

THE PENNSYLVANIA RAILROAD

CENTRAL REGION

NORTHERN

RENOVO DIVISION

Time-Table No. 10

In effect 12.01 A.M., Sunday, April 30, 1950

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

W. W. PATCHELL,
General Manager.

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

W. O. TEUFEL,
General Superintendent.

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

E. P. ADAMS,
Superintendent.

WHAT IS A PATRON?



A Patron is the most important person in this institution—in person, on the telephone, or by mail.

A Patron is not dependent on us—we are dependent on him.

A Patron is not an interruption of our work—he is the purpose of it. We are not doing him a favor by serving him—he is doing us a favor by giving us the opportunity to do so.

A patron is not an outsider to our business—he is part of it.

A Patron is not cold statistics—he is a flesh-and-blood human being with feelings and emotions like our own.

A Patron is a person who brings us his business. It is our job to handle him, or her, profitably both to him, to her, and to ourselves.



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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from State St., Erie	Sidings Assigned direction Car Capacity 50 ft. Cars		
						East	West	Both
				RENOVO	195.2			
		X		DRURY (Susq. Div.)	194.9			
				DIVISION POST (Susq. Div.)	194.2			
				WESTPORT	189.3			
X	X	X		CT	183.2			108
				KEATING	182.8			
				GROVE	173.2			
				SINNEMAHOING	170.9			
X	X	X		DE	168.2	99	133	
				DRIFTWOOD	167.9			
X				HY	163.5			
X		X		SG	159.0			
				STERLING RUN	158.5			
				CAMERON	154.3			
X	X	X		JN	150.0	89	93	
				EMPORIUM	149.9			
			X	HA	143.3			170
				RATHBUN	136.6			
				ST. MARYS	128.8			216
			X	CA	124.4			103
				DAGUSCAHONDA	123.0			
			X	RIDGWAY	117.9			110
			X	UK	110.6			118
				JOHNSONBURG	110.2			
				WILCOX	103.7			
		X		OWL	103.2			
				DAHOGA	101.2			
				SERGEANT	98.9			
		X		KANE	94.7			175
				LUDLOW	85.4			83
		X		RK	81.8			125
				SHEFFIELD	78.9			62
				SAYBROOK	77.1			
				TIONA	75.3			
				CLARENDON	72.5			
			X	CD	71.7			191
X	X	X		DW	66.5			128
				WARREN	65.8			
X	X	X		STARBRICK	63.4			
				VA	60.0			95
				IRVINETON	59.9			
				YOUNGVILLE	57.8			
				PITTSFIELD	54.1			
				GARLAND	50.0			
		B		GD	49.8			112
			X	SO	44.5			112
				SPRING CREEK	44.0			
X	X	X		MS	37.1			42
				CORRY	37.0			
X	X	X		EY	36.5			
			X	VO	34.4			118
				ELGIN	31.5			
		X		UNION CITY	26.1			148
		B		WATERFORD	18.4			112
				JACKSON	13.5			112
		X		HG	9.5			
		X		MO	2.9			
				ERIE				

NOTE—X indicates in service continuously.

B indicates in service part time.

The distance from Erie (Union Station) to MO is 2.2 miles.

RENOVO TO ERIE

STATIONS	FIRST CLASS			
	581		575	
	DAILY		DAILY	
	A. M.		A. M.	
RENOVO.....(Susq. Div.)	\$ 2.08		\$ 2.36	
DRURY.....	2.04		2.37	
WESTPORT.....				
CT.....	2.19		2.52	
KEATING.....				
SINNEMAHOING.....				
DF.....	2.37		3.10	
DRIFTWOOD.....				
HY.....	2.44		3.17	
SG.....	2.50		3.23	
STERLING RUN.....				
JN.....	3.02		3.35	
EMPORIUM.....	\$ 3.04		\$ 3.36	
HA.....	3.17			
RATHBUN.....	3.26			
ST. MARYS.....	\$ 3.46			
CA.....	3.53			
DAGUSCAHONDA.....				
RIDGWAY.....	\$ 4.16			
UK.....	4.26			
JOHNSONBURG.....	\$ 4.36			
WILCOX.....	P 4.48			
OWL.....	4.49			
DAHOGA.....				
SERGEANT.....				
KANE.....	\$ 5.15			
LUDLOW.....	F 5.30			
SK.....	5.36			
SHEPPFIELD.....	\$ 5.43			
CLARENDON.....				
CD.....	5.53			
DW.....	6.01			
WARREN.....	\$ 6.14			
VA.....	6.25			
IRVINETON.....				
YOUNGSVILLE.....	F 6.30			
PITTSFIELD.....				
GARLAND.....	6.40			
GD.....	6.41			
SO.....	6.50			
SPRING CREEK.....				
MS.....	7.01			
CORRY.....	\$ 7.02			
EY.....	7.17			
VO.....	7.19			
ELGIN.....	7.23			
UNION CITY.....	\$ 7.35			
WATERFORD.....	F 7.50			
JACKSON.....	7.59			
HG.....	8.03			
MO.....	8.18			
ERIE.....	\$ 8.30			
Arrive	A. M.		A. M.	
	581		575	

WESTWARD

FIRST CLASS

	571.	971	973		
	DAILY	DAILY	SUNDAY		
	P. M.	P. M.	ONLY		
	\$ 2.40				
	2.41				
F	2.49				
	2.56				
L	2.57				
F	3.10				
	3.14				
F	3.15				
	3.21				
	3.27				
	3.39				
\$	3.40	\$ 4.05	\$ 4.15		
		4.15	4.25		
		4.24	4.34		
		\$ 4.47	\$ 4.52		
		4.54	4.59		
	F	4.58			
	\$	5.19	\$ 5.17		
		5.30	5.27		
	\$	5.34	\$ 5.30		
		5.45	5.41		
		5.46	5.42		
	\$	6.14	\$ 6.03		
	F	6.30	F 6.19		
		6.36	6.28		
	\$	6.42	\$ 6.33		
	F	6.52	F 6.43		
		6.54	6.45		
		7.04	6.53		
	\$	7.27	\$ 7.00		
		7.38	7.13		
	F	7.43	F 7.18		
	F	7.49	F 7.24		
	F	7.56			
		7.58	7.31		
		8.13	7.43		
			7.45		
		8.26	7.55		
	\$	8.27	\$ 7.56		
		8.43	8.00		
		8.45	8.02		
		8.50	8.06		
	\$	9.07	\$ 8.18		
		9.22	F 8.32		
		9.30	8.46		
		9.35	8.51		
		9.50	9.05		
	\$	9.55	\$ 9.10		
	P. M.	P. M.	P. M.		
	571	971	973		

STATIONS	FIRST CLASS	
	581	575
	DAILY	DAILY
	A. M.	A. M.
RENOVO... (Susq. Div.)	\$ 2.03	\$ 2.36
DRURY	2.04	2.37
WESTPORT		
CT	2.19	2.52
KEATING		
SINNEMAHOING		
DF	2.37	3.10
DRIFTWOOD		
HY	2.44	3.17
SG	2.50	3.23
STERLING RUN		
JN	3.02	3.35
EMPORIUM	\$ 3.04	\$ 3.36
HA	3.17	
RATHBUN	3.26	
ST. MARYS	\$ 3.46	
CA	3.53	
DAGUSCAHONDA		
RIDGWAY	\$ 4.16	
UK	4.26	
JOHNSONBURG	\$ 4.36	
WILCOX	P 4.48	
OWL	4.49	
DAHOGA		
SERGEANT		
KANE	\$ 5.15	
LUDLOW	F 5.30	
RK	5.36	
SHEFFIELD	\$ 5.43	
CLARENDON		
CD	5.53	
DW	6.01	
WARREN	\$ 6.14	
VA	6.25	
IRVINGTON		
YOUNGSVILLE	F 6.30	
PITTSFIELD		
GARLAND	6.40	
GD	6.41	
SO	6.50	
SPRING CREEK		
MS	7.01	
CORRY	\$ 7.02	
EY	7.17	
VO	7.19	
ELGIN	7.23	
UNION CITY	\$ 7.35	
WATERFORD	F 7.50	
JACKSON	7.59	
HG	8.03	
MO	8.18	
ERIE	\$ 8.30	
Arrive	A. M.	A. M.
	581	575

FIRST CLASS					
	571.	971	973		
	DAILY	DAILY	SUNDAY		
	P. M.	EX. SUN.	ONLY		
\$	2.40				
	2.41				
F	2.49				
	2.56				
L	2.57				
F	3.10				
	3.14				
F	3.15				
	3.21				
	3.27				
	3.39				
\$	3.40	\$ 4.05	\$ 4.15		
		4.15	4.25		
		4.24	4.34		
		\$ 4.47	\$ 4.52		
		4.54	4.59		
	F 4.58				
	\$ 5.19	\$ 5.17			
	5.30	5.27			
	\$ 5.34	\$ 5.30			
	\$ 5.45	\$ 5.41			
	5.46	5.42			
	\$ 6.14	\$ 6.03			
	F 6.30	F 6.19			
	6.36	6.28			
	\$ 6.42	\$ 6.38			
	F 6.52	F 6.43			
	6.54	6.45			
	7.04	6.53			
	\$ 7.27	\$ 7.00			
	7.38	7.13			
	F 7.43	F 7.18			
	F 7.49	F 7.24			
	F 7.56				
	7.58	7.31			
	8.13	7.43			
		7.45			
	8.26	7.55			
	\$ 8.27	\$ 7.56			
	8.43	8.00			
	8.45	8.02			
	8.50	8.06			
	\$ 9.07	\$ 8.18			
	9.22	F 8.32			
	9.30	8.46			
	9.35	8.51			
	9.50	9.05			
	\$ 9.55	\$ 9.10			
	P. M.	P. M.	P. M.		
	571	971	973		

STATIONS	FIRST CLASS			
	574	970	570	
	A. M.	A. M.	P. M.	
RENOVO (Susq. Div.)	\$ 12.08		\$ 12.20	
DRURY	12.07		12.19	
WESTPORT			F 12.09	
CT	11.46		12.02	
KEATING				
SINNEMAHONING				
DF	11.28		11.43	
DRIFTWOOD			F 11.42	
HY	11.21		11.35	
SG	11.15		11.29	
STERLING RUN			F 11.28	
JN	11.04		11.18	
EMPORIUM	F 11.03	\$ 10.30	\$ 11.17	
HA		10.16		
RATHBUN		10.06		
ST. MARYS		\$ 9.54		
CA		9.42		
DAGUSCAHONDA		F 9.39		
RIDGWAY		\$ 9.30		
UK		9.12		
JOHNSONBURG		\$ 9.11		
WILCOX		\$ 8.56		
OWL		8.53		
DAHOGA		F 8.48		
SERGEANT		\$ 8.43		
KANE		\$ 8.35		
LUDLOW		F 8.18		
RK		8.05		
SHEFFIELD		\$ 8.01		
CLARENDON		\$ 7.42		
CD		7.40		
DW		7.32		
WARREN		\$ 7.30		
VA		7.01		
IRVINETON		F 7.00		
YOUNGSVILLE		\$ 6.55		
PITTSFIELD		F 6.49		
GARLAND		F 6.42		
GD		6.39		
SO		6.32		
SPRING CREEK		F 6.31		
MS		6.21		
OORRY		6.20		
EY		\$ 6.05		
VO		6.04		
ELGIN		6.00		
UNION CITY		F 5.57		
WATERFORD		\$ 5.50		
JACKSON		F 5.35		
HG		5.27		
MO		5.20		
ERIE		5.05		
	\$ 5.00			
Leave	P. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	574	970	570	

FIRST CLASS			
580	980		
A. M.	P. M.		
\$ 12.35			
12.34			
12.16			
11.57			
11.48			
11.42			
11.29			
\$ 11.28			
11.14			
11.03			
\$ 10.50			
10.37			
\$ 10.26			
10.06			
\$ 10.05			
0 9.52			
9.51			
\$ 9.36			
9.17			
9.10			
\$ 9.05			
8.49			
8.41			
\$ 8.39			
8.11			
F 8.06			
7.57			
7.56			
7.46			
7.45			
7.35			
7.34			
\$ 7.25	\$ 7.02		
7.24	6.56		
7.19			
\$ 7.07			
6.53			
6.47			
6.42			
6.31			
\$ 6.25			
P. M.	P. M.		
DAILY	DAILY		
580	980		

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Emporium	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
St. Marys*	8.00 AM to 11.00 PM	8.00 AM to 2.00 PM	8.00 AM to 2.00 PM
Ridgway	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	Closed
Johnsonburg*	5.30 AM to 10.00 PM	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
Wilcox*	9.30 AM to 2.30 PM	Closed	Closed
Kane	Continuously	Continuously	Continuously
Ludlow*	8.00 AM to 12.01 PM	Closed	Closed
Sheffield*	8.00 AM to 5.00 PM	Closed	Closed
Clarendon*	8.00 AM to 5.00 PM	Closed	Closed
Warren	6.30 AM to 8.30 PM	6.30 AM to 8.30 PM	6.30 AM to 8.30 PM
Youngsville*	7.30 AM to 4.30 PM	Closed	Closed
Corry	6.30 AM to 11.00 PM	6.30 AM to 11.00 PM	6.30 AM to 11.00 PM
Union City	Continuously	Continuously	Continuously
Erie	Continuously	Continuously	Continuously

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

U. S. MAIL WORK

STATIONS	Westward				Eastward			
	581	571	971		970	570	580	
Driftwood		1 D				1 CD		
Wilcox	1 D							
Sergeant	1 D				1 CDJ			
Ludlow	1 D		1 CDJ		1 CDJ			
Saybrook					1 CDJ			
Tiona			2 CD		1 CDJ			
Clarendon	2 D		2 CDJ				2 C	
Irvineton	1 CD							
Youngsville	1 CD						2 C	
Pittsfield	1 D		1 CDJ		1 CDJ			
Garland	1 D		1 CDJ		1 CDJ			
Spring Creek	1 CD				1 CDJ		2 CD	
Elgin	1 CD				1 CDJ		1 CD	
Waterford					1 CDJ		2 C	

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

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

1—Daily except Sunday.

2—Daily except Sundays and holidays.

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

At Non-Agency Stations and at points where Mail Cranes are located, a mile or more distant from station, Train 971 will stop on Signal by the Post Master, or notice to the Conductor by the Railway Mail Clerk or Baggage Master that they have parcels marked "Fragile" to deliver or dispatch.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

Stations	R-63 (3)	BEC-3 (1)	BEC-1 (1)	BF-3 (1)	W-5 (1)	BNY-15 (1)	EP-2 (4)	BF-5 (1)	EK-1 (2)				
Leave	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.				
RENOVO	4.30			12.45	5.30	8.00		11.00					
DRIFTWOOD	6.00			1.45	6.30	9.00		11.55					
FALLS CREEK	10.00												
RED BANK	4.00												
EMPORIUM													
RIDGWAY													
KANE													
WARREN													
CORRY			10.30										
ERIE			12.45										
ERIE		2.45	4.45										
DOCK JCT.		4.00	6.00										
Arrive	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.				

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday

(4) Daily except Saturday

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

Stations	R-64 (2)	BNY-16 (1)	BF-4 (1)	BEC-4 (1)	BNY-14 (1)	BEC-2 (1)	W-2 (1)	EP-1 (3)	EK-2 (3)				
Arrive	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.				
RENOVO	11.59	10.00	12.30		6.15		7.00						
DRIFTWOOD	10.30	9.00	11.30		5.15		6.05						
FALLS CREEK	7.30												
RED BANK	2.00												
EMPORIUM		8.10	10.40		4.30		5.30						
RIDGWAY							3.40						
KANE							1.45						
WARREN							12.01						
CORRY							10.15						
ERIE						5.50	8.30						
ERIE						3.50							
DOCK JCT.				7.00		1.50		1.30					
Leave	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.				

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Saturday.

SPECIAL INSTRUCTIONS GENERAL RULES

100R-2A. Medical Examiners and Company Surgeons.

Location	Name and Address	Telephone number
Erie	L. A. Lasher, Office and Res., 132 West 26th St.	2-3998
	Benjamin Goldman, Office and Res., 208 W. 9th St.	2-4087
	J. E. Donovan, (Oculist) 265 West 10th St.	2-3886
	‡A. O. Hoffman, Office, P.R.R. Shops.	2-5631
Corry	N. T. Gillette, Res., 8 Park Place East Office, 8 Park Place East	3-4525 3-4520
Youngsville	W. H. Shortt, Youngsville Sav. Bank Bldg. Res., 306 W. Main St.	2-2222 2-3222
Warren	F. G. Haines, 106 Penna. Ave., West	11
	L. E. Chapman, 1911 Penna. Ave., East	1113
Kane	W. Blair Mosser, Office, 133 Biddle St. Res., 305 Pine Ave.	82 73
Ridgway	L. L. Hobbs, Off., Elk Co. Gen'l Hosp. Res., 525 Hyde Avenue	21575 34145
Emporium	W. H. Bush, 321 E. Allegany Ave.	713
Renovo	F. P. Dwyer, 165 Sixth St.	141
	R. A. Werts, 1002 Huron Ave.	108
	‡ Wm. Ford, Office, Renovo Passenger Station	110 Ext. 56
New Bethlehem	C. V. Hepler, Office, Broad St., Hepler Drug Store Res., Penn St.	Leatherw'd 65 Leatherw'd 17
Brookville	Walter Dick, Office, 79 Pickering St. Res., Church and Walnut Sts.	17 190
Reynoldsville	H. B. King, 547 Main St.	224
Du Bois	C. W. Beals (Oculist) 28 West Scribner St.	1018

‡Ass't Medical Examiner

Medical Examiners' Offices open:

At Erie, 8.00 A. M. to 12.01 P. M. } Tuesday
1.00 P. M. to 5.00 P. M. }

8.00 A. M. to 12.01 P. M. } Thursday
1.00 P. M. to 3.30 P. M. }

At Warren, 10.00 A. M. to 12.30 P. M. second Wednesday of each month.

At Ridgway, 9.00 A. M. to 1.00 P. M. Thursday following fourth Wednesday of each month.

At Renovo, 9.00 A. M. to 12.01 P. M. Tuesdays and Fridays.

At Reynoldsville, 9.00 A. M. to 12.01 P. M. Thursday following second Wednesday of each month.

100R-3A. Locations of Hospitals.

Location	Name and Address	Telephone number
Erie	St. Vincent's 24th and Sassafras St.	2-6811
	Hamot 2nd and State Sts.	2-6991
Corry	Corry 407 N. Center St.	3-5201
Youngsville	Rouse Youngsville, Pa.	5-2752
Warren	Warren General Crescent Park	3390
Kane	Community Kane, Pa.	880
	Kane Summit Thompson Park	700
Ridgway	Elk County General Cor. Euclid and Hospital Sts.	33185
St. Marys	Andrew Kaul Memorial Maurus Street	831
Renovo	Renovo 9th and Huron Avenue	91
Brookville	Brookville South Main Street	425
Du Bois	Maple Avenue Maple Avenue	700
	Du Bois South Main Street	788

100R-4A. First-Aid Boxes and Stretchers.

First-Aid Boxes, location of:

In baggage and combined cars, at each passenger and freight station, at yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, wreck trains, shops, engine houses, camp cars, cabin cars and on each track car.

Stretchers:

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

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

OPERATING RULES

STANDARD TIME

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

TIME-TABLES

Letters and Characters.

1004-A. The following letters and characters in schedules indicate:

- S—Regular stop.
- F—Stop on signal to receive or discharge passengers.
- A—Stop on signal to receive passengers.
- B—Stop on signal to discharge passengers.
- C—Regular stop to receive passengers.
- D—Regular stop to discharge passengers.
- E—Regular stop for express, mail or newspapers.
- G—Regular stop, Saturday only.
- H—Regular stop, Saturday only, to receive passengers.
- J—Regular stop, Saturday only, to discharge passengers.
- K—Regular stop, Sunday only.
- L—Stop on signal, Sunday only, to receive or discharge passengers.
- M—Regular stop daily except Saturday and Sunday.
- N—Regular stop daily except Sunday.
- No baggage service.
- ⊙—No baggage service Sunday.
- ⊗—Passenger train—rail motor car.
- *—Passenger train—with passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ‡—Will not run on specified dates or Holidays shown on schedule pages.

1004-B1.

- Stop on signal to discharge passengers from Corry and beyond and to receive passengers for Renovo and beyond.
- ⊖—Stop on signal to discharge passengers from Renovo and beyond and to receive passengers for Corry and beyond.

ENGINE WHISTLE SIGNALS

1014(db) and (eb)-A1. Rule 14(db) and 15(eb) will apply:

Main Line

Track	Between	And
No. 12	MO	HG
No. 21	Kane	Owl

1014(I)-A1. Referring to Rule 14(I):

Enginemen will sound engine whistle signal, Rule 14(I) approaching tunnels and prolong or repeat it until entrance to tunnel is reached.

1014(I)-A2. Enginemen of Diesel engines will sound engine whistle signal, Rule 14(I) approaching track gangs and other points where men may be at work on or about the track.

1014(r)-A1. Rule 14(r) will apply:

When stops are to be made by freight trains for coal or water:

Direction	Sound engine whistle signal passing	Indication Stop will be made at
Eastward	Waterford	Union City
"	DW	RK
"	JN	HY
"	DF	Grove
Westward	CT	Grove
"	DF	HY
"	JN	HA
"	EY	VO

Operator will notify train dispatcher promptly.

TRAIN SIGNALS

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

1019-B1. Trains and engines using Secondary tracks between Elm St. (MO) and Dock Jct. will display markers in accordance with Rule 19. When not equipped to so display markers, a red flag by day and a white light by night will be displayed on rear of train.

When cars are left standing on any of these tracks at night a red light must be displayed on both front and rear.

USE OF SIGNALS

1035-A. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

Fusees and Torpedoes.

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

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

	Fusees	Torpedoes
Passenger Service	12	12
Freight Service	24	24
Engines in Road Service	3	4
Engines in Shifting Service	3	4
Engines in Helping Service	6	12
Track Cars	6	6

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

1035-D1. Placing fusees between short rail head signal bonds and fish plates is prohibited account of damage which has resulted to rail head bonds from this practice.

Fouling Point Signs.

1037-B. Sign displaying letters FP indicates the fouling point of main track of the track on which it is located.

1037-C1. Facing hand operated switches connected with manual block system signal.

Block Station	Location of Switch	Track
St. Marys	2346 feet West of Westward Block Signal	Single
	4653 feet West of Westward Block Signal	Single
	4049 feet East of Eastward Block Signal	Single
	5103 feet East of Eastward Block Signal	Single
JN	810 feet West of Westward Block Signal	Single
	4395 feet West of Westward Block Signal	Single

A train order must be used for a train or engine to pass a Manual Block Signal which cannot be cleared where facing point hand operated switches are connected with the signal.

Slide Protection Fence.

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

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

1043-A1. Slide protection fences in service:

East of DRIFT- WOOD, between Mile Post 169 and Mile Post 170	Westward—SP Signal No. 1695 located 3250 feet east of east end of slide fence.
East of SINNE- MAHONING, be- tween Mile Post 172 and Mile Post 173	Westward—SP Indicator Signal located 3300 feet east of east end of slide fence. Eastward—SP Indicator Signal located 4500 feet west of west end of slide fence.
East of GROVE between Mile Post 174 and Mile Post 175	Eastward—SP Signal No. 1732 located 6405 feet west of west end of slide fence.
West of KEAT- ING, between Mile Post 180 and Mile Post 181	Eastward—SP Signal No. 1804 located 7270 feet west of west end of slide fence.

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

SUPERIORITY OF TRAINS

1072-A1. Eastward and southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS

Bulletin Boards, Employees' Registers, Standard Clocks.

1075b-A1. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employee Register	Standard Clock	Location	Other Divisions
X	X		Erie—"A" Telegraph Office, Union Station	Susquehanna
X	X	X	Erie—Crew Dispatcher's Office	Lake Eastern Buffalo Susquehanna NKP R.R. NYC R.R. Erie Div.
X	X		Erie—Elm St. Yard Office	
X	X		Erie—OD Yard Office	
X	X		Erie—Lake Yard Office	
X	X		Erie—Dock Junction Yard Office	
X	X	X	Corry—EY Block Station	Buffalo
X	X		Warren—Yard Office	Buffalo
X	X	X	Kane—Passenger Station	
X	X	X	Ridgway—Passenger Station	Buffalo Toby Branch Erie R.R.
X	X		Emporium—Engine House Office	Susquehanna Buffalo
X	X		Reynoldsville—Ass't Train Master's Office	Conemaugh
X			N. Y. C. R. R.—Stoneboro	
X			N. Y. C. R. R.—Clearfield	
X			N. Y. C. R. R.—Newberry Jct.	
X			N. Y. C. R. R.—Avis	
X			B. & O. R. R.—DuBois	
X			L. E. F. & C.—Clarion	

NOTE—X indicates in service.

Standard Clocks.

1075b-A2. Standard clocks at other points:

Train Dispatchers' Office.
Open Block Stations.

General Order Zones.

1075b-A3. General Order Zones of this Division are as follows:

- Zone A—Erie yard.
- Zone B—East end Erie yard to Kane.
- Zone C—Kane to Division Post (Susq. Div.)
- Zone D—Low Grade Branch, Ridgway Branch and Sligo Branch.

Qualification of Conductor or Engineman.

1075b-A4. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

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

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

OBSERVATION OF TRAINS FOR DEFECTS

1076-A1. While a train is passing an open block or interlocking station, a member of the train crew must be stationed at or near the rear of the train to receive or deliver messages and acknowledge signals.

The front brakeman of a freight train, in order to observe signals from the rear of his train, will be in a conspicuous position outside the Brakeman's cabin located on the tender of locomotives so equipped, promptly after the rear end of his train has passed an open block or interlocking station, or a highway crossing where a crossing watchman is on duty, to receive from trainmen on the rear of the train any signal affecting the movement of the train and, in addition, will where practicable, observe the train as it moves around curves in order to receive signals from the rear end of the train to avoid necessity of applying air from the rear end.

Train service employes in or on cabin cars must take position on platform of cabin car while train is entering, passing through, or leaving yards and be prepared to acknowledge signal from any person in the vicinity, affecting the movement of their train.

1076-A2. Freight trains leaving coaling or water stations, sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train.

MOVEMENT OF TRACK CARS

1080-A1. Track cars will be governed as specified by Rule 80 on portions of the division as follows:

Entire Division.

Between MO and Union City, MS and VA, DW and Ridgway, and St. Marys and JN, Rule S-97 and rules for movement by train orders will not apply. Track cars will run between these points as track car extras on verbal permission of the signalman when authorized by the Superintendent and after holding orders (Form J) have been issued to hold opposing trains clear of the block.

1080a-A. Track cars will display night signals while passing through tunnels.

MOVEMENT OF TRAINS

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

1083-B. Rule D-83: Except on portions of the railroad where Rules 251 or 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

Yard Limits.

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

Track	Between	and
Main Line	Erie	1217 ft. east of Mile Post 4
	Union City 1493 ft. East of Mile Post 24	2000 ft. east of Mile Post 27
	Corry 4376 ft. east of Mile Post 35	5048 ft. east of Mile Post 37
	Irvineton 2943 ft. east of Mile Post 58	4455 ft. east of Mile Post 59
	Warren 2765 ft. east of Mile Post 66	1013 ft. east of Mile Post 68
	Sheffield Mile Post 78	4196 ft. east of Mile Post 79
	Kane 4247 ft. east of Mile Post 93	Mile Post 96
	Johnsonburg Mile Post 109	Mile Post 111
	Ridgway 2347 ft. east of Mile Post 116	4296 ft. east of Mile Post 118
	St. Marys 2530 ft. east of Mile Post 127	Mile Post 130
	Emporium 4879 ft. east of Mile Post 147	4466 ft. east of Mile Post 149
Low Grade Branch	Driftwood 100 ft. east of Mile Post 108	Driftwood Station
	DB 2017 ft. east of Mile Post 64	721 ft. east of Mile Post 67
	Falls Creek 1340 ft. east of Mile Post 61	1436 ft. east of Mile Post 63
	Reynoldsville 2574 ft. east of Mile Post 54	3843 ft. east of Mile Post 56
	Brookville 1853 ft. east of Mile Post 40	Mile Post 43
	SU 4889 ft. east of Mile Post 32	3018 ft. east of Mile Post 34
	NA 2640 ft. east of Mile Post 18	3376 ft. east of Mile Post 21
	AW 205 ft. east of Mile Post 5	2644 ft. east of Mile Post 6
	Mort	2025 ft. east of Mile Post 2
	Ridgway	3303 ft. south of Mile Post 1
Sligo Branch	AW	3174 ft. east of AW
	SI 891 ft. west of Mile Post 10	End of track Sligo Branch

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

Track	Between	And
No. 1 and No. 2	Mile Post 62	DW

Authority to proceed as an extra.

1097-A1. Where Rules 261, 262, 263 and 264 are in effect, signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman.

Non-interlocked Railroad Crossings At Grade.

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

Location	Signals, Etc., Governing Movements over Crossings		Requirements	Note
	Type	Indication or Position		
Erie, Tenth Street Track leading to UniFlow Co. plant: N.Y.C.R.R.	Target	Diagonal	Cross, Without Stopping	1
Erie, Tenth Street Track leading to Hammermill Paper Co. plant: N.Y.C. R.R.	Target	Diagonal	Cross, Without Stopping	2
Erie, City Track west of Chestnut Street: N.Y.C. R.R.	Target	Vertical	Cross, Without Stopping	1
Johnsonburg: Rolfe R.R.	Target	Diagonal	Stop, Before Crossing	3
Brockway: Erie R.R.	Indicator	More favorable than Stop	Stop, Before Crossing	4

NOTE 1. At night position is indicated by two red lights. Normal position of target is for N.Y.C. R.R. movement. Trainmen of P.R.R. trains using this crossing will operate crossing target, leaving same in normal position after using.

NOTE 2. At night position is indicated by two red lights. Normal position of target is for P.R.R. movement.

NOTE 3. Trains may use track leading to storehouse. The normal position of target is for Rolfe R.R. movement. Trainmen of P.R.R. trains using this crossing will operate crossing target, leaving same in normal position after using.

NOTE 4. Trains may cross when proper signal is displayed, as follows: Grade crossing signal as per Special Instruction 1280-A to 1294-A1 is controlled by knife switch in telephone shelter box, north end of Brockway station. Normal indication of signal is STOP when knife switch is in center position. Throw switch to right to clear signal for P.R.R. movement; to left for Erie R.R. movement. Before operating knife switch, employes must assure themselves that crossing is not occupied.

Automatic Highway Crossing Signals.

1103a-A1. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14(l) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

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

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

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

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is known that no trains or engines are approaching on other tracks and it is safe for vehicles or pedestrians to cross, the trainman will say "all right" and beckon to cross.

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

Fifth and Wayne Street;
East Sixth, Seventh, Eighth,
Ninth, Tenth, and Eleventh
Streets }Erie

Pennsylvania Ave. }Corry
Main Street }

State Highway Route No. 77Spring Creek

Railroad Street }Clarendon
Brown Ave. }

Main StreetSheffield

Broad StreetRidgway

Main StreetReynoldsville

State Highway Route No. 68Rimersburg

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

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

1103a-A2. Cut-in push buttons, located in box attached to the mast of flashing light crossing signals, are provided for the operation of automatic highway crossing signals when movements are to be made over crossing on other than Secondary tracks, at the following locations:

Erie—East Eighth, Ninth, Tenth, and Eleventh Streets.

Cut-in button must be pushed and held, by a member of the crew, until the movement has cleared the crossing.

1103a-A3. At the following locations, in addition to standard main track circuits operating flashing light crossing signals, short track circuits are provided on all tracks over crossings for the operation of flashing light signals when trains or cars block the crossing. These circuits extend eighty feet or less on each side of the crossing. Cars must not be left standing on these circuits. Cut-out buttons will not stop operation of flashing light signals when these circuits are occupied:

Main Street	{	 Corry
Penna. Ave.		
State Highway No. 77		 Spring Creek
Brown Ave.	{	 Clarendon
Railroad Street		
Township Road		 Ludlow

1103a-A4. To avoid unnecessary operation of the automatic highway crossing signals at Broad Street, Ridgway, when westward passenger trains are at station platform and engine is to be cut off for the purpose of taking water, engineman will make station stop so that first wheels of leading car will be east of insulated joint in track.

1103a-A5. Movements over East Avenue, Erie, must not be made until trainman has operated traffic light control lever located in box on pole at northeast corner of Tenth Street and East Avenue, all highway traffic has been stopped, and hand or lamp signal has been given by trainman to proceed. When movement over crossing is completed, control lever must be restored to normal position.

Protection For Public Highway Crossings At Grade.

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

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of	Note
Main Line	Fraley Street	Kane	10.00 P. M. and 6.00 A. M.	

1103a-C1. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Main Line

Track	Crossing	Location
Track leading to E.E.C. Ry.	East 12th Street	Erie
Wye	Ash Street	Erie
Haller Co. and Wayne Brewing Co.	Wallace Street	Erie
Continental Rubber Co.	West 12th Street	Erie
Youngsville Brick Company	U. S. Route No. 6	Youngsville
DeLuxe Metal Furniture Co.	U. S. Route No. 6	Warren
N. Y. and Pa. Co. Inc.	U. S. Route No. 219	Johnsonburg
Brussels St. Yard Tracks	U. S. Route No. 119	St. Marys

Low Grade Branch

Track	Crossing	Location
Wallwork Mine	U. S. Route No. 28	Hawthorn
Both legs of Wye	U. S. Route No. 219	DB

Ridgway Branch

Track	Crossing	Location
Main Track	Main Street	Ridgway
All Tracks	U. S. Route No. 219	Brockway
Brockway Glass Co.	U. S. Route No. 219	Brockway

1103b-C2. Referring to Supplemental Instruction to Operating, Signal and Interlocking Rules, 4103-C.

Eastward freight trains with pusher engines on rear of train that do not have to stop at Kane for water, work or to change crews, must pull train east of Kane and stop with head end at B & O RR overhead Bridge No. 95.60, and turn up retainers at this point.

Eastward and westward freight trains stopping east of JN must avoid blocking crossing to Pennsylvania Powder Company plant.

Storage Tracks Nos. 1 and 2 must not be blocked without permission of Signalman at JN. When these tracks are cleared of cars, the conductor in charge of the train clearing these tracks must promptly notify Signalman at JN to that effect. When placing cars on Storage tracks Nos. 1 or 2, Rule 103b applies.

Trains stopping at Ridgway to perform work, take on helper engines, etc., will be governed by the following:

Westward trains—stop with entire train east of Snow Plow crossing or helpers cut trains for Bark Street when crossing is being used.

Eastward trains—stop with entire train west of Bark Street crossing.

1104-A1. Normal Position of Switches and Crossovers at Specified Locations.

Switch Located at	Connecting	With	Normal Position is for Movements
Dock Jct.	No. 2 Secondary Track	N.Y.C. R.R. connection	To N.Y.C. R.R. connection
Erie, Seventh St.	No. 4 Secondary Track	No. 5 Secondary Track	Westward
XC	No. 3 Secondary Track	No. 6 Secondary Track	Westward
Brockway	Station and Interchange Track	Erie R.R.	Erie R.R.
Brockway	Yard Track	Erie R.R.	Erie R.R.

1104-B1. Switch tenders are stationed at and have charge of main track switches as indicated:

Location	Switches
Erie, Elm Street	Crossover west of Elm Street

1104-C1. Signalmen in charge of main track hand-operated switches when block station is open:

Location	Switches
MO	Crossover switches
HG	Switch at east end Track No. 12
MS	Switch 1
GD	Switch 2
RK	Switch 1
Kane	Switch at west end Track No. 21, east end Yard Track No. 4 and Switch 1
Owl	Switch at east end Track No. 21
St. Marys	Switch 4
HA	Switch 2
GH	Switches at Junction P.R.R. and N.Y.C. R.R. and Switch 1.

Hand-Operated Switches Equipped With Electric Locks.

1104-D1. The following switch is equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled By
EY	West end of Tail track	EY

NOTE—The switch lock on this switch must not be removed from keeper until after permission has been obtained from signalman. Instructions for operation of switch will be posted in telephone box adjacent to switch.

1104-E1. Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
Dock Jct.	For Eastward movement from N.Y.C. R.R. connection to No. 1 Secondary track	For Westward movement from No. 2 Secondary to N.Y.C. R.R. connection	
Erie, State St.	For Westward movement from No. 5 Secondary to No. 2 Secondary track	For Eastward movement from No. 1 Secondary to No. 5 Secondary track	
Erie, Seventh St.	For Eastward movement from No. 5 Secondary to No. 3 Secondary track	For Westward movement from No. 4 Secondary to No. 5 Secondary track	
VO Switch 1	Main track movements	Eastward movements from siding to main track	
St. Marys Switch 1	Main track movements	Eastward movement from siding to main track	

Rule 105b—Secondary Tracks and Sidings.

1105b-A1. Rule 105b will not apply and trains and engines will protect against following movements on secondary tracks and sidings as indicated:

Track	Between	And
No. 12	Yard Limit Board East of Mile Post 4	HG
No. 21	Yard Limit Board At Mile Post 96	Owl

1107-A1. Referring to Rule 107.

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

(b) Signalman DF will notify eastward trains from Low Grade Branch if westward First-Class trains due have not arrived.

(c) Signalman CT will notify eastward N. Y. C. R. R. trains if westward First-Class trains due have not arrived.

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

Track Assignments.

1151-A1. Single Track.

Track	Between	And
Main Line	Erie	VA
Main Line	DW	JN
Main Line	SG	HY
Low Grade Branch	Mort	DF
Ridgway Branch	Ridgway	Falls Creek
Sligo Branch	AW	SI

1151-B1. Two or More Tracks.

Current of traffic is as follows:

Main Line Between:	No. 2 Track	No. 1 Track
VA and DW	Westward	Eastward
JN and SG	Westward	Eastward
HY and Div. Post (Susq. Div.)	Westward	Eastward

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

1151-C1. Secondary Tracks of Assigned Direction.

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 1 Secondary	Spring Switch 54 feet east of N.Y.C. R.R. Con- nec- tion Dock Jct.	Spring Switch 325 feet west of State Street	East- ward	Signal- man MO	Signal- man MO	1
No. 2 Secondary	Spring Switch 325 feet west of State Street	Spring Switch 54 feet east of N.Y.C. R.R. Con- nec- tion Dock Jct.	West- ward	Signal- man MO	Signal- man MO	2
No. 3 Secondary	Spring Switch Seventh Street	Switch 609 feet east of West'd Home Signal XC	East- ward	Signal- man MO	Signal- man MO	
No. 4 Secondary	Switch 609 feet east of West'd Home Signal XC	Spring Switch Seventh Street	West- ward	Signal- man MO	Signal- man MO	

NOTE 1. Eastward movements made on signal indication at Dock Jct.

NOTE 2. Westward trains enroute to N.Y.C. R.R. must stop clear of crossover leading to N.Y.C. R.R. Connection at Dock Jct., unless home signal governing westward movements to N.Y.C. R.R., displays an indication more favorable than Stop.

1151-D1. Secondary Tracks of No Assigned Direction.

Track	Between	And	Controlled by	Note
No. 5 Second- ary (E)	Spring Switch 325 feet west of State St.	Spring Switch at Seventh St.	Signalman MO	
No. 6 Second- ary (E)	Switch 609 feet east of west'd home signal XC	Main track switches at Elm Street	Signalman MO	1
No. 12 (E)	MO	HG	Signalman MO	2
No. 21 (E)	Kane	Owl	Signalman Kane	3-4
RedBank (W)	Mort	Division Post (Cgh. Div.)	Signalman Brady	5

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

NOTE 1. Switches at Elm Street and at No. 6 Switch tender's Cabin in charge of Switch tenders.

NOTE 2. Written permission from the signalman at HG will be authority for westward movements to use Track No. 12 from HG to MO.

Written permission from the signalman at MO will be authority for eastward movements to use Track No. 12 from MO to HG.

Eastward movements on Track No. 12 must stop west of eastward Block Signal at HG unless a signal to proceed is given by the signalman.

NOTE 3. Written permission from the signalman at Owl will be authority for westward movements to use Track No. 21 from Owl to Kane.

Written permission from the signalman at Kane will be authority for eastward movements to use Track No. 21 from Kane to Owl.

NOTE 4. A passenger train or an eastward freight train of 20 or more cars will not be permitted to enter Track No. 21 when it is occupied. Other trains will not be permitted to enter this track when occupied by a passenger train.

NOTE 5. Westward movements when clear of the block at Mort, must be reported clear to signalman when making first stop between Mort and coaling station at Red Bank.

1151-E1. Employees in charge of sidings of assigned direction as follows:

Siding	Employee in Charge	Note
JN—Eastward	Signalman JN	
JN—Westward	Signalman JN	
DF—Eastward	Signalman DF	
DF—Westward	Signalman DF	

MOVEMENT OF TRAINS FREIGHT TRAIN OPERATION

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

1155-A1. The following instructions, supplementary to the Brake and Train Air Signal Instruction No. 99-C-1 in handling freight trains, will apply:

On all loaded freight trains the main reservoir pressure must be adjusted to 130 pounds and the brake pipe pressure to 95 pounds between all points except where power brake instructions apply.

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

HG to State Street, Erie.

Dock Jct., to State Street, Erie.

Kane to RK.

St. Marys coal chute to Rathbun water station.

McMinns Summit to Brockway.

On all mineral freight trains retaining valves must be turned up on 50 per cent of the number of cars in train. On other loaded freight trains the engineman will instruct the conductor as to how many retaining valves to turn up.

Trains having 25 per cent or more of the cars in train loaded with mineral freight or grain will be considered mineral freight trains.

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

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

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

In approaching the top of the grade the speed of trains will be reduced sufficiently to permit retaining valve handles to be turned up; also, when approaching the foot of the grade speed will be reduced sufficiently to permit retaining valve handles to be turned down with safety.

Retainers must not be turned down until engineman whistles off brakes upon reaching the foot of the grade.

If, in the judgment of conductor or engineman, the weather conditions or character of the lading in the cars is such as to prohibit the turning up of retaining valves with safety while the trains are in motion, and there is no convenient operating stop where this work can be done, trains must be stopped at the top of the grade so that retaining valves can be turned up and, in such instances, stop will also be made at the foot of the grade to permit turning retaining valves down.

Where trains are doubled on the hill, such as McMinns Summit, Rimersburg, or any other point and, after entire train has been coupled together, a test of the brakes on the cars which had been stored on siding, must be made as prescribed by Instructions 10-B of the 99-C-1 Brake and Train Air Signal Instructions.

Instructions in connection with and supplementary to the Brake and Train Air Signal Instructions No. 99-C-1, for controlling freight trains with power brakes on the following descending grade:

Kane to Wilcox

The brake pipe pressure must be 100 pounds before descending this grade with freight trains of loaded cars.

(a) An Air Brake test, in accordance with paragraph 10-B, of the Brake and Train Air Signal Instructions No. 99-C-1, on cars in trains descending Kane grade must be made at RK or Kane prior to descending this grade.

(b) Adjustment of brake pipe pressure shall be made passing Ludlow in order to obtain the required pressure before passing Kane. When the pusher engine next to the train is passing the west end of Kane siding, pusher engineman must observe the brake pipe pressure and if it is 85 pounds or more, sound whistle signal to release brakes. If brake pipe pressure on pusher engine next to the train is less than 85 pounds, the engineman will sound whistle signal to apply brakes and train must be stopped before fouling switches just west of Kane and must not proceed until the required brake pipe pressure has been obtained and a road test of the brakes has been made.

On single engine trains or with helping engine on head end, the flagman must observe the brake pipe pressure on cabin gauge and if it is 85 pounds or more, give signal to proceed; if less than 85 pounds, he will give signal to apply brakes and train must be stopped before fouling switches just west of Kane and must not proceed until required brake pipe pressure has been obtained and a road test of the brakes has been made. When signal to stop is given, the lead engineman will acknowledge with one sound of engine whistle and by two sounds of whistle when proceed signal is given.

Trains starting from Kane yard will be governed by the above instructions.

(c) The speed of freight trains passing Mile Post 96 must not exceed 8 miles per hour; enginemen, both front and rear, must so regulate speed to obtain this result. Helping engines, on rear of eastward freight trains, will assist to B. & O. R.R. overhead bridge No. 95.60 at which point they will be cut off.

(d) Mixed trains having 75 percent or more empty cars will be considered empty trains; when less than 75

percent empty cars, they will be considered as loaded trains.

(e) When the tons per effective brake do not exceed 75, sufficient retaining valves will be used in the low pressure position, commencing at the front of the train, to provide a retaining valve value equal to the gross tonnage of the train, except when cars loaded with mineral freight, grain or other heavy freight are on the front end; the retaining valves on these heavy loaded cars will be used in the high pressure position.

(f) When the tons per effective brake exceed 75, if the retaining valve value of the train exceeds the gross tonnage of the train by 1000 tons or more, all retaining valves must be placed in high pressure position, except on the last 10 cars in train, which retaining valves must be left in release position. If the difference between the gross tonnage and retaining valve value is less than 1000 tons, a number of retaining valves equal to the difference, divided by 100, must be placed in the release position on the rear of the train. For example: If the retaining valve value exceeds the gross tonnage of the train 900 tons, 9 retaining valves will be left in the release position, 800 tons, 8 retaining valves will be left in the release position until finally, if only 100 tons, 1 retaining valve will be left in release position.

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

The conductor and engineman will confer and agree on the number of retaining valves to be left in release position according to these instructions, and will make notation on back of their forms M. P. 261 showing the number of retaining valves left in release position.

(g) Retaining valves on this grade must not be released until called for by the engineman.

When the engineman desires retainers turned down he will sound two long blasts of the whistle. When this signal is given, trainmen will immediately start to turn down retainers beginning at the rear of the train.

(h) Where the use of pressure retaining valves is required, the conductor must be out on the train. The position of the flagman is out on the rear end of the train. The conductor will be responsible for properly instructing the trainmen and seeing that they are stationed on top of the cars in a position to give and receive signals promptly and know that the handles of retaining valves are turned to the proper position.

(i) Conductors and enginemen who have not handled trains on this grade for a period of 90 days or more will be required to qualify on the grade before they can be allowed to run over the territory. Conductors and enginemen will not accept any position requiring them to operate over this grade until the above requirements have been fulfilled and they have been qualified by Train Master, Road Foreman of Engines or their Assistants.

SLIGO BRANCH

Rimersburg to AW

Special Instructions 54 to 60, inclusive, in the No. 99-C-1 Brake and Train Air Signal Instructions, for controlling freight trains with power brakes on heavy descending grades and other instructions applicable to the operation of freight trains between Kane and Wilcox, will apply to freight trains descending the grade from Rimersburg to AW.

1155-B1. When Eastward freight trains that are to be yarded in Dock Jct. Yard are stopped at eastward home signal, Dock Jct., a trainman must proceed ahead and line switches for yard track so as not to stop train on interlocking.

1155-B2. Pusher engines on rear of eastward freight trains must be detached at HG, unless otherwise instructed. This will not apply to pusher engines on Erie-Jackson turns.

1155-B3. Eastward and westward freight trains stopping at Starbrick for coal, water or other causes, must avoid blocking of highway crossings east and west of coaling station.

Conductor or engineman of eastward freight trains must call signalman at DW on telephone and report when ready to leave.

Conductor or engineman of westward freight trains must call signalman at VA on telephone and report when ready to leave.

After reporting ready and train is delayed at Starbrick from unforeseen cause, signalman at DW or VA must be advised promptly.

1155-B4. When pusher engines are detached from rear of eastward freight trains at Switch 2 RK to take water or to make a change of pusher engines, cabin car must always be cut off with the pusher engines so that flagman may properly protect the rear of the train.

1155-B5. Helping engines, on rear of freight trains, assisting east of St. Marys will assist to Mile Post 130.

1155-B6. Engines may be used to push against N-5 cabins ONLY. Other type of cabins must be coupled behind pushers.

1155-B7. Persons operating snow flangers must exercise care to avoid damage to signal equipment in the vicinity of signal bridges and ground signal posts, also within the limits of interlocking, at hand switches and at all other points where there is any interference by switches, frogs, guard rails, dragging equipment detectors, road crossings, station platforms or other obstructions.

1155-B8. Freight trains with helping engine on rear of train, when stopped for coal or water, will detach the engine or engines on front end of train before taking coal or water.

1155-B9. Permission to occupy Erie R. R. tracks between Brockway and Hydes must be obtained from Erie R. R. Agent-Yard Master or in his absence from the Signalman at WI.

1155-B10. Permission to occupy Erie R. R. main track from Brockway station to crossover, 2950 feet north thereof, connecting with Ridgway Branch must be obtained from the signalman at WI. He may be contacted by telephone from Brockway.

1155-B11. Eastward trains that do not have permission to proceed east of State Street must stop west of crossover switches at Erie Water Works until permission has been obtained from Yard Master.

Street crossing east of Water Works must be kept open at all times by trains stopped west of State Street.

1155-B12. Conductors in charge of engines making movements on coal dock feed tracks will, before occupying feed tracks, call Coal Dock Office and secure permission to make movements. After permission is received and before movement is started, conductor will sound siren—one long blast—by operating push button in telephone box at east end of feed tracks.

Yard Master at Lake Yard will notify crews as to tracks on which coal is to be placed.

1155-B13. Permission to occupy Nos. 1, 2, 3, 4, 5 and 6 Secondary tracks may be secured from Signalman MO by Yard Masters, Asst. Yard Masters, Switch tenders or Clerks at Dock Junction, OD, No. 6 Switch tender's Cabin, and Elm Street, and relayed to the person in charge of train, engine or other movement.

Conductors, enginemen and others requesting permission to occupy and move over these tracks will be particular to state the point from which movements will start and terminate. The authority will state clearly the track to be used, between what points, and whether movement is to be made with or against the assigned direction of such track. Persons receiving permission to occupy these tracks must repeat instructions to the person transmitting them, and receive a confirmation as to correctness before movement is started.

If permission is received by the Conductor, he must personally give it to the Engineman.

All movements on Secondary tracks must be reported clear when completed.

FREIGHT AND PASSENGER TRAIN OPERATION

1156-A1. Helping engines on passenger trains must not be detached except at block stations; on freight trains at block stations or at points having telephone communication with block station.

When helping engines have been detached, conductor or enginemen will immediately notify signalman, giving engine numbers. This information must be entered on block record. Helping engines must not proceed until the information has been transmitted to signalman.

1156-A2. When engines are passing over trestles or open-floor bridges, hook or scraper must not be used or grates shaken.

1156-A3. When a train enters a siding for any cause conductor or engineman must promptly communicate with signalman and ask for instructions.

When a train is delayed at points remote from block stations, conductor or engineman must see that some member of the crew communicates with signalman at once and at frequent intervals.

1156-A4. When authorized by the signalman, and, at reduced speed, an engine may pass stop-block signal or enter a block occupied by a passenger train for the purpose of switching that train.

Helping engines, for passenger trains, must remain clear of the track which the passenger train will use, until the passenger train has come to a stop and the Yard Master or Conductor or Engineman of passenger train has made safe arrangement for taking on the helping engine.

SPEED RESTRICTIONS

1157-A. Speed Table.

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

1157-A1. Minimum Running Time for Passenger Trains Either Direction.

BETWEEN	Distance	Minutes
Main Line:		
Erie and MO	2.2	5
MO and Corry	34.1	45
Corry and DW	29.5	44
DW and Kane	28.2	43
Kane and Wilcox	9.0	14
Wilcox and Ridgway	14.2	21
Ridgway and St. Marys	10.4	18
St. Marys and Emporium	21.6	32
Emporium and Drury	44.8	58
Erie and Drury	194.0	Hrs. Min. 4 40

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

Minimum Running Times and Speeds On Descending Grades—Freight Trains.

1157-B1. The following minimum running times for freight trains between points on descending grades are established and the speeds prescribed for various grades must not be exceeded:

Trains having an average tonnage of less than 51 tons per effective brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Kane to Sergeant	2.0	4.2	15	17
Sergeant to Wilcox	1.0	4.4	24	11
TOTAL	—	8.6	—	28

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

Trains having an average tonnage over 51 tons per effective brake:

Points	Grade	Distance Miles	Miles Per Hour	Minutes
Kane to Sergeant	2.0	4.2	12	21
Sergeant to Wilcox	1.0	4.4	18	15
TOTAL	—	8.6	—	36

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

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum speeds, unless otherwise specified.

MAIN LINE	Single Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Between:	Miles per Hour					
Erie and MO	30	25				
MO and VA	50	45				
VA and DW			50	45	50	45
DW and RK	50	45				
RK and Kane	35	35				
Kane and Wilcox	40	40				
Wilcox and Ridgway	50	45				
Ridgway and St. Marys	40	40				
St. Marys and Mile Post 140	40	40				
Mile Post 140 and JN	50	45				
JN and SG			45	45	45	45
SG and HY	45	45				
HY and Mile Post 172			45	45	45	45
Mile Post 172 and Mile Post 174			50	45	50	45
Mile Post 174 and Mile Post 181			60	45	60	45
Mile Post 181 and Mile Post 186			45	45	45	45
Mile Post 186 and Div. Post (Susq. Div.)			50	45	50	45
Low Grade Branch						
Between: Mort and west end Bridge 109.79	30	30				
West end Bridge 109.79 and DF	20	20				
Ridgway Branch						
Between: Ridgway and Falls Creek	25	20				
Sligo Branch						
Between: AW and SI	15	15				

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

10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64	66	68	70	72	74	76	78	80	82	84	86	88	90	92	94	96	98	100
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NOTE: In case of delay, the number of minutes delayed is added to the minimum time.

1157-C2. Wreck Trains.

Main Line	Boom Trailing	Boom Forward
	Miles per Hour	
Between:		
Erie and MO	25	20
MO and Division Post (Susq. Div.)	30	20
Low Grade Branch		
Between:		
Mort and West end Bridge 109.79	30	20
West end Bridge 109.79 and DF	20	20
Ridgway Branch		
Between:		
Ridgway and Falls Creek	20	20
Sligo Branch		
Between:		
AW and SI	15	15
No. 12 Secondary Track		
Between:		
MO and HG	20	20
No. 21 Secondary Track		
Between:		
Kane and Owl	15	15
Red Bank Secondary Track		
Between:		
Mort and Division Post (Cgh. Div.)	15	15

1157-C3. Work Trains.

Main Line	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Between:			
Erie and MO	25	20	20
MO and Division Post (Susq. Div.)	30	20	20
Low Grade Branch			
Between:			
Mort and West end Bridge 109.79	30	20	20
West end Bridge 109.79 and DF	20	20	20
Ridgway Branch			
Between:			
Ridgway and Falls Creek	20	20	20
Sligo Branch			
Between:			
AW and SI	15	15	15
No. 12 Secondary Track			
Between:			
MO and HG	20	20	20
No. 21 Secondary Track			
Between:			
Kane and Owl	15	15	15
Red Bank Secondary Track			
Between:			
Mort and Division Post (Cgh. Div.)	15	15	15

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

Main Line	Miles per Hour
1157-C4. Circus Trains	* 45
1157-C5. Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Instruction 4155-A of Supplemental Instructions to Operating, Signal and Interlocking Rules. —on straight track	* 30
—on curves	20
1157-C7. Snow Plows in service	* 20
Snow Flangers in service	20
Passing station platforms and trains on adjacent tracks	5
* When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
1157-C8. Operating against current of traffic, except where Rule 261 is in effect— —Passenger Trains	50
—Freight Trains	40
1157-C10. Trains consisting of 50 per cent or more P.R.R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type..... NOTE—for purposes of identification, P.R.R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragm. Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars, conductors must know that enginemen have been so advised.	50
1157-C11. Passenger train assisted by an engine rear and air brake controlled by leading engine	20
1157-C12. Pushing cars—Passenger trains	20
—Freight trains	20
1157-C13. Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80	8
—through crossovers and turnouts, and over highway and railroad crossings	5
1157-C15. Freight trains on descending grades: Eastward freight trains; —Mile Post 130 to Mile Post 138	30
Westward freight trains; —Mile Post 130 to CA	30
—Mile Post 94 to RK	30
—CD to Mile Post 68	30
—HG to MO	25

1157-C25. Cars carrying major calibre gun barrels shall be placed in front end of train and the movement of such cars restricted to not exceeding the following speeds:

	Breech End Forward	Breech End Trailing
	Miles per Hour	
Main Line Between: Erie and MO	25	20
MO and Division Post (Susq. Div.)	30	20
Low Grade Branch Between: Mort and West End Bridge 109.79	30	20
West End Bridge 109.79 and DF	20	20
Ridgway Branch Between: Ridgway and Falls Creek	20	20
Sligo Branch Between: AW and SI	15	15
No. 12 Secondary Track Between: MO and HG	20	20
No. 21 Secondary Track Between: Kane and Owl	15	15
Red Bank Secondary Track Between: Mort and Division Post (Cgh. Div.)	15	15

When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions. When handling such cars, conductors must know that enginemen have been so advised.

TURNOUTS

1157-D1. Maximum speeds, unless otherwise specified.

Spring Switches

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Erie— Dock Jct. State Street Seventh Street	Trailing—Springing switch through turnout	12
	Facing	12
	Trailing—Not Springing switch	12
	Trailing—Springing switch through turnout	15
VO— Switch 1	Facing	50
	Trailing—Not Springing switch	50
	Trailing—Springing switch through turnout	50

St. Marys— Switch 1	Trailing—Springing switch through turnout	15
	Facing	40
	Trailing—Not Springing switch	40
Non-Interlocked turnouts—diverging movements, except Class I, J, M, N, Q and S engines over No. 8 crossovers or turnouts.		10
		Miles per Hour
		Forward Backward
Class I, J, M, N, Q and S engines through No. 8 crossovers or turnouts must not exceed speed indicated:		10 5
This will apply to all hand-operated crossovers and turnouts.		

CURVES, BRIDGES, ETC.

1157-F1. Maximum speeds, unless otherwise specified.

MAIN LINE	Miles per Hour
Erie, freight trains and light engines over highway crossings	6
Erie, curve west of Ash St.	15
First curve east of Mile Post 5	25
Union City, between home signals	20
Union City, freight trains and light engines over highway crossings	20
Corry, between EY and MS	20
Corry, between MS and Mile Post 38	35
All curves between ½ mile east of Mile Post 46 and ½ mile east of Mile Post 48	45
Curve at VA	30
Warren, freight trains and light engines over highway crossings	6
Warren, passenger trains over highway crossings	25
Bridge 65.90 at Warren	15
First and second curve east of Mile Post 69 ...	45
Curve at Mile Post 70	45
Between Switch No. 1 CD and Mile Post 73	25
Sheffield, over Main Street crossing	30
Kane, freight trains and light engines over highway crossings	6
Between switch at west end No. 21 track and Mile Post 96	25
First curve west of Mile Post 104	40
Johnsonburg, all trains over highway crossings ...	15
First curve east of Mile Post 113	45
Curve at Mile Post 114	45
First curve east of Mile Post 115	45
All curves between Mile Post 116 and 118	40
Ridgway, freight trains and light engines over highway crossings	6
Curve at Mile Post 119	35
St. Marys, freight trains and light engines over highway crossings	12
First curve west of Mile Post 129	25
Second curve east of Mile Post 144	45
Emporium, all trains between Mile Post 149 and JN	15
Curve west of Bridge 155.20	40
Sinnemahoning, first curve west of and first curve east of Bridge 171.08	40
Between CT and west end of curve west of Keating	35

Low Grade Branch:

Mort, Westward trains between Westward distant signal and home signal	20
Between Mile Post 4 to Mile Post 6	25
First curve east of Mile Post 8	20
Between Mile Post 12 and a point 3000 feet east of Mile Post 16	25
Curve at Mile Post 17	20
NA, between home signals	15
SU, between home signals	20
GH, between home signals	20
Falls Creek, B&O R.R. Crossing	20
3050 feet east of Mile Post 70 to 450 feet east of Mile Post 71	25
First curve east of Mile Post 87	25
First curve west of Bridge 108.66	25

Ridgway Branch:

Brockway, between distant signals and home signals	20
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Nos. 1, 2, 3, 4, 5 and 6
Secondary Tracks

Erie, freight trains and light engines over highway crossings	6
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No. 21 Secondary Track

Kane, freight trains and light engines over highway crossings	6
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ENGINES

1157-G1. Maximum speeds, unless otherwise restricted.

Class	Miles per Hour		
	Backward	Forward— Light	Forward— with train
Steam Engines			
B.....	20.....	20.....	20.....
C.....	20.....	20.....	20.....
E.....	25.....	50.....	60.....
G.....	25.....	50.....	60.....
H.....	30.....	40.....	45.....
I.....	25.....	40.....	45.....
J.....	25.....	40.....	50.....
K.....	25.....	50.....	60.....
L.....	25.....	40.....	45.....
M.....	25.....	50.....	60.....
N.....	20.....	40.....	45.....
Q.....	25.....	40.....	45.....
S-2.....	10.....	50.....	60.....
Rail Motor Cars.....	60.....	60.....	60.....

Class Diesel-Engines	Miles per Hour	
	Forward— Light	Forward— with train
Road		
AP-3	50	60
BP-1, Psgr. Service	50	60
BP-1, Frt. Service	40	45
FP-3	50	60
AF-4	40	45
BP-3	50	60
BF-4	40	45
EP-3	50	60
EF-4	40	45
FF-3	40	45
Yard		
A6	20	20
A6B	20	20
AS-6	40	40
AS-10	40	40
BS-6	40	40
BS-10	40	40
ES-6	40	40
ES-10	40	40
GS-4	30	30
FS-10	40	40
FS-20	40	50

NOTE—

Road Diesel Engines

The first letter indicates the builder; i. e. "A"—American Locomotive Company, "B"—Baldwin Locomotive Works, "E"—Electro-Motive Division, General Motors Corporation, "F"—Fairbanks, Morse & Company.

The second letter indicates the service to which normally assigned; i. e., "P"—Passenger, "F"—Freight.

The numeral indicates the number of units in the engine.

The "BP-1" is the Baldwin passenger engine—6000 horsepower, which is semi-permanently connected and is considered as one unit.

Yard Diesel Engines

The first letter indicates the same as for Road Diesel Engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting Service.

"6"—600 or 660 horsepower.

SECONDARY TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified.

Track	Between	And	Miles per Hour
No. 1 Secondary	Spring Switch 54 feet east of N.Y.C. R.R. connection Dock Jct.	Spring Switch 325 feet west of State Street	12
No. 2 Secondary	Spring Switch 325 feet west of State Street	Spring Switch 54 feet east of N.Y.C. R.R. connection Dock Jct.	12
No. 3 Secondary	Spring Switch Seventh Street	Switch 609 feet east of west'd home signal XC	12

No. 4 Secondary	Switch 609 feet east of west'd home signal XC	Spring Switch Seventh Street	12
No. 5 Secondary	Spring Switch 325 feet west of State Street	Spring Switch Seventh St.	12
No. 6 Secondary	Switch 609 feet east of west'd home sgnl. XC	Main track switches at Elm Street	12
No. 12	MO	HG	25
No. 21	Kane	Sergeant	15
	Sergeant	Owl	20
Red Bank	Mort	Division Post (Cgh. Div.)	15
All Sidings			15

1157-J1. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.

1157-J2. Trains and engines must run at reduced speed, during spring thaws and rainy weather, at the following locations:

Low Grade Branch

Cut east of Mile Post 2.

Cut east and west of
Mile Post 3.

Cuts between Mile Posts
8 and 9.

Cut at Mile Post 11.

Cut east and west of
Mile Post 12.

Cut east of Mile Post 14.

Cut east of Mile Post 15.

Cut east and west of
Mile Post 17.

Cut west of Mile Post 20.

Cut at west end MY
siding.

Cut east of Bridge 30.76.

Cut east of Mile Post
32.

Cut between Bridges
35.63 and 35.92.

Cut east of Bridge 37.96.

Cut between Bridges
42.36 and 42.63.

Cut west of west end
BE siding

Cut at east end BE sid-
ing.

Cut east of Mile Post 52.

Cut west of Bridge
54.51.

Cut east of Bridge 55.31.

Cuts between Mile Posts
70 and 71.

First cut west of Mile
Post 80.

Cut at second curve west
of Mile Post 81.

Cut between Bridges
85.24 and 85.64.

Cut east and west of Mile
Post 87.

Cut west of BA siding.

Between first curve east
of Mile Post 95 and west
end of curve west of
Mile Post 95.

Between first curve west
of Mile Post 97 and Mile
Post 98.

Cut west of Mile Post
99.

Cut at first curve east
of Mile Post 103.

Cut east of Bridge
103.64.

Cut at first curve west
of Mile Post 105.

Ridgway Branch

Between—Mile Post 1 and Mile Post 2.

Between—Mile Post 7 and Mile Post 8.

Between—Mile Post 14 and Mile Post 15.

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	B. AS. BS. ES. GS. FS-10	C. FS-20	E. H-6	G. AP-3. BP-3. EP-3. FP-3	H-8, 9, 10, AF-4, EF-3, EF-4, FF-3	I	J. Q-2	K. BP-1	L	M	N	S-2, Q-1	N. Y. C. R. R. Class H-7, H-10, H-10b	N. Y. C. R. R. Class L-1, L-2, L-3a, L-3b	
Larkin Co.....	X			X	X	X	X	X	X	X	X	X	X	X	
N. K. P. Interchange.....				X	X	X	X	X	X	X	X	X	X	X	
NYCRR Interchange.....				X	X	X	X	X	X	X	X	X	X	X	
M. W. Track.....				X	X	X	X	X	X	X	X	X	X	X	
Pocahontas Sdg.....				X	X	X	X	X	X	X	X	X	X	X	
Tracks between "OD" Ladder and No. 6 Secondary Track.....				X	X	X	X	X	X	X	X	X	X	X	
Yard tracks 1, 2, 3, 7, 8 and 9.....				X	X	X	X	X	X	X	X	X	X	X	
WARFEL YARD:															
Tracks 8 to 13, incl.....							X								
Track 14.....							X								
Erie Iron & Supply Co.....				X			X								
Elm Street Spur.....				X			X								
Gravel Pit and Industrial Tracks.....				X			X	X	X	X	X	X	X	X	
MILE POST 5, WEST OF:															
Kanty College.....				X			X	X	X	X	X	X	X	X	
MILE POST 7: Schrimper Brothers.....				X			X	X	X	X	X	X	X	X	
WATERFORD: Station Tracks.....							X	X	X	X	X	X	X	X	
UNION CITY:															
Tracks leading to York and Foster, Inc. Quality Oil & Fuel Co. Union City Chair Co. G. L. F. Co-op. Ass'n. Nos. 8, 4 and 6 Yard Tracks.....				X			X	X	X	X	X	X	X	X	
CORRY:															
McInnes Steel Co.....	R			R			R	R	R	R	R	R	R	R	
Corry Case Goods Co.....				X			X	X	X	X	X	X	X	X	
Howard Tannery Co.				X			X	X	X	X	X	X	X	X	
SPRING CREEK: Team Track.....							X	X		X	X	X	X	X	
YOUNGSVILLE:															
Brick Works—Track to first switch.....				X			X	X	X	X	X	X	X	X	
Brick Works—Yard Tracks.....				X	X		X	X	X	X	X	X	X	X	
Youngsville Star Mfg. Co.....							X	X	X	X	X	X	X	X	
Feed Mill Track.....							X	X	X	X	X	X	X	X	
IRVINGTON:															
Yard Tracks south of Main Track, except Wye.....							X	X	X	X	X	X	X	X	
STARBRICK:															
Fago Construction Co.....							X	X	X	X	X	X	X	X	
Penna. Elec. Co.....							X	X	X	X	X	X	X	X	
Warren Tank Car Co. Tracks Nos. 2, 3, and 4.....	X	X	X	X	X		X	X	X	X	X	X	X	X	
Other Tracks.....							X	X		X	X	X	X	X	
WARREN:															
General Concrete Products Co.....							X	X	X	X	X	X	X	X	
South of Tank Car Company's Switch on DeLuxe Track.....	X	X	X	X	X		X	X	X	X	X	X	X	X	
DeLuxe Metal Furniture Co.....				X			X	X	X	X	X	X	X	X	
Commercial Lmbr. Co.....				X			X	X	X	X	X	X	X	X	
Standard Oil Co.....				X			X	X	X	X	X	X	X	X	
Fourth Street Track.....				X			X	X	X	X	X	X	X	X	
Penn. Furn. & Iron Co.....				X			X	X	X	X	X	X	X	X	
Switches from old scale track at east end Freight House.....							X	X	X	X	X	X	X	X	

[illegible]

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	B. AS, BS, ES, GS, FS-10	C. FS-20	E. H-6	G. AP-3, BP-3, EP-3, FP-3	H-3, 9, 10, AF-4, EF-3, EF-4, FF-3	I	J. Q-2	K. BP-1	L	M	N	S-2, Q-1	N. Y. C. R. R. Class H-7, H-10, H-10a, H-10b	N. Y. C. R. R. Class L-1, L-2, L-3a, L-3b	
Old Scale.....				X		X	X	X		X	X	X	X	X	X
West Yard Nos. 2, 3 and 4.....				X		X	X	X		X	X	X	X	X	X
Speer Carbon Co.....				X		X	X	X		X	X	X	X	X	X
General Chemical Co.....				X		X	X	X		X	X	X	X	X	X
RIDGWAY:															
Elliott Co.....				X		X	X	X		X	X	X	X	X	X
Connection to Keystone Tanning & Glue Co., track No. 5.....				X		X	X	X		X	X	X	X	X	X
Keystone Tanning & Glue Co., track No. 5 beyond sign.....	X	X	X	X	X	X	X	X		X	X	X	X	X	X
Smith Bros. and Co. beyond restricting sign.....	X	X	X	X	X	X	X	X		X	X	X	X	X	X
Smith Bros. and Co. connection.....				X		X	X	X		X	X	X	X	X	X
Storage Track—West end.....						X	X			X	X	X	X	X	X
Russell Car and Snow Plow Co. beyond restricting sign.....	X	X	X	X	X	X	X	X		X	X	X	X	X	X
Russell Car and Snow Plow Co. connection.....				X		X	X	X		X	X	X	X	X	X
Ridgway Machine Co.....				X		X	X	X		X	X	X	X	X	X
ST. MARYS—West Yard															
North American Refractories.....						X	X			X	X	X	X	X	X
A. Lenze.....						X	X			X	X	X	X	X	X
Coaling Station track to restricting sign.....							X			X	X	X	X	X	X
Connection to track No. 7 east end of Yard.....						X	X			X	X	X	X	X	X
Connection to East Yard.....							X			X	X	X	X	X	X
ST. MARYS—East Yard:															
St. Marys Beverage Co. track, beyond stop sign.....	X	X	X	X	X	X	X	X		X	X	X	X	X	X
Armour Leather Co. track.....	X	X	X	X	X	X	X	X		X	X	X	X	X	X
Industrial Track.....				X		X	X	X		X	X	X	X	X	X
All other Tracks.....				X		X	X	X		X	X	X	X	X	X
Bridge 125.5D leading to Goetz Feed Co.....	X	X	X	X	X	X	X	X		X	X	X	X	X	X
BRIDGE 148.77:															
West of Emporium.....	20	20	45	45	45	45	35	50	45	50	45	35	X	X	35
EMPORIUM:															
Keystone Tanning & Glue Co., beyond 800 feet from point of switch.....	X	X	X	X	X	X	X	X		X	X	X	X	X	X
Cramer Supply Co. No. 1 Penna. Powder Co.....				X		X	X	X		X	X	X	X	X	X
BRIDGE 155.20:															
East of { No. 1 Track.....	20	20	45	45	45	30	X	45	45	40	30	X	X	X	30
Cameron { No. 2 Track.....	20	20	45	45	45	30	15	45	45	40	30	20	X	X	15
BRIDGE 158.70:															
Sterling Run.....	20	20	45	45	45	35	25	45	45	45	35	35	X	X	25
BRIDGE 165.16:															
East of HY.....	20	20	45	45	45	30	30	45	45	40	30	35	X	X	30
BRIDGE 167.17:															
West of Driftwood.....	20	20	45	45	45	30	20	45	45	40	30	30	X	X	20
BRIDGE 171.08:															
Sinnemahoning.....	20	20	45	45	45	30	30	45	45	40	30	30	X	X	30
BRIDGE 183.00:															
Keating.....	20	20	45	45	45	30	30	45	45	40	30	30	30	30	30
BRIDGE 189.23:															
Westport.....	20	20	45	45	45	30	20	50	45	40	30	30	30	30	20

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	B. AS, BS, ES, GS, FS-10	C. FS-20	E. H-6	G. AP-3, BP-3, EP-3, FP-3	H-3, 9, 10, AF-4, EF-3, EF-4, FF-3	I	J. Q-2	K. BP-1	L	M	N	S-2, Q-1	N. Y. C. R. R. Class H-7, H-10, H-10a, H-10b	N. Y. C. R. R. Class L-1, L-2, L-3a, L-3b	
Low Grade Branch:															
Mort to Falls Creek.....						X	X	20		X	X	X			
Falls Creek to DF.....						X	X	30		X	X	X			
BRIDGE 47.68:															
West of Fuller.....	20	20	30	30	30	X	X	20	30	X	X	X	20	20	
FULLER:															
Carload delivery track.....				X		X	X	X		X	X	X	X	X	X
BRIDGE 50.76:															
West of Mile Post 51.....	20	20	30	30	30	X	X	20	30	X	X	X	30	30	
BRIDGE 51.68:															
West of Mile Post 52.....	20	20	30	30	30	X	X	20	30	X	X	X	20	20	
BRIDGE 53.29:															
2 miles west of Reynoldsville.....	20	20	30	30	30	X	X	20	30	X	X	X	30	30	
BRIDGE 53.50:															
2 miles west of Reynoldsville.....	20	20	30	30	30	X	X	20	30	X	X	X	30	30	
BRIDGE 54.51:															
1 mile west of Reynoldsville.....	20	20	30	30	30	X	X	20	30	X	X	X	20	20	
REYNOLDSVILLE:															
Cabin Track.....				X		X	X	X		X	X	X	X	X	X
Glass Works.....				X		X	X	X		X	X	X	X	X	X
West end siding.....				A		X	X	A		X	X	X	A	A	A
FALLS CREEK:															
All connections north side Main track except east end warehouse track.....				X		X	X	X		X	X	X	X	X	X
B. & O. R. R. connection from siding.....				X		X	X	X		X	X	X	X	X	X
DB:															
Industrial Track west of B. & O. R. R. connection.....						X	X	X		X	X	X	X	X	X
Old Clay track.....				X		X	X	X		X	X	X	X	X	X
Trestle—Kohlhepp's Coal track.....				X		X	X	X		X	X	X	X	X	X
Shakespeare's Scrap Yard beyond clearance point.....				X		X	X	X		X	X	X	X	X	X
All other tracks except Wye and siding.....				X		X	X	X		X	X	X	X	X	X
TYLER:															
Crossover between tracks of New Shawmut Mining Co., west of tippie.....	X	X	X	X	X	X	X	X		X	X	X	X	X	X
Ridgway Branch:															
South of yard limit board at Ridgway to Falls Creek.....						X	X	20		X	X	X	X	X	
RIDGWAY:															
No. 4 Team Track and No. 1 Freight House Track.....				X		X	X	X		X	X	X	X	X	X
Hyde-Murphy Co. and C. O. Salberg.....				X		X	X	X		X	X	X	X	X	X
Main Street Track.....				X		X	X	X		X	X	X	X	X	X
Penn Ridge Ice Co.....				X		X	X	X		X	X	X	X	X	X
Switch at North end Hungarian track.....						X	X			X	X	X	X	X	X
BROCKWAY:															
McCauley & McKay track.....				X		X	X	X		X	X	X	X	X	X
Brockway Glass Co., coal trestle.....	X	X	X	X	X	X	X	X		X	X	X	X	X	X

LOCATION	CLASS OF ENGINES															
	B. AS, BS, ES, GS, FS-10	C. FS-20	E. H-6	G. AP-3, BP-3, EP-3, FP-3	H-8, 9, 10, AF-4, EF-3, EF-4, FF-3	I-1	J. Q-2	K. BP-1	L	M	N	S-2, Q-1	N. Y. C. R. R. Class H-7, H-10, H-10a, H-10b	N. Y. C. R. R. Class L-1, L-2, L-3a, L-3b	Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks	
LANES MILLS: Nugent Mining Co. beyond frog.....				X		X	X	X		X	X	X	X			X
McMINNS: R. & P. Coal Co.	X		X			X	X	X		X	X	X	X	X		X
Sligo Branch: AW to SI.....						X	X	X		X	X	X	X	X		
C & R Mine track beyond tipple.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X

1160-A2. All engines turning on DB Wye will enter east leg and leave from west leg.

1160-A3. When using the Wye at Dock Jct. engines, other than B, C or H6, H8, H9 and H10 will enter the west leg and leave from east leg.

1160-A4. All engines turning on Wye at Brookville will enter the east leg and leave from west leg.

1160-B1. Other equipment restrictions.

Cars weighing from 150,000 to 210,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to H-6 locomotives.

Cars weighing from 210,000 up to 251,000 pounds—same restrictions as to speed over certain bridges, etc., as apply to H-8, H-9 and H-10 locomotives.

1160-C1. Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory, etc., as follows:

Main Line or Branch	Between	And	Bridge	Note
Ridgway Branch	Ridgway	Falls Creek		
Low Grade Branch	Mort	DF		
Sligo Branch	AW	SI		

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtain for Class J-1 or I-1 engines with heavy tenders. The derrick, however, must be separated from the engine by at least two cars, which may or may not be loaded.

Overhead Clearance.

1163-A2. Trainmen must not ride on top of box cars, excessive dimension cars, or other high equipment except while shifting cars and when enroute between the following points:

- Dock Junction and HG, except Tenth Street Branch.
- RK and Wilcox.
- CA and Rathbun.
- Ridgway Branch, between Mile Post 21 and Mile Post 27.
- Sligo Branch.

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

Erie

Train Dispatchers in charge as follows:

Main Line Erie to Drury.

Branches:

Low Grade

Ridgway

Sligo

Train Dispatchers, Erie, will direct train movements between Division Post (Susq. Div.) and Drury over signature of Superintendent, Renovo Division; the foregoing does not otherwise alter the jurisdiction of Susquehanna Division within this territory.

1201-B1. Conductors of all passenger trains, before leaving Erie, must ask Operator at "A" telegraph office, Union Station, Erie, for orders.

If orders are received, conductors must personally deliver them to enginemen and see that they properly understand them.

If no orders are received, conductors must personally advise enginemen, and enginemen must not proceed without receiving, immediately before departure, such orders or advice.

1201-B2. Train Orders issued for movement of snow plows must specify whether single or double track plow.

1204-A1. Enginemen of helping engines, except enginemen of pushing engines, must be provided with a copy of orders affecting the movement of their train.

SIGNAL RULES

Movement of Trains in the same direction by Block Signals.

1251-A1. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	Single	End of block 300 feet east of French Street, Erie	VA
	No. 1 and No. 2	VA	DW
	Single	DW	JN
	No. 1 and No. 2	JN	SG
	No. 1 and No. 2	HY	Drury

Opposing and following movement of trains by block signals.

1261-A1. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Main Line	Single	SG	HY

1280-A to 1294-A1. Signal aspects not in conformity with the typical aspect, in service:



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

Name—Signal mast bracket marker.

Main Line

On eastward block signal at Kane.

Ridgway Branch

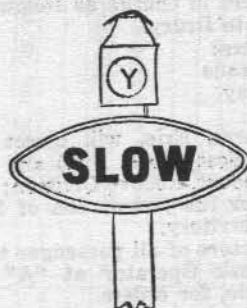
On southward distant signal at Brockway.

Low Grade Branch

On eastward block signal at NA.

Slow Boards used as distant signals in service as follows:

Note: Y-Yellow



Indication—A train exceeding medium speed must at once reduce to that speed. Where a facing switch is located between Slow Board and next signal, approach that switch prepared to stop. Approach next signal prepared to stop.

Name—Caution.

Location—Low Grade Branch—Falls Creek—Eastward
—Westward
Ridgway Branch—Falls Creek—Southward

Indicators used as Home Signals in service as follows:

Note: R-Red; G-Green



Indication—Stop.
Name—Stop-signal.

Location—Ridgway Branch—Brockway—Southward
—Northward



Indication—Proceed.
Name—Clear.

Indicators govern movements over grade crossing with the Erie R.R. and must be operated in accordance with Special Instruction 1098-A1.

1285A-A1. Distant Switch Indicator.

Note: Y-Yellow; G-Green



Indication—Switch open.
Name—Caution Indicator.



Indication—Switch closed.
Name—Clear Indicator.

1285A-A2. Distant Switch Indicators In Service.

Station	Indication Displayed for Movements	Distance in feet from Switch Protected	Slide Protection Fence or Switch protected by this signal
Jackson	Eastward	5860	West end Storage track and Switch 2
Union City	Eastward	5203	Switch 3
	Westward	5816	Switch 1
VO	Eastward	3840	Switch 3 Switch 2 West leg of Wye track and Switch 1 trailing movements.
	Westward	6239	East leg of Wye and Switch 1
Pittsfield	Eastward	8282	Station track
Clarendon	Eastward	4160	Switch 3 and all facing switches
	Westward	5600	Switch 1 and all facing switches
Ludlow	Eastward	6056	Switch 2
Kane	Eastward	8100	Switch 3
Sergeant	Westward	3600	Otto Chemical Company switch
	Westward	4485	Crossover, Main track switch
CA	Eastward	6057	Switch 2
	Westward	6060	Switch 1
Emporium	Westward	4360	East end of JN westward siding
Sinnema-honing	Westward	3300	Slide Protection Fence between Mile Post 172 and Mile Post 173
	Eastward	4500	

MANUAL BLOCK SYSTEM

1305-A1. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

	Track	Between	And
Main Line	Single	End of Block Sign 300 feet east of French Street, Erie	VA
		DW	JN
	No. 1 and No. 2	JN	SG
		DF	Drury
Low Grade Branch	Single	Mort	DF
Ridgway Branch	Single	End of Block Sign ½ mile south of Mile Post 1, Ridgway	Falls Creek
Sligo Branch	Single	AW	SI

1317-A1. Rule 317 will apply:

Main Line—Between End of Block Sign 300 feet east of French Street, Erie, and VA.

Between VA and DW against current of traffic.

Between DW and SG.

Between HY and DF against current of traffic.

Between DF and Drury.

Low Grade Branch—Between Mort and DF.

Ridgway Branch—Between End of Block Sign ½ mile south of Mile Post 1, Ridgway, and Falls Creek.

Sligo Branch—Between AW and SI.

1317-A2. Referring to Rule 317:

Eastward freight trains with more than 20 cars must not be permitted to make following movements, between Kane and Owl.

1317-A3. A train handling snow plow in service must not be admitted to a block which is occupied by another train.

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

1317-A4. Eastward position light block signal, 563 feet east of EY Block Station, when displaying aspect Rule 285, Figure A, will indicate clear block and also act as distant signal to block signal at MS.

1361b-A1. If train is stopped at a Block-Limit station on account of not holding Form K clearance card and the engineman when getting permission to occupy the block in advance is instructed by the signalman that it is not necessary to report clear and the conductor is on the rear end of the train or does not get the information from the engineman before the train leaves the Block-Limit Station, train should not be stopped when it is clear of the block in the rear, but the conductor can assume that if the engineman does not stop or slow down, that the signalman has instructed the engineman not to report clear. However, conductor should be on the head end of the train whenever possible at Block-Limit Stations.

AUTOMATIC BLOCK SYSTEM

1501-A1. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

	Track	Between	And
Main Line	No. 1 and No. 2	VA	DW
	Single	SG	HY
	No. 1 and No. 2	HY	DF

Home Division.....Name.....Occupation.....

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR

ZONE

DIVISION

THE PENNSYLVANIA RAILROAD
RENOVO DIVISION

Erie, Pa., April 24, 1950.

GENERAL ORDER NO. 1001

Effective 12.01 A. M., Sunday, April 30, 1950

Applies in All Zones

- (a) Time-Table No. 10 in effect. It contains the necessary instructions issued in general orders to and including No. 916, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 10 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 9 to bulletin board attendant after Time-Table No. 10 takes effect.

Applies in Zone B

- (b) MAIN LINE
VA
VA siding blocked with cars.
- (c) MAIN LINE
SHEFFIELD
Sheffield siding blocked with cars, 12.30 P. M. to 9.30 P. M., daily except Sunday.
- (d) MAIN LINE
WARREN
Diesel road engines on No. 1 and No. 2 main tracks must not pass equipment on adjacent main track between Warren Passenger Station and a point 1000 feet west thereof account of close clearance.
Special Instruction 1160-A1, changed.
- (e) MAIN LINE
WARREN
Diesel road engines on No. 1 main track must not pass equipment on adjacent yard track between east end of Scale track and the crossover at west end of Warren Freight Station account of close clearance.
Special Instruction 1160-A1, changed.

Applies in Zone C

- (f) MAIN LINE
UK-RIDGWAY
Trains and engines must not exceed a speed of 25 miles per hour between switch No. 2 UK and Mile Post 113 account track condition.
Special Instruction 1157-F1, changed.

Applies in Zone D

- (g) LOW GRADE BRANCH
SU
SU siding blocked with cars 12.01 A. M. to 12.01 P. M., daily.

- (h) LOW GRADE BRANCH
BROOKVILLE
Brookville siding blocked with cars between switch No. 2 and switch No. 3.
- (i) LOW GRADE BRANCH
FULLER
Fuller siding blocked with cars.
- (j) LOW GRADE BRANCH
DB
DB siding blocked with cars between switch No. 1 and switch No. 2.
- (k) LOW GRADE BRANCH
SUMMIT
Summit siding blocked with cars.

This General Order is printed in Time-Table No. 10 and will not be issued in sticker form.

E. P. ADAMS,
Superintendent.



IF YOU HAVE

PLANS FOR

TOMORROW,

BE SAFE TODAY

