

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

W—Use prohibited on No. 6 track, Furnace Yard, Donora.

X—Must not exceed 5 miles per hour on tracks numbers 1 to 6 inclusive.

S30—

S31. EMPLOYEE'S REGISTER.

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

D3101. Registers for this purpose are located as follows:

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

Thomson..... Yard Office.

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

Donora Freight Station.

Charleroi Freight Station.

West Brownsville Jct. Yard Office.

Youngwood..... Yard Office.

Rainey Junction..... Yard Office.

D3102. CREWS REPORT FOR DUTY.

Passenger Trainmen.

Pittsburgh

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

Shire Oaks

Crews coupling and moving trains from yard, 30
minutes before schedule leaving time for trains from
Elrama.

West Brownsville Junction

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

Other crews 30 minutes before leaving time.

Brownsville

Crews relaying on main track 10 minutes before leaving time.

Rainey Junction

20 minutes before leaving time.

Other Points

15 minutes before leaving time.

Passenger Engine Crews.**Shire Oaks**

30 minutes before schedule leaving time for trains from Elrama.

West Brownsville Junction

One hour before schedule leaving time for trains from Brownsville.

Other crews 30 minutes before leaving time.

Rainey Junction

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

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

Freight, Work and Wreck Train Service.

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

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

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

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

S32. PERSONAL INJURIES

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

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

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

D3201. MEDICAL EXAMINERS AND COMPANY SURGEONS

LOCATION	NAME AND ADDRESSES	TELEPHONE NUMBER
PITTSBURGH	O. C. GAUB, M.D.	Atlantic 4883
	J. H. ALEXANDER, M.D., 1715 Clark Bldg., Liberty Ave.	Atlantic 3338
	J. C. BURT, M.D., Westinghouse Bldg., Penn Ave. and 9th St.	Atlantic 7067
	THOMAS H. MANLEY, M.D., Jenkins Arcade Bldg., Fifth St. and Penn Ave.	Atlantic 5100
	W. O'N. SHERMAN, M.D., Carnegie Bldg., Fifth Avenue	Court 1775
	J. P. KERR, M.D., Wabash Bldg.	Everglade 5868
	N. H. BENNETT, M.D., 736 Brownsville Road	PEnna 5979
	J. W. HARPER, M.D., Medical Examiner, 228 Penna. Sta.	Atlantic 8211
McKEESPORT	HARRY M. GEOHRING, Osteopath, 1504-5 First Nat'l Bank Bldg.	
	W. C. HEISEY, M.D., 205 Masonic Building	Office, M'K'sp't 20319 Res., M'K'sp't, 4480
CLAIRTON	A. W. COLCORD, M.D., Halcomb and 3rd Sts.	Clairton, 173.
SHIRE OAKS	J. W. HARPER, M.D., 9:00 A.M. to 11:00 A.M., Tuesdays and Fridays	P.R.R., EL 411
MONONGAHELA	L. W. HOON, M.D., 701 W. Main St.	Monongahela 360
	J. W. HARPER, M.D., at Frt. Station by appointment only.	Monongahela 323-M P.R.R., EL. 472
NORTH CHARLEROI (West Monessen)	A. S. SICKMAN, M.D., 502 Lincoln Ave.	Charleroi 430 or 672
CHARLEROI	J. K. SMITH, M.D., Fifth St. and Washington Ave.	Charleroi 16
BROWNSVILLE	H. B. MESSMORE, M.D., 1 & 2 Monongahela Nat'l Bank Bldg.	Office, Brownsvill'e 403-J Res. Brownsville 403-M
WEST BROWNSVILLE JCT.	J. W. HARPER, M.D., 1:00 A.M. to 11:30 A.M., Second Monday.	Brownsville 90 P.R.R. EL. 483
GREENSBURG	D. RAY MURDOCK, M.D., Union Trust Bldg.	Office, Greensburg 808 Res., Greensburg 45
	H. A. McMURRAY, M.D., Company X Ray Specialist, 315 First National Bank Building	Greensburg 702
YOUNGWOOD	H. A. McMURRAY, M.D., Depot Street	Youngwood 12
	A. D. BARNHART, M.D., Fourth and Chestnut Sts.	Youngwood 308
	J. W. HARPER, M.D., Second and Fourth Thursdays: 9:00 A.M. to 11:00 A.M. 1:00 P.M. to 2:00 P.M.	P.R.R. Via Opr. G'b'g 240
MT. PLEASANT	W. A. MARSH, M.D., 729 Main Street	Mt. Pleasant 2388
CONNELLSVILLE	T. B. ECHARD, M.D.	Office, Connelleville 1108
	D. S. NEWILL, M.D., 402 First National Bank Bldg.	Res. " 2158
UNIONTOWN	C. F. SMITH, M.D., Office, 47 S. Gallatin Ave.	Office, Uniontown 46-J Res. Un'tn 46-M
	J. W. HARPER, M.D., Uniontown Passenger Station, Second Monday each Month, 1:00 P.M. to 2:00 P.M.	Uniontown 1992 P.R.R. Via Opr. G'b'g 240

D3202. HOSPITALS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
PITTSBURGH	Allegheny General Hospital 100-110 Stockton Avenue	Fairfax 2010
	St. Joseph's Hospital 2117 Carson Street	Hemlock 8900
McKEESPORT	McKeesport, 5th Ave.	(Bell, McKeesport Day { 4111 Night { 8480 6492
MONONGA- HELA	Memorial, West Chess Street	Bell { 620 9961
BROWNSVILLE	General Hospital, Church Street	Bell 1000
CONNELLS- VILLE	State, Murphy Avenue	Bell 1900
MT. PLEASANT	Memorial, Main Street	Bell { 2247 2337
UNIONTOWN	Uniontown Hospital Ass'n West Berkley Street	Bell 3200
GREENSBURG	Greensburg Hospital Ass'n Pittsburgh Street	Bell { 2700 9498

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

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

At each passenger and freight station.

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

Stretchers:

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

S33. USE OF TELEPHONES.

S33A. Employees using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

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

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

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

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

D3301. Telephones are located at all points necessary for train operation.

S34. MISCELLANEOUS.

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form 310 is attached, one to each

side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form 310-A to the billing. When such shipments are set off for repairs that may affect the requirements of A. A. R. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until after proper inspection, and billing has been endorsed by Agent or Yardmaster "Reinspected at..... and loaded as per A. A. R. Loading Rules."

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

D3401. Rule 701 modified:

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

Howard on No. 1 track.

Thomson on Nos. 3 and 4 tracks.

South Duquesne.

Clairton.

Shire Oaks.

Stockdaletown.

Ellsworth.

Charleroi.

West Brownsville Jct.

Redstone Jct. (Southward).

County Home Jct., (Southward).

Hempfield Branch Jct.

Yukon Branch Jct.

Everson.

Connellsville W. S. (Northward).

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

D3402. Rule 702, ninth paragraph revised.

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

D3403. Rule 737 amplified:

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

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

D3404. General Regulation 832 amplified:

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

Fusees and whistle.

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

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

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

D3406. Copies of train orders must be preserved by conductors and enginemen receiving them, endorsing on the back of order their name and occupation, and turn them in with their time cards at the end of the trip or day. The yard master, engine dispatcher or other person receiving these orders will forward them daily to Train Master, Room 206 Penna. Station, Pittsburgh.

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

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

D3407—

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

D3409.—

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

D3411.—

D3412. Automatic Rules for Single Track.

D3413. Additional Controlled Manual Rules.

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

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

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

D3416. Trainmen must not pass over container cars while cars are in motion.

D3417. When engines on No. 1 track are passing Third Ward Siding, Monongahela, cab storm windows must be in closed position and train and engine crews must use caution account of close clearance.

D3418. 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.

D3419. In handling trains, the following is supplementary to Brake and Train Air Signal Instructions, No. 99-B-1.

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

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

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

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

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

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

Preparation of freight trains in dispatching yards:—

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

Train Line and Main Reservoir Pressure:—

Trains dispatched from Shire Oaks and Youngwood to the Pittsburgh Division:

A brake pipe pressure of 95 pounds, and main reservoir pressure of 130 pounds must be carried in all loaded freight trains, and 70 pounds brake pipe pressure, and 100 pounds main reservoir pressure in all empty freight trains.

The 130 pounds main reservoir pressure to be obtained by closing the stop cock or valve in the low pressure governor pipe located near the brake valve.

D3420. Conductors of freight and yard trains making movements to and from the Monongahela Railway at Brownsville Junction, will deliver from the head end of the train, to the interchange clerk at that point, a list giving the initials and numbers of cars as they stand in the train beginning at the engine, giving date, time, engine number, direction, and name of conductor. Use the C.T. 1000, designation "X" for loaded and "—" for empty cars, opposite each number.

D3421. Trains must wait for connection unless otherwise ordered. When late, conductors must telegraph Superintendent whether they have passengers for connecting train, giving number and destination.

D3422. Local passenger trains will be governed by instructions applicable to through trains except between Thirtieth Street and Duquesne, the side and trap doors will remain open on the station platform side of the train, and where the next station stop is on the opposite side, all side and trap doors must be closed and opened on the side from which passengers will be received and discharged at the next station stop. All side and trap doors must be kept closed on the opposite side of the station platform.

D3423. Where wheels are overheated due to brakes sticking and after releasing and cutting brake out on the car in question, a thorough examination must be made of the overheated wheels and where cracks are found as given herein, the car must be set out of the train.

CAST IRON OR STEEL WHEELS

1. Transverse cracks (cracks at right angle to plane of wheel) in tread of wheel which are over 2 3/4 inches in length, or extended into throat of flange, or extend across top of flange.
2. Wheels with crack in plate, circular crack between hub and rim of wheel.
3. Wheels cracked radially through plate from wheel fit toward rim.

D3424. Flagmen must make frequent observations of the air gauge in cabin cars and note the brake pipe pressure. Conductors will do likewise at every opportunity. Necessary action must be taken should an abnormal condition exist.

D3425.

Engines must not approach closer than 50 feet to loading rack of American Oil Company at Hays.

Oil hand lamps, or any other type of lamp, having an open flame, must not be used while working at this plant. Electric hand lamps may be obtained from yard office at 36th Street, Pittsburgh, South Side. 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.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified:

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

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

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

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

	By day — Nose held with one hand, with other hand pointed toward track.
Hot Journal	By night—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
	By day — Hands shoved in sliding motion out from body
Brakes Sticking	By night—Lamp raised and held stationary.
Broken Wheels, Defective Truck, Dragging Brake Connection, Lading Shifted Over Side or End of Car, Swinging Car Door or Any Other Dangerous Condition.	Stop signal

mon

Name _____

A. R. McCormick

Occupation:

QUALIFIED FOR SERVICE

DIVISION	ZONE	PART OF ZONE QUALIFIED FOR
Mon	a	Monon to H Inc P. Creek & P. Ferry Bc
"	B	A to R & Inc B's
"	C	R & to S & South
Bglr	a	West of C P
J.,	B	C P to J. R.
"	C	J. R. to V B o
Bglr	a	Federal St to ag V S to ag
J.,	B	ag to M P 122
Bglr	A	M P 122 to Oil City

PA	a	mon to Jackson La Esplan to Sculley
Eastern	a	idual at to W Lowway

GENERAL ORDERS

THE PENNSYLVANIA RAILROAD—CENTRAL REGION

Pittsburgh, Pa., April 14, 1937.

GENERAL ORDER NO. 2401, ZONE A

GENERAL ORDER NO. 2401, ZONE B

GENERAL ORDER NO. 2401, ZONE C

Effective 3:30 A. M., Sunday, April 25, 1937:

Time Table No. 24 takes effect 3:30 A.M., Sunday, April 25, 1937, and contains the necessary instructions issued in General Orders up to and including:

No. 2306, Zone A

No. 2305, Zone B

No. 2304, Zone C, all of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 24 to see that his copy is complete, with all schedule pages properly lined up, and note the changes.

Employes must turn in old time tables to bulletin board attendants after Time Table No. 24 takes effect.

(a) Main Line

Clairton Southward Siding occupied by stored cars north of Peters Creek Crossover.

(b) Cokeburg Branch

Trains must not exceed a speed of 5 miles per hour between Cokeburg Junction and a point $\frac{1}{2}$ mile south thereof.

(c) Grindstone Branch

Trains must run with caution, looking out for mine sinks on main and side tracks between north end and south end of Royal Storage Track.

(d) Vance Mill Branch

Main track obstructed by stored cars south of Bute Run Branch Junction.

(e) Bute Run Branch

Main track occupied by stored cars.

(f) Coal Lick Run Branch

Main track obstructed by stored cars south of a point 1,600 feet south of Irwin Gas Coal Company's Side Track.

Trains must run with caution looking for mine sinks between north and south ends of Rainey Yard.

(g) Hempfield Branch

Trains must run with caution, looking for mine sinks, at first road crossing south of Ocean No. 1 Mine.

(h) Yukon Branch

Trains must run with caution, looking out for mine sinks on main and side tracks between North and South ends of Scott's Storage Track.

(i) Boyer Run Branch

Main track obstructed by stored cars.

(j) Marguerite Branch

Trains must run with caution, looking for mine sinks, between Marguerite Branch Jct. and Barnhart Side Track.

(k) Broadford Branch

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

(l) Various

Trains must run with caution, looking out for rocks and slides on tracks, at following locations:

Main Line

Between OB and Hays.

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

Between Driftwood Overhead Bridge and north end Maple Glen Coal Works' Siding.

Ellsworth Branch

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

Between Van Voorhis and Mile Post 6.

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

Redstone Branch

Between Smock and Mile Post 60.

J. S. GILLUM,
Superintendent.

**THE PENNSYLVANIA RAILROAD
CENTRAL REGION
MONONGAHELA DIVISION**

Pittsburgh, Pa., July 1, 1937.

**GENERAL ORDER NO. 2402, ZONE A
GENERAL ORDER NO. 2402, ZONE B
GENERAL ORDER NO. 2402, ZONE C**

Effective 12:01 A.M., Sunday, July 11, 1937:

(a) Passenger trains withdrawn, as follows:

Nos. 7701—7704—7812—7873.

No. 7298 between Southwest Junction and Youngwood.

No. 7104 between Southwest Junction and Rainey Branch Junction.

No. 7107 between Uniontown and Southwest Junction.

No. 7601 between Rainey Branch Junction and Southwest Junction.

No. 7602 between Southwest Junction and Rainey Branch Junction.

Blank schedule columns attached to sticker copies of this general order must be pasted over schedule of No. 7704, page 10; No. 7812, page 11; No. 7701, page 12; No. 7873, page 13; No. 7602, 7104 and 7601, page 16; Nos. 7298 and 7107, page 17, and the small blank sticker over note on page 17, reading "No. 7108 is superior by direction to No. 7107."

(b) Duquesne—Monongahela.

Ticket Office closed on Sunday.

Clairton.

Ticket Office on Sunday will open for Train No. 7875.

Uniontown.

Ticket Office, daily except Sunday, will open for 7101 and close after 7101. On Sunday, will open for 7605 and close after 7605.

Dunbar.

Ticket Office, daily except Sunday, will open for 7101 and close after 7101.

Connellsville.

Ticket Office, daily except Sunday, will close after 7108. On Sunday, will open for 7604.

Scottdale.

Ticket Office on Sunday will open for 7604.

Youngwood.

Ticket Office, daily except Sunday, will close after 7101.

Page 19, Time Table No. 24, modified.

(c) Monongahela.

Individual side track, 7 car capacity, in service for the Valley Iron and Metal Company, connected with No. 1 main track, 1394 feet north of Mile Post 31. Clearance point indicated by yellow paint on side of rails.

(d) West Brownsville.

Individual side track, 2 car capacity, in service for the Socony-Vacuum Oil Company, connected with the main track, 626 feet south of Mile Post 54. Hand operated derail in service at clearance point.

(e) Brownsville Junction.

Special Instruction D-1631, Time Table No. 24, reading "Train No. 7702 will route via the south leg of Brownsville Jct. wye," is annulled.

(f) Grindstone Branch.

Trains must run with caution, looking out for mine sinks on main and side tracks between south end and ¼ mile north of north end of Royal Storage Track.

Paragraph (c) General Order No. 2401, dated April 14, 1937, printed in Time Table No. 24, cancelled.

(g) Connellsville.

Class M1, N1, N2 and L1 engines must not be used on West Penn Power Company's side track, and other classes of engines are prohibited beyond limit board. Special Instructions D-2901, Time Table No. 24, amplified.

J. S. GILLUM,
Superintendent.

**THE PENNSYLVANIA RAILROAD
CENTRAL REGION
MONONGAHELA DIVISION**

Pittsburgh, Pa., July 26, 1937

**GENERAL ORDER NO. 2403, ZONE A
GENERAL ORDER NO. 2403, ZONE B**

Effective 10:01 A.M., Saturday, July 31, 1937:

(a) Kenny

Dwarf Signal on No. 2 track, governing northward movements, moved south 550 feet.

Dwarf Signal on No. 1 track, governing southward movements, moved north 480 feet.

(b) CR, North of

Signal Bridge 128-129 raised to give standard overhead clearance. Special Instruction D1628, Time Table No. 24, modified.

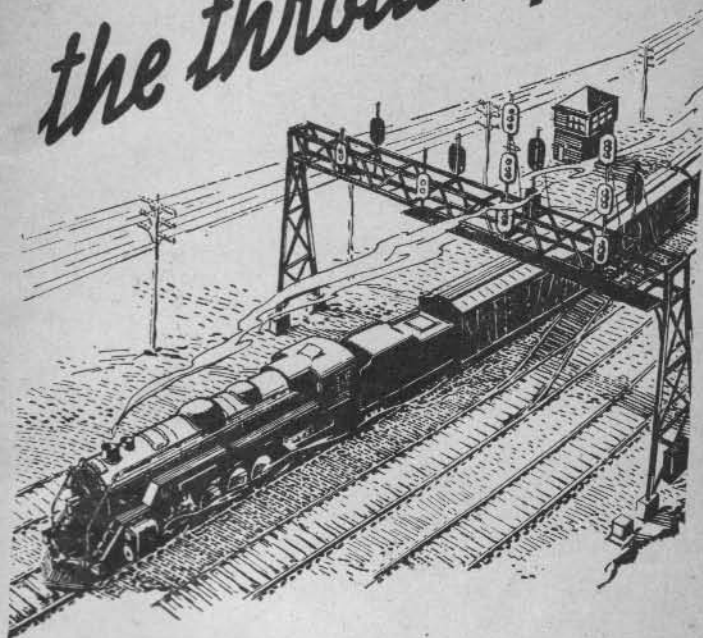
(c) Stockdale

During continuance of Time Table No. 24, No. 7805 will make flag stop to receive and discharge U.S. Parcel Post Mail.

Page 24, Time Table No. 24, amplified.

J. S. GILLUM,
Superintendent.

Keep the throttle open!



Railroads met Depression's challenge with ACTION » » with freight trains on faster, more convenient schedules; with new and improved passenger train equipment; with millions of dollars spent for new facilities including air-conditioning; with reductions in fares.

From these betterments in service and economies in operation everyone benefits—the railroads, railroad employees, travelers and shippers, other industry—the public at large. For prosperous railroads mean a prosperous nation.

The railroads serve the nation's vital transportation needs more efficiently today than ever before. *Let's keep the throttle open!*

ASSOCIATION OF AMERICAN RAILROADS

