

**THE  
PITTSBURGH & LAKE ERIE  
RAILROAD CO.**

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**PITTSBURGH & LAKE ERIE DIVISION  
YOUGHIOGHENY BRANCH  
MONONGAHELA BRANCH**

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**TIMETABLE NO. 10**

**In effect 12.01 A. M., D. S. T. Monday, April 1, 1974**

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**FOR THE  
GOVERNMENT OF EMPLOYES ONLY**

THE PITTSBURGH AND LAKE ERIE RAILROAD COMPANY

1974  
DATE 12:01 A.M.,

of Timetable No. 10, effective

This will acknowledge receipt of copy of  
April 1, 1974.

NAME

OCCUPATION

Transportation Superintendent  
Pittsburgh, Pa.  
Return receipt to Mr. R. J. Wehrle,

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NOTE—Applies on pages 4 to 5 inclusive:  
 Rule 221-A in effect at all Train Order offices unless otherwise indicated.  
**B** Indicates Rule 221-B in effect.  
**C** Indicates Rule 221-C in effect.  
**K** Indicates Controlled by.  
**O** Indicates automatic interlocking.  
**P** Indicates in service part-time.  
**R** Indicates remotely controlled from.  
**S** Indicates control station at other than dispatcher's office.  
**X** Indicates in service continuously.  
 \* Indicates Road Radio Channel 1.  
 ♦ Indicates Road Radio Channel 2.

Holidays: New Years, Memorial, Independence, Labor, Thanksgiving, Christmas Days.

### MAIN LINE PITTSBURGH TO YOUNGSTOWN AND GIRARD

| Interlocking | Interlocking Station | Block Station and Train Order Office | Block-Limit Station | STATIONS                            | Distance from Pittsburgh | Sidings Assigned Direction Car Capacity 50 ft. cars |               |      |
|--------------|----------------------|--------------------------------------|---------------------|-------------------------------------|--------------------------|---|---------------|------|
|              |                      |                                      |                     |                                     |                          | West or North                                       | East or South | Both |
| X            | X♦                   | CX                                   |                     | PITTSBURGH (P&E DIVISION)...        | 00.0                     |   |               |      |
|              |                      |                                      |                     | CP 0 PIT (See Note 2).....          | 00.0                     |   |               |      |
| X            | X                    |                                      |                     | PITTSBURGH WEST END.....            | 1.1                      |   |               |      |
| X            | X                    |                                      |                     | CP 3 McKEES ROCKS..... (R-PIT)      | 3.5                      |   |               |      |
|              |                      |                                      |                     | CP 5..... (R-PIT)                   | 5.7                      |   |               |      |
|              |                      |                                      |                     | GROVETON.....                       | 8.9                      |   |               |      |
| X            |                      |                                      |                     | IVANHOE.....                        | 9.5                      |   |               |      |
|              |                      |                                      |                     | CP 10..... (R-PIT)                  | 9.8                      |   |               |      |
|              |                      |                                      |                     | MONTOUR JCT.....                    | 10.0                     |   |               |      |
| X            |                      |                                      |                     | CORAOPOLIS.....                     | 10.5                     |   |               |      |
|              |                      |                                      |                     | CP 11..... (R-PIT)                  | 11.5                     |   |               |      |
| X            |                      |                                      |                     | GLENWILLARD.....                    | 14.7                     |   |               |      |
|              |                      |                                      |                     | CP 18..... (R-PIT)                  | 18.1                     |   |               |      |
| X            |                      |                                      |                     | ALIQUIPPA.....                      | 19.1                     |   |               |      |
| X            |                      |                                      |                     | CP 20..... (R-PIT)                  | 20.3                     |   |               |      |
| X            |                      |                                      |                     | CP 22..... (R-PIT)                  | 22.5                     |   |               |      |
|              |                      |                                      |                     | MONACA.....                         | 24.5                     |   |               |      |
|              |                      |                                      |                     | BEAVER.....                         | 25.8                     |   |               |      |
|              |                      |                                      |                     | BEAVER VALLEY.....                  | 26.5                     |   |               |      |
|              |                      |                                      |                     | FALLSTON.....                       | 27.9                     |   |               |      |
| X            |                      |                                      |                     | BEAVER FALLS * NEW BRIGHTON         | 29.2                     |   |               |      |
|              |                      |                                      |                     | CP 29..... (R-PIT)                  | 29.5                     |   |               |      |
| X            |                      |                                      |                     | COLLEGE.....                        | 31.2                     |   |               |      |
|              |                      |                                      |                     | CP 32..... (R-PIT)                  | 32.3                     |   |               |      |
| X            |                      |                                      |                     | WEST ELLWOOD JCT.....               | 36.0                     |   |               |      |
| X            |                      |                                      |                     | CP 40..... (R-PIT)                  | 40.7                     |   |               |      |
| X            |                      |                                      |                     | CP 43 (B & O JCT)..... (R-PIT)      | 43.4                     |   |               |      |
|              |                      |                                      |                     | WEST PITTSBURGH.....                | 44.5                     |   |               |      |
| X            |                      |                                      |                     | CP 46 (NEW CASTLE JCT)..... (R-PIT) | 46.6                     |   |               |      |
|              |                      |                                      |                     | STATE LINE (PA.-OHIO).....          | 56.4                     |   |               |      |
|              |                      |                                      |                     | LOWELLVILLE.....                    | 57.2                     |   |               |      |
| X            |                      |                                      |                     | CP 57..... (R-S-CP 59)              | 57.6                     |   |               |      |
| X            |                      |                                      |                     | CP 58..... (R-S-CP 59)              | 58.9                     |   |               |      |
| X            | X♦                   | CX                                   |                     | CP 59 RS (See Note 2).....          | 59.8                     |   |               |      |
|              |                      |                                      |                     | CP 62..... (R-S-CP 59)              | 62.7                     |   |               |      |
|              |                      |                                      |                     | YOUNGSTOWN (DIVISION POST)          |                          |   |               |      |
|              |                      |                                      |                     | (PC-R.R.) SHEEHY STREET.....        | 63.9                     |   |               |      |
|              |                      |                                      |                     | CP 64..... (R-S-CP 59)              | 64.0                     |   |               |      |

The direction from CP 0 to CP 64 is westward.

| YOUNGSTOWN TRACK |                      |                                      |                     |   | Distance from Pittsburgh | Sidings Assigned Direction Car Capacity 50 ft. cars |               |      |
|------------------|----------------------|--------------------------------------|---------------------|---|--------------------------|---|---------------|------|
| Interlocking     | Interlocking Station | Block Station and Train Order Office | Block-Limit Station | STATIONS  |                          | West or North                                       | East or South | Both |
| X                | X♦                   | CX                                   |                     | CP 59 RS (See Note 2).....                          | 59.8                     |   |               |      |
| X                | X                    | CX                                   |                     | GRAHAM (PC-YS&T CROSSING) (See Note 2).....         | 60.9                     |   |               |      |
| LE&E TRACKS      |                      |                                      |                     |   | Distance from Pittsburgh | Sidings Assigned Direction Car Capacity 50 ft. cars |               |      |
| Interlocking     | Interlocking Station | Block Station and Train Order Office | Block-Limit Station | STATIONS  |                          | West or North                                       | East or South | Both |
| X                | X                    | CX                                   |                     | GRAHAM (PC-YS&T CR.) (See Note 2)                   | 00.1                     |   |               |      |
|                  |                      |                                      |                     | EL (East Lansingville Crossover).....               | 00.6                     |   |               |      |
|                  |                      |                                      |                     | WL (West Lansingville Crossover)..... (PC CROSSING) | 01.6                     |   |               |      |
|                  |                      |                                      |                     | TS (Tube Street Crossover).....                     | 02.6                     |   |               |      |
|                  |                      |                                      |                     | MANING AVE. (EL CROSSING).....                      | 05.2                     |   |               |      |
|                  |                      |                                      |                     | DS (Division Street Crossover).....                 | 06.3                     |   |               |      |
|                  |                      |                                      |                     | BH (Brier Hill Crossover).....                      | 07.0                     |   |               |      |
| X                | X                    | CX                                   |                     | GIRARD (See Note 2).....                            | 08.4                     |   |               |      |

\*Distance from Graham.

The direction from CP 59 to Girard is westward.

NOTE 2. With reference to Rule 221 C. See Rule 1221-A1.

| Interlocking | Interlocking Station | Block Station and Train Order Station | Block-Limit Station | STATIONS   | Distance from Pittsburgh | Sidings Assigned Direction Car Capacity 50 ft. cars |               |      |
|--------------|----------------------|---------------------------------------|---------------------|--|--------------------------|---|---------------|------|
|              |                      |                                       |                     |  |                          | West or North                                       | East or South | Both |
|              |                      |                                       |                     | <b>MONONGAHELA BRANCH</b>  |                          |   |               |      |
| X            |                      |                                       |                     | CP 15 Y (DIVISION POST MON. BRANCH)..... (R-PIT)                           | 15.3                     |   |               |      |
|              |                      |                                       |                     | CP 16 M..... (R-PIT)   | 16.8                     |   |               |      |
|              |                      |                                       |                     | GLASSPORT (Crossover).....   | 17.6                     |   |               |      |
|              |                      |                                       |                     | WYLIE (Crossover).....   | 20.7                     |   |               |      |
| X            |                      |                                       |                     | CP 22 M..... (R-PIT)   | 22.2                     |   |               |      |
|              |                      |                                       |                     | ELIZABETH.....   | 22.4                     |   |               |      |
| X            |                      |                                       |                     | MONONGAHELA.....   | 31.1                     |   |               |      |
|              |                      |                                       |                     | CP 35 M..... (R-PIT)   | 35.9                     |   |               |      |
|              |                      |                                       |                     | SHEPPLER (Crossover).....  | 37.4                     |   |               |      |
|              |                      |                                       |                     | MONESSEN (Crossover).....  | 38.4                     |   |               |      |
|              |                      |                                       |                     | ROSTRAVER (Crossover).....   | 40.2                     |   |               |      |
| X            |                      |                                       |                     | CP 41 M..... (R-PIT)   | 41.0                     |   |               |      |
| X            |                      |                                       |                     | BELLE VERNON.....  | 42.4                     |   |               |      |
| X            |                      |                                       |                     | CP 47 M..... (R-PIT)   | 47.7                     |   |               |      |
|              |                      |                                       |                     | NEWELL.....  | 49.0                     |   |               |      |
| X            |                      |                                       |                     | CP 50 M..... (R-PIT)   | 50.2                     |   |               |      |
|              |                      |                                       |                     | CP 51 M N. I. WEST END..... (R-PIT)  | 51.5                     |   |               |      |
|              |                      |                                       |                     | N. I. EAST END.....  | 52.9                     |   |               |      |
| X            | X                    | CX                                    |                     | BROWN (PC CROSSING) (See Note 2) (DIVISION POST MONONGAHELA RAILROAD)..... | 53.9                     |   |               |      |

The direction from CP 15 Y to Brown is Eastward.

NOTE 2. With reference to Rule 221-C, see Rule 1221-A1.

| Interlocking | Interlocking Station | Block Station and Train Order Office | Block-Limit Station | STATIONS  | Distance from Pittsburgh | Sidings Assigned Direction Car Capacity 50 ft. cars |               |      |
|--------------|----------------------|--------------------------------------|---------------------|---|--------------------------|---|---------------|------|
|              |                      |                                      |                     |   |                          | West or North                                       | East or South | Both |
|              |                      |                                      |                     | <b>YOUNGHIUGHENY BRANCH</b>   |                          |   |               |      |
|              |                      |                                      |                     | PITTSBURGH (Division Post, Younghiugheny Branch).....               | 00.0                     |   |               |      |
| X            |                      |                                      |                     | CP 1 Y.....   | 2.1                      |   |               |      |
| X            |                      |                                      |                     | CP 2 Y.....   | 2.8                      |   |               |      |
| X            |                      |                                      |                     | CP 3 Y.....   | 3.7                      |   |               |      |
| X            |                      |                                      |                     | CP 4 Y.....   | 4.7                      |   |               |      |
| X            |                      |                                      |                     | CP 6 Y.....   | 6.7                      |   |               |      |
|              |                      |                                      |                     | HOMESTEAD.....  | 6.9                      |   |               |      |
| X            |                      |                                      |                     | CP 7 Y.....   | 7.9                      |   |               |      |
| X            |                      |                                      |                     | CP 9 Y RANKIN.....  | 9.1                      |   |               |      |
|              |                      |                                      |                     | BRADDOCK.....   | 9.8                      |   |               |      |
| X            |                      |                                      |                     | CP 10 Y.....  | 10.5                     |   |               |      |
|              |                      |                                      |                     | PORT PERRY.....   | 11.0                     |   |               |      |
| X            |                      |                                      |                     | CP 11 Y.....  | 11.5                     |   |               |      |
|              |                      |                                      |                     | DEMMLER (Crossover).....  | 13.3                     |   |               |      |
|              |                      |                                      |                     | RIVERTON (Crossover).....   | 14.0                     |   |               |      |
| X            |                      |                                      |                     | CP 14 Y.....  | 14.3                     |   |               |      |
|              |                      |                                      |                     | McKEESPORT.....   | 14.5                     |   |               |      |
| X            |                      |                                      |                     | CP 15 Y (Mon. Branch Jct.)..  | 15.3                     |   |               |      |
| X            |                      |                                      |                     | CP 17 Y (Sinns).....  | 16.8                     |   |               |      |
|              |                      |                                      |                     | CP 33 Y.....  | 33.0                     |   |               |      |
|              |                      |                                      |                     | WEST NEWTON.....  | 33.1                     |   |               |      |
|              |                      |                                      |                     | CP 34 Y.....  | 34.7                     |   |               |      |
|              |                      |                                      |                     | JACOBS CREEK.....   | 40.0                     |   |               |      |
|              |                      |                                      |                     | CP 51 Y.....  | 51.4                     |   |               |      |
|              |                      |                                      |                     | CP 52 Y.....  | 52.9                     |   |               |      |
|              |                      |                                      |                     | BROADFORD JCT.....  | 55.8                     |   |               |      |
|              |                      |                                      |                     | WEST YOUGH.....   | 56.5                     |   |               | 125  |
| X            | X                    | CX                                   |                     | CP 58 Y Connellsville (Division Post WM Railroad) (See Note 1)..... | 58.4                     |   |               |      |
|              |                      |                                      |                     | The direction from Pittsburgh to Connellsville is eastward.         |                          |   |               |      |
|              |                      |                                      |                     | NOTE 1. With reference to rule 221-C. See rule 1221-A1.             |                          |   |               |      |

The direction from Pittsburgh to Connellsville is eastward.

NOTE 1. With reference to rule 221-C. See rule 1221-A1.

## CP17Y (SINNS) TO COLLEGE

| STATIONS                           | FIRST CLASS                               |                                   |   |                                   |                                   |
|------------------------------------|---|-----------------------------------|---|-----------------------------------|-----------------------------------|
|                                    | 561<br>B&O                                | 547<br>B&O                        | 563<br>B&O                                | 565<br>B&O                        | 567<br>B&O                        |
| Leave                              | A.M.                                      | A.M.                              | A.M.                                      | A.M.                              | P.M.                              |
| CP 17 Y-SINNS.....                 | 7.03                                      | 7.38                              |   |                                   |                                   |
| CP 14 Y-McKEESPORT.....            | \$ 7.10                                   | \$ 7.45                           | 8.20                                      | 10.30                             | 1.30                              |
| BRADDOCK.....                      | \$ 7.19                                   | \$ 7.54                           | 8.28                                      | 10.37                             | 1.37                              |
| CP 9 Y-RANKIN.....                 | 7.21                                      | 7.56                              | 8.30                                      | 10.38                             | 1.38                              |
| PITTSBURGH.....                    |   |                                   |   |                                   |                                   |
| PITTSBURGH WEST END.....           |   |                                   |   |                                   |                                   |
| McKEES ROCKS.....                  |   |                                   |   |                                   |                                   |
| CP 5.....                          |   |                                   |   |                                   |                                   |
| MONTOUR JCT.....                   |   |                                   |   |                                   |                                   |
| CORAOPOLIS.....                    |   |                                   |   |                                   |                                   |
| GLENWILLARD.....                   |   |                                   |   |                                   |                                   |
| ALIQUIPPA.....                     |   |                                   |   |                                   |                                   |
| MONACA.....                        |   |                                   |   |                                   |                                   |
| BEAVER.....                        |   |                                   |   |                                   |                                   |
| BEAVER FALLS-<br>NEW BRIGHTON..... |   |                                   |   |                                   |                                   |
| COLLEGE.....                       |   |                                   |   |                                   |                                   |
| Arrive                             | A.M.                                      | A.M.                              | A.M.                                      | A.M.                              | P.M.                              |
|                                    | DAILY<br>EX.<br>SAT.<br>SUN.<br>&<br>HOL. | DAILY<br>EX.<br>SUN.<br>&<br>HOL. | DAILY<br>EX.<br>SAT.<br>SUN.<br>&<br>HOL. | DAILY<br>EX.<br>SUN.<br>&<br>HOL. | DAILY<br>EX.<br>SUN.<br>&<br>HOL. |

**COLLEGE TO CP17Y (SINNS)**

| STATIONS                           | FIRST CLASS                    |   |                                   |            |
|------------------------------------|--------------------------------|---|-----------------------------------|------------|
|                                    | P 260<br>P&LE                  | *560<br>B&O                               | *546<br>B&O                       | 562<br>B&O |
| Leave                              | A.M.                           | A.M.                                      | A.M.                              | A.M.       |
| COLLEGE.....                       | LV 6.35                        |   |                                   |            |
| BEAVER FALLS-<br>NEW BRIGHTON..... | \$ 6.46                        |   |                                   |            |
| BEAVER.....                        | \$ 6.52                        |   |                                   |            |
| MONACA.....                        | \$ 6.58                        |   |                                   |            |
| ALIQUIPPA.....                     | \$ 7.06                        |   |                                   |            |
| GLENWILLARD.....                   | \$ 7.14                        |   |                                   |            |
| CORAOPOLIS.....                    | \$ 7.22                        |   |                                   |            |
| MONTOUR JCT.....                   | \$ 7.25                        |   |                                   |            |
| CP 5.....                          |                                |   |                                   |            |
| McKEES ROCKS.....                  | \$ 7.33                        |   |                                   |            |
| PITTSBURGH WEST END.....           | \$ 7.42                        |   |                                   |            |
| PITTSBURGH.....                    | \$ 7.45                        |   |                                   |            |
| CP 9 Y-RANKIN.....                 |                                | 6.25                                      | 7.00                              | 8.04       |
| BRADDOCK.....                      |                                |   |                                   | \$ 8.05    |
| CP 14 Y McKEESPORT.....            |                                |   |                                   | 8.15       |
| CP 17 Y-SINNS.....                 |                                | 6.48                                      | 7.23                              |            |
| Arrive                             | A.M.                           | A.M.                                      | A.M.                              | A.M.       |
|                                    | DAILY<br>EX.<br>SAT.<br>& SUN. | DAILY<br>EX.<br>SAT.<br>SUN.<br>&<br>HOL. | DAILY<br>EX.<br>SUN.<br>&<br>HOL. | DAILY      |

The direction from **CP 17 Y** (Sinns) to College is westward.  
\*No revenue passengers carried—Trains 546 and 560.

## WESTWARD

| FIRST CLASS |                                   |   |                                   |                                   |   |  |
|-------------|-----------------------------------|---|-----------------------------------|-----------------------------------|---|--|
|             | 569<br>B&O                        | 571<br>B&O                                | P 261<br>P&LE                     | *549<br>B&O                       | *573<br>B&O                               |  |
|             | P.M.                              | P.M.                                      | P.M.                              | P.M.                              | P.M.                                      |  |
|             |                                   | 5.19                                      |                                   | 6.02                              | 6.40                                      |  |
|             | \$ 3.45                           | \$ 5.25                                   |                                   |                                   |   |  |
|             | \$ 3.52                           | \$ 5.32                                   |                                   |                                   |   |  |
|             | \$ 3.53                           | \$ 5.33                                   |                                   | 6.17                              | 6.55                                      |  |
|             |                                   |   | LV 5.30                           |                                   |   |  |
|             |                                   |   | \$ 5.33                           |                                   |   |  |
|             |                                   |   | \$ 5.37                           |                                   |   |  |
|             |                                   |   | \$ 5.40                           |                                   |   |  |
|             |                                   |   | \$ 5.46                           |                                   |   |  |
|             |                                   |   | \$ 5.49                           |                                   |   |  |
|             |                                   |   | \$ 5.56                           |                                   |   |  |
|             |                                   |   | \$ 6.05                           |                                   |   |  |
|             |                                   |   | \$ 6.12                           |                                   |   |  |
|             |                                   |   | \$ 6.16                           |                                   |   |  |
|             |                                   |   | \$ 6.21                           |                                   |   |  |
|             |                                   |   | \$ 6.40                           |                                   |   |  |
|             | P.M.                              | P.M.                                      | P.M.                              | P.M.                              | P.M.                                      |  |
|             | DAILY<br>EX.<br>SUN.<br>&<br>HOL. | DAILY<br>EX.<br>SAT.<br>SUN.<br>&<br>HOL. | DAILY<br>EX.<br>SAT.<br>&<br>SUN. | DAILY<br>EX.<br>SUN.<br>&<br>HOL. | DAILY<br>EX.<br>SAT.<br>SUN.<br>&<br>HOL. |  |

## EASTWARD

[illegible]

The direction from College to **CP 17 Y** (Sinns) is eastward.  
\*No revenue passengers carried—Trains 549 and 573.



**OFFICES OPEN FOR SALE OF TICKETS  
P&LE RAILROAD**

| Station    | Monday to<br>Friday | Saturday | Sunday<br>and Holidays |
|------------|---------------------|----------|------------------------|
| Pittsburgh | 4 PM to 6 PM        | CLOSED   | CLOSED                 |

## SPECIAL INSTRUCTIONS

### GENERAL RULES

**100A-A1.** All employes whose duties are prescribed by the Rules For Conducting Transportation, must provide themselves with the supplement (GENERAL RULES), to the Rules For Conducting Transportation Effective June 1, 1971.

**100A-A2.** Trains, engines and Track Cars of other railroads will be governed by P&LE Rules, Timetables, General Orders, Bulletin Orders, General Notices and regulations applicable to that portion of railroad over which they operate.

**100M-A1.** Train, Engine and Other Transportation employes (Except Station Employes) are required to know the Safety Rules. They are also required to know the meaning, intent and application of the Rules.

Conductors and Enginemen will assure themselves that members of their crew also know and fully understand the Rules.

**Rule 100M-A2.** Safety rule of the month as listed.

|                   |                   |
|-------------------|-------------------|
| Jan. — Rule 1117  | July — Rule 1100  |
| Feb. — Rule 1121  | Aug. — Rule 1003  |
| Mar. — Rule 1002  | Sept. — Rule 1102 |
| April — Rule 1101 | Oct. — Rule 1108  |
| May — Rule 1103   | Nov. — Rule 1111  |
| June — Rule 1020  | Dec. — Rule 1000  |

### 100N-A1. OTHER RAILROADS (PC RAILROAD) MC to BROWN & TEN MILE RUN JCT.

Unless otherwise provided by PC Railroad General Orders, Bulletin Orders or General Notices, the following Special Instructions will govern P&LE employes whose duties are affected by PC Timetable No. 5, in effect 12:01 A. M. E.S.T. Friday, Dec. 15, 1972.

NOTE—**R** Indicates remotely controlled from.  
**X** Indicates in service continuously.  
**★** Indicates Road Radio Channel 1.  
**♦** Indicates Road Radio Channel 2.

|              |                         |   |                        |   | <b>MONONGAHELA BRANCH<br/>MONONGAHELA<br/>SECONDARY TRACKS<br/>(Pittsburgh Division)</b> |  |                  |      |  |
|--------------|-------------------------|---|------------------------|---|--|--|------------------|------|--|
| Interlocking | Interlocking<br>Station | Block Station and<br>Train Order Office | Block-Limit<br>Station | STATIONS  | Distance<br>from<br>*  | Sidings<br>Assigned<br>Direction.<br>Car Capacity<br>50 ft. cars |                  |      |  |
|              |                         |   |                        |   |  | West or<br>North   | East or<br>South | Both |  |
| <b>X</b>     | <b>X</b>                | <b>X★</b>                               |                        | MC  | 29.9   |  |                  |      |  |
|              |                         |   |                        | DONORA  | 34.2   |  |                  |      |  |
|              |                         |   |                        | WEST MONESSEN   | 38.4   |  |                  |      |  |
|              |                         |   |                        | CHARLEROI   | 39.5   |  |                  |      |  |
|              |                         |   |                        | BELLE VERNON  | 40.9   |  |                  |      |  |
|              |                         |   |                        | ALLENPORT   | 43.5   |  |                  |      |  |
|              |                         |   |                        | ROSCOE  | 45.6   |  |                  |      |  |
|              |                         |   |                        | CALIFORNIA  | 48.9   |  |                  |      |  |
| <b>X</b>     |                         |   |                        | NORTH BROWN R-Brown   | 51.9   |  |                  |      |  |
|              |                         |   |                        | (West Brownsville Secondary)  |  |  |                  |      |  |
| <b>X</b>     | <b>X</b>                | <b>X★</b>                               |                        | BROWN (Redstone Secondary)  | 52.4   |  |                  |      |  |
|              |                         |   |                        | (MRR) (P&LE RR)   |  |  |                  |      |  |
|              |                         |   |                        | The direction from MC to<br>Brown is southward.                       |  |  |                  |      |  |
|              |                         |   |                        | *Distance from Pittsburgh.  |  |  |                  |      |  |
|              |                         |   |                        | <b>WEST BROWNSVILLE<br/>SECONDARY TRACK<br/>(Pittsburgh Division)</b> | *  |  |                  |      |  |
| <b>X</b>     |                         |   |                        | NORTH BROWN R-Brown   |  |  |                  |      |  |
| <b>X</b>     |                         |   |                        | WEST BROWN R-Brown  |  |  |                  |      |  |
|              |                         |   |                        | WEST BROWNSVILLE  | 0.2  |  |                  |      |  |
|              |                         |   |                        | DENBO   | 1.2  |  |                  |      |  |
|              |                         |   |                        | VESTA SIDING  | 5.8  |  |                  |      |  |
|              |                         |   |                        | TEN MILE RUN JCT. (MRR RR)  | 10.1   |  |                  |      |  |

The direction from North Brown to Ten Mile Jct. is southward.

\*Distance from West Brown.

The Monongahela Secondary Track in charge of PC Train Dispatchers, Pittsburgh, Pa.

The West Brownsville Secondary Track between West Brown and Brown in charge of Monongahela Rwy. Train Dispatchers at Brownsville, Pa.

#### MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED

|                                   |        |
|-----------------------------------|--------|
| Monongahela Secondary             | 30 MPH |
| Except MP 38.7 to MP 40           | 20 MPH |
| West Brownsville Secondary        | 20 MPH |
| P&LE Connecting Track (Brown)     | 5 MPH  |
| "0" Track (West Brown & Brown)    | 10 MPH |
| Over Brownsville Connecting Track | 12 MPH |

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

Monongahela Secondary  
2150 ft. south of MP 50 to 3250 ft. south of MP 50.

West Brownsville Secondary  
MP 58 to 3000 ft. south of MP 58.

**Rule 1019-A3.** The use of reflectorized marker is prohibited during night hours.

**Rule 1075-A1.** General Orders, Bulletin Orders and General Notices located at Monessen yard office, Newell yard office and engine house, South Brownsville Yard Office, MRY and West Brownsville Jct. Yard office. Standard Clocks located at above points.

**Rule 1103-A1.** At the following locations:

Automatic highway crossing protection provided on yard or other tracks. Trains or engines must stop within limit marked by yellow stripe on side of rail (approximately 70 feet each side of crossing) but clear of highway until crossing protection is operating and highway is clear. If automatic protection fails to function, member of crew must protect the crossing in advance of each movement.

Allenport - Pgh. Steel - Running and Storage Tracks

Roscoe - Howard St. - Running Track

California - Spring St. - Storage Track

**Rule 1105-A1.** Normal position of Spring Switches located at California & Roscoe, lined for Monongahela Secondary Track.

**Rule 1151-B1.** Monongahela Secondary Track controlled by Operator at Brown.

TCS Rules in effect on "0" track, West Brown to Brown.

TCS Rules in effect on West Brownsville Secondary, West Brown to North Brown.

TCS Rules in effect on Monongahela Secondary, North Brown to Brown.

Rules 271, 272 & 273 in effect on Monongahela Secondary, Allenport to North Brown.

MBS Rules in effect on Monongahela Secondary, except Rule 316.

NOTE-2nd paragraph Rule 271 applies at Brown on Monongahela Secondary.

**Rule 1151-C1.** West Brownsville Secondary Track controlled by Operator at Brown, Rule 110 in effect.

Trains and engines will protect against following movements on West Brownsville Secondary between West Brown and Ten Mile Run Jct.

**Rule 1151-G1.** Monongahela Running Track between 512 ft. north of MP 46 and MC, controlled by Brown.

Brown Running Track between P&LE & Monongahela Rwy., controlled by Operator at Brown.

Brownsville Running Track between Brown and MP 50, controlled by Operator at Brown.

**Rule 1155-A30.** Brake Pipe Pressure-Loaded Mineral Trains-95 lbs.

#### FREIGHT TRAIN OPERATION

**Rule 1155-1138.** The following will apply to P&LE employees when operating on Penn Central Railroad, Tank cars, loaded or empty, and cars containing hazardous materials requiring placards in accordance with HAZARDOUS MATERIAL REGULATIONS GENERAL NOTICE 225, must not be moved over or left on tracks adjacent to the Monongahela Secondary track between Brown and MP 43, except when authorized by the Train Dispatcher.

#### HOT SLAB CARS

Hot Slab trains may be operated on the Monongahela Secondary track, subject to the following restrictions:

1. Maximum authorized speed, unless otherwise restricted ..... 25 MPH.
2. Loaded Hot Slab cars must not be switched with motive power detached.
3. Crews must determine from the Train Dispatcher that adjacent tracks are clear of all tank cars, loaded or empty, and all cars containing hazardous materials, requiring placards in accordance with HAZARDOUS MATERIALS REGULATIONS GENERAL NOTICE 225.

**Rule 1155-A-43.** On Monongahela Running Track, the rear end of all trains and drafts will be indicated by a white light at night.

**Rule 1156-A5.** On Secondary, Industrial, Running, Yard, Team, Spur and Siding Tracks, enginemen and conductors will, when weather conditions are such that flangeways of road crossings or switches may be obstructed with snow or ice, assure themselves that road crossings and switches are in safe condition to use. If necessary, trains and engines will be stopped and road crossings inspected by member of crew before passing over them.

**Rule 1163-A2.** While shifting at freight stations, coal and coke operations, industries, industrial sidings and station platforms care must be exercised to avoid injury from side obstructions.

**Rule 1163-A3.** Conductors and Enginemen must know they have proper clearance before moving or placing engines, cars, open loads or derricks on any track at industries, tipples, sidings or station tracks.

**Rule 1201-B1.** Trains must not leave initial station without train orders or instructions from Operator that there are no orders.

**Rule 1204-A1.** Copy of train order not required for enginemen of helping engine when pushing the train.

#### 100N-A2. OTHER RAILROADS

##### New Castle Branch-Erie Railroad

Erie Lackawanna Rules will apply Gardner Ave. New Castle, to east end of Ferrona Yard at Boyce. P&LE Railroad westward trains enroute to Ferrona must procure Erie Railroad Train Orders, Clearance Form A and Block to proceed on Erie Railroad at Gardner Ave. Trains leaving the New Castle Branch will report clear to the Erie Train Dispatcher from Gardner Ave.

To contact Erie Dispatcher from Gardner Ave., dial "O" for operator at Youngstown.

Ask for 746-1676.

Give operator the phone number at Gardner Ave.—652-1611.

**100Q-A1.** Rule Q of the Rules For Conducting Transportation, annulled. Employees subject to (Federal Hours of Service Act), must familiarize himself with Public Law 91-169, effective December 26, 1970. He must give Dispatcher sufficient notice when it is apparent he will be unable to complete his trip or tour of duty within the lawful period. If he has been on duty as prescribed by Law for 10 hours, he must notify the Dispatcher as to the time when his hours on duty will amount to 12 hours. If ordered to report for duty and not had the required rest period, he must report the fact to the proper authority, when called to go on duty. Should he be on duty in excess of the hours prescribed by the Law, he must submit a detailed report of delays encountered to the proper authority.

#### 100R-A1. Personal Injuries

Injuries to persons or employees must be reported immediately to the Transportation Superintendent on Form GCA-1.

In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short time, train will proceed without further delay. A member of the crew or other agent of the Company will be left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

## OPERATING RULES

### STANDARD TIME

1001-A1. The Emergency Daylight Saving Time Energy Conservation Act of 1973 provides that Standard Time of each Time Zone shall be advanced one (1) hour, commencing at 2:00 A.M., Sunday, January 6, 1974. Such time as so advanced shall be the Standard Time of each Time Zone.

In compliance therewith, in the application of Rules 1 and 2, all clocks and watches must be so adjusted to conform to this change in Eastern Standard Time which will be in effect on the P&LE Railroad.

### STANDARD CLOCKS

1002-A2. Standard Clocks are located in Block and Train Order Stations listed in the chart under Rule 1075-A1. (Location of Bulletin Boards and Books, Train Registers and Standard Clocks.)

### TIMETABLES

1004-A. All First Class Trains shown on page 6 and 7 are passenger carrying trains unless otherwise indicated.

#### 1004-B. Letters and Characters (All Divisions)

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.
- a**—Trains may leave 5 minutes in advance of scheduled leaving time if traffic is received.
- 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 shown on schedule pages.
- #**—Train may leave at scheduled arriving time when station work is completed.

#### 1004-B1. Letters and Characters (Local Additions)

**P**—Will not run on Memorial, Independence, Labor, Thanksgiving, Christmas and New Year's Days.

## HAND, FLAG AND LAMP SIGNALS

### 1012-A2 (P&LE Division)

All trains and engines will stop at the "STOP" signs governing all tracks at CP 62-Youngstown. A member of the crew will promptly contact the Operator at RS, identify their train or engine, arrival time, and on which track they are located. They must not proceed until proper proceed signal is given by the Train Director at CP 62. (See Rule 1104-B2 for proper signal.)

When necessary to use any of the hand operated switches between the "STOP" signs, permission must be secured from the Operator at RS in addition to proper hand signal from the Train Director at CP 62. When movement is completed, switches restored to normal and locked, report to Operator at RS.

Reverse movements within the limits of the "STOP" signs must not be made without permission of the Operator at RS and the Train Director at CP 62.

RESTRICTED SPEED must not be exceeded between the "STOP" signs at CP 62.

## ENGINE WHISTLE OR HORN SIGNALS

### 1014-B1. YOUGHIOGHENY BRANCH

- (a) Enginemen will not sound whistle or horn within the limits of the City of McKeesport, except in case of emergency, between CP 15 Y and Center Street.
- (b) Trains and engines using Controlled siding must sound horn and bell when passing cars on Riverton Transfer Track.
- (c) Trains and engines using Main tracks must sound horn and bell when approaching and passing Riverton East and West Yards.

#### P & L E DIVISION

- (d) Engine whistle signal 14-L must be sounded approaching private road crossing at CP 46.

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- (e) Engine whistle signal 14-L must be sounded approaching private road crossing located between MP 24M and MP 24.4M.

## TRAIN SIGNALS

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

### 1019-A1 (P&LE Railroad)

Trains of foreign railroads may display Marker as required by the Operating Rules of their respective railroads when on the P&LE Railroad.

## USE OF SIGNALS

### Fusees

1035-A1. On account of fire hazard lighted fusees must not be displayed on open deck bridges or trestles unless necessary to prevent an accident.



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

|                                | Fusees |
|--------------------------------|--------|
| Passenger Service              | 10     |
| Freight Service                | 12     |
| Engines                        | 3      |
| Engine Helper Service          | 6      |
| Track Cars                     | 4      |
| Crossing Watchmen              | 3      |
| Detector Cars and Burro Cranes | 6      |

NOTE—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.

## GENERAL ORDERS—BULLETIN ORDERS

### Bulletin Board—Employees Register—Train Register—Standard Clocks.

1075-A1. Location of Bulletin boards where applicable General Orders and Bulletin Orders are posted and General Orders are delivered. Location of Employee's Register, Train Registers and Standard Clocks of this Railroad.

NOTE—X indicates in service.

| Bull. Orders and Books   | Employees' Register | Train Register | Standard Clocks | Location                                 | Other Regions Divisions and Railroads | Note |
|--------------------------|---------------------|----------------|-----------------|--|---------------------------------------|------|
| <b>P&amp;LE DIVISION</b> |                     |                |                 |  |                                       |      |
| X                        | .....               | .....          | X               | Y.M.C.A. Trainmen & Engrs. Room          | PC                                    |      |
| X                        | .....               | .....          | X               | Hump Crest Bldg. Trainmen & Engrs. Room  | EL                                    |      |
| X                        | .....               | .....          | X               | Diesel Service Bldg. Engrs. Room         | PC EL                                 |      |
| X                        | .....               | .....          | X               | Retarder Bldg. Inspect's Room            | EL                                    |      |
| X                        | .....               | .....          | X               | E. End Class Yard, Yard Office           | EL                                    |      |
| X                        | .....               | .....          | X               | E. End YS&T Co. Trainmens Room           |                                       |      |
| X                        | .....               | .....          | X               | W. End YS&T Co. Scale Office             |                                       |      |
| X                        | .....               | .....          | X               | Coke Works YS&T Co. Yard Office          |                                       |      |
| X                        | .....               | .....          | X               | W. End Ohio Works USS. Co. Yard Office   |                                       |      |
| X                        | .....               | .....          | X               | Lansingville Yard Office                 |                                       |      |
| .....                    | .....               | .....          | X               | RS Operators Office, Hump Crest Bldg.    |                                       |      |
| X                        | .....               | .....          | X               | New Castle Yard Office                   |                                       |      |
| .....                    | .....               | X              | .....           | Gardner Ave. New Castle EL Telephone Box |                                       | 1    |
| X                        | .....               | .....          | X               | College Yard Office                      |                                       |      |
| X                        | .....               | .....          | X               | West Aliquippa Yard Office               |                                       |      |
| X                        | .....               | .....          | X               | Enginemen's Room, McKees Rocks           | EL                                    |      |
| X                        | .....               | .....          | X               | General Yard Office, McKees Rocks        | EL                                    |      |
| X                        | .....               | .....          | .....           | "CH" Tower Bldg., McKees Rocks           |                                       |      |
| X                        | .....               | .....          | X               | PC&Y Yard Office, McKees Rocks           | PC&Y                                  |      |
| X                        | .....               | .....          | X               | PIT Telegraph Office, Pittsburgh         |                                       |      |
| <b>YOUGH BRANCH</b>      |                     |                |                 |  |                                       |      |
| X                        | .....               | .....          | X               | 23rd. Street, Pittsburgh                 |                                       |      |
| X                        | .....               | .....          | X               | Becks Run Trainmens Room                 |                                       |      |
| X                        | .....               | .....          | X               | Port Perry Yard Office                   |                                       |      |
| X                        | .....               | .....          | X               | Riverton Yard Office                     |                                       |      |
| X                        | .....               | .....          | X               | West Newton Yard Office                  |                                       |      |
| X                        | .....               | .....          | X               | Connellsville Yard Office                |                                       |      |
| .....                    | .....               | .....          | X               | CP58Y, Connellsville                     |                                       |      |
| <b>MON BRANCH</b>        |                     |                |                 |  |                                       |      |
| X                        | .....               | .....          | X               | Glassport Yard Office & Engine House     |                                       |      |
| X                        | .....               | .....          | X               | Monessen Yard Office                     |                                       |      |
| X                        | .....               | .....          | X               | Newell Yard Office & Engine House        | MONG.                                 |      |

NOTE 1. All Trains.

### 1075-A2. BULLETIN ORDERS

With reference to **Rule 75**, paragraph 4, all Bulletin Orders issued and in effect during the period of one calendar month will expire at 12.01 A.M. on the first day of each month, all of which must be removed from Bulletin Board.

Effective at 12.01 A.M. on the first day of each month, a new Bulletin Order prefixed by a letter S will be issued repeating all Bulletin Order paragraphs continuing in effect.

### 1075-A3. BULLETIN ORDERS

Before trains and engines enter P&LE Main Track or Controlled Siding, Conductor and/or Engineman must ascertain that the other has read latest Bulletin Order in effect or has been issued a copy of the Bulletin Order in effect on the territory over which they are to operate. P&LE Train Dispatcher must be notified to this effect before permission to occupy Main Track or Controlled Siding is given.



### TRAIN INSPECTION SIGNALS

1078-A1. Train inspection signals and detectors in service as follows:

| Division     | Location  | Type of Detector | Track                         | Direction of Operation | Location of Train Inspection Signals            |
|--------------|-----------|------------------|-------------------------------|------------------------|---|
| P&LE         | MP 44.5   | H                | No. 1 & 2                     | West                   | Signal Mast at CP 46                            |
|              | MP 44.5   | H                | No. 1 & 2                     | East                   | Signal Mast at CP 40                            |
|              | CP 43     | D                | No. 1 & 2                     | West                   | Signal Mast at CP 46                            |
|              | CP 43     | D                | No. 1 & 2                     | East                   | Signal Mast at CP 40                            |
|              | CP 32     | D-H              | No. 1 & 2                     | West                   | Signal Mast at MP 35.5                          |
|              | CP 32     | D-H              | No. 1 & 2                     | East                   | Signal Mast at CP 29                            |
|              | CP 22     | D                | No. 1 & 2                     | West                   | Signal Mast at MP 25.0                          |
|              | CP 22     | D                | No. 1 & 2 & Controlled Siding | East                   | Signal Mast at CP 20<br>Dwarf Signal at CP 20   |
|              | MP 14     | D-H              | No. 1 & 2                     | West                   | Signal Mast at MP 15.8                          |
|              | MP 14     | D-H              | No. 1 & 2                     | East                   | Signal Mast at CP 11                            |
|              | MP 04     | D-H              | No. 1 & 2                     | West                   | Signal Mast at MP 2.3                           |
| Yough Branch |           | D-H              | No. 1 & 2                     | East                   | Signal Mast at CP 1 Y                           |
|              | CP 4 Y    | D                | No. 1 & 2                     | West                   | Signal Mast at CP 3 Y & CP 2 Y                  |
|              | CP 4 Y    | D                | No. 1 & 2                     | East                   | Signal Mast at CP 6 Y                           |
|              | MP 12.2 Y | D                | No. 1 & 2 & Controlled Siding | West                   | Signal Mast at CP 11 Y & CP 10 Y                |
|              |           |                  | No. 1 & 2 & Controlled Siding | East                   | Signal Mast at CP 14 Y                          |
|              | CP 17 Y   | D-H              | No. 1 & 2                     | West                   | Signal Mast at CP 15 Y & Signal Mast at CP 14 Y |
|              | CP 17 Y   | D-H              | No. 1 & 2                     | East                   | Mast at MP 18.7 Y                               |
| Mon Branch   | MP 29.8 M | D-H              | Single                        | West                   | Mast at MP 26.8 Left side of Track              |
|              | MP 29.8 M | D-H              | Single                        | East                   | Mast at MP 32.3                                 |

H—Indicates hot box detector. (See Note 1).

D—Indicates dragging equipment detector. (See Note 2).

NOTE 1. When trains are stopped because of Hot Box indicator actuated, a member of the crew must call "PIT" Operator for information and be governed accordingly. Trainmen must inspect the journals on car or cars in train so indicated by the operator and in the event no Hot Box is found on said car or cars, inspection must be made on the (3) cars in advance and the (3) cars in the rear of said car for hot journal.

NOTE 2. Reference Rule 78, paragraph (d) flashing lunar white light applies in lieu of illuminated letter E.

### MOVEMENT OF TRAINS

1083-A. At all initial stations, trains will be cleared by signal indication except as follows:

College (P&LE Div.) Verbal Clearance by Operator at "PIT."  
N.I. East End ..... Verbal Clearance by Operator at Brown  
(Mon Branch) on authority of Dispatcher at "PIT" in  
addition to proceed indication at N.I.  
East End. (See Note 1, Page 45)

CP52Y ..... Verbal Clearance by Operator at CP58Y  
(Yough Branch) in addition to proceed indication at  
CP52Y. (See Note 2, Page 44)

### Yard Limits

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

#### (Youghiogeny Branch)

| Track              | Between | And     | Note |
|--------------------|---------|---------|------|
| Youghiogeny Branch | CP 33 Y | CP 34 Y | 1    |
|                    | CP 51 Y | CP 52 Y | 1    |

NOTE 1. All movements must not exceed RESTRICTED SPEED within these limits.

1093-A2. S-93 is in effect as follows:

#### (Youghiogeny Branch)

| Track              | Between | And     | Note |
|--------------------|---------|---------|------|
| Youghiogeny Branch | CP 33 Y | CP 34 Y |      |
|                    | CP 51 Y | CP 52 Y |      |

### Non-Interlocked Railroad Crossings at Grade

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

#### P&LE DIVISION

| Location                                       | Signals, etc., Governing Movements Over Crossings |                                      | Requirements                              | Note |
|--|---|--------------------------------------|---|------|
|  | Type  | Indication or Position               |   |      |
| Youngstown.<br>CP 62<br>B&O, E.L.,<br>P.C.R.R. | Stop Signs  | Proceed on Flag or Light Hand Signal | Proceed on Signal from B&O Train Director | 2    |
| Youngstown<br>Lansingville<br>P.C.R.R.         | Target  | Normal Diagonal                      |   | 3    |
| Youngstown<br>Manning Ave.<br>E.L.R.R.         | Target  | Normal Vertical                      |   | 4    |
| New Castle.<br>New Castle, Jct.<br>B&O R.R.    | Target  | Proceed Diagonal                     | Controlled by B&O Operator                |      |
| New Castle.<br>Gardner Ave.<br>E.L.R.R.        | Target  | Proceed Diagonal<br>Ferrona Branch   | Return to Normal-Diagonal                 | 1    |
|  |   | Proceed Horizontal<br>Big Run Branch | Return to Normal-Diagonal                 | 1    |
| New Castle.<br>Moravia Street<br>P.C.R.R.      | Target  | Stop, then Proceed Diagonal          | Lock in Normal Position Vertical          | 1    |

NOTE 1. If necessary to change position of target, crew must observe that there are no other trains or engines approaching the crossing. Target must be placed in proper position for move over the crossing. After move over crossing is completed, Target must be placed in normal position.

NOTE 2. See Rule 1012-A2 under Hand, Flag and Lamp Signals.

NOTE 3\* Target and Home Signals  
Diagonal—L.E.&E. Proceed.  
Normal.....Diagonal

NOTE 4\* Target and Home Signals  
Vertical—L.E.&E. Proceed.  
Normal.....Vertical

\*Trains or engines stopped by Home Signals in the "Stop" position, and/or STOP SIGNS, with the target indicating "Proceed" will stop and examine the electric lock to see that it is properly padlocked. If padlock is in place, trains or engines may then proceed at Restricted Speed.

## 1103-A1. Public Crossings at Grade.

Whenever crossing protection is operated manually, it must be restored to normal after movement is completed and control boxes must be locked.

Tubular Train—When tubular equipment is stopped on grade crossing protected by automatic apparatus, protection must be provided by crews against highway traffic.

## Column Table For Public Crossings At Grade

X—Indicates Method Of Operation.

COLUMN 1—Trains or engines must stop before passing over highway crossing and a member of crew must protect the crossing in advance of each movement.

COLUMN 2—Automatic highway crossing protection provided on sidings, yard or other tracks, indicates the approach of a train.

COLUMN 3—Apparatus provided to interrupt operation of automatic highway crossing protection automatically.

COLUMN 4—Apparatus provided to interrupt operation of automatic highway crossing protection manually.

COLUMN 5—Trains or engines must stop within limit marked by yellow stripe on side of rail (approximately 70 feet each side of crossing) but clear of highway until crossing protection is operating and highway is clear. If automatic protection fails to function, member of crew must protect the crossing in advance of each movement.

COLUMN 6—Highway crossing protection must be operated manually to protect train movement.

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| Location            | Crossing                      | Track                           | See Column Table |   |   |   |   |   | Notes |
|---------------------|-------------------------------|---------------------------------|------------------|---|---|---|---|---|-------|
|                     |                               |                                 | 1                | 2 | 3 | 4 | 5 | 6 |       |
| Graham Interlocking | Campbell Works Plant Entrance | Single                          |                  | X | X |   |   |   | 2     |
| Quaker Falls        | Route 224                     | Main                            |                  |   |   |   |   |   | 2     |
| Lowellville         | Poland Road                   | Main                            |                  |   |   |   |   |   | 2     |
| Lowellville         | First Street                  | All                             |                  | X | X |   |   |   | 2-3-5 |
|                     | Second Street                 | All                             |                  | X | X |   |   |   | 2-3-5 |
|                     | Third Street                  | All                             |                  | X | X |   |   |   | 2-3-5 |
| Coverts MP 50.0     | Coverts                       | Main                            |                  | X |   |   |   |   | 2-5   |
| New Castle          | South Mill St.                | All                             |                  | X |   |   |   |   |       |
|                     | Moravia St.                   | All                             |                  | X |   |   |   |   |       |
|                     | Furnace St.                   | All                             |                  | X |   |   |   |   |       |
|                     | Grove St.                     | All                             |                  | X |   |   |   |   |       |
|                     | Industrial St.                | Bossert Co.                     |                  | X |   |   |   |   |       |
|                     | Cherry St.                    | All                             |                  | X |   |   |   |   | 2     |
| West Pittsburgh     | Township Rd.                  | Main                            |                  | X |   |   |   |   | 2-5   |
| Ellwood City        | Sixth St.                     | All                             |                  | X |   |   |   |   | 2-10  |
| Beaver Falls        | First Ave.                    | All                             |                  | X |   |   |   |   |       |
|                     | 13th St.                      | All                             |                  | X |   |   |   |   |       |
|                     | 27th St.                      | All                             |                  | X |   |   |   |   |       |
|                     | Sixth Ave.                    | Main                            |                  | X |   |   |   |   | 2-5   |
|                     | Sixth Ave.                    | Lead to Union Drawn Steel Track |                  | X |   |   |   |   |       |
| Monaca              | 14th St.                      | All                             |                  | X | X |   |   |   | 3-5   |
|                     | Pitt. Tube Co.                | Lead to U.S. San Mfg. Co.       |                  | X |   |   |   |   |       |
|                     | Private Rd. to Col. St. Co.   | Fill                            |                  | X |   |   |   |   |       |
| Kendall CP 11       | R. B. & W. Co.                | All                             |                  |   |   |   |   |   | 2     |
|                     | Private Rd.                   | Main                            |                  | X |   |   |   |   | 2-5   |
|                     | City Service                  | All                             |                  | X |   |   |   |   | 2-5   |
| Coraopolis          | Pitt. Forge                   | #3-4 Thorn Street               |                  | X |   |   |   |   |       |
|                     | Ivanhoe Yard                  | All Yard Tracks                 |                  | X |   |   |   |   |       |
|                     | Thorn St.                     | All                             |                  | X | X |   |   |   | 2-3-5 |
|                     | Watt St.                      | All                             |                  | X | X |   |   |   | 2-3-5 |
|                     | Main St.                      | All                             |                  | X | X |   |   |   | 2-3-5 |
|                     | Mill St.                      | All                             |                  | X | X |   |   |   | 2-3-5 |
|                     | Mulberry St.                  | All                             |                  | X | X |   |   |   | 2-3-5 |
|                     | Broadway St.                  | All                             |                  | X | X |   |   |   | 2-3-5 |
| Groveton            | Rd. Crossing                  | Yard                            |                  | X |   |   |   |   |       |
| McKees Rocks        | River Ave.                    | Main                            |                  | X |   |   |   |   | 2-5   |
|                     | Harriet St.                   | Steel Product                   |                  | X |   |   |   |   |       |
|                     | Nichol Ave.                   | Ind. Ent.                       |                  | X |   |   |   |   |       |

# YOUGHIOGHENY BRANCH

| Location              | Crossing       | Track             | See Column Table |       |       |       |       |       | Notes   |
|-----------------------|----------------|-------------------|------------------|-------|-------|-------|-------|-------|---------|
|                       |                |                   | 1                | 2     | 3     | 4     | 5     | 6     |         |
| Pittsburgh            | 4th St.        | Main              | .....            | X     | ..... | ..... | ..... | ..... | 2-5     |
|                       | 8th St.        | All               | .....            | X     | ..... | ..... | ..... | ..... | 2-5     |
|                       | 9th St.        | All               | .....            | X     | ..... | ..... | ..... | ..... | 2-5     |
|                       | 34th St.       | Main              | .....            | X     | ..... | ..... | ..... | ..... | 5-8     |
| Lucas MP 5.1 Y        | American Oil   | All               | .....            | X     | ..... | ..... | ..... | ..... | 2-3-5   |
|                       | Haysglan St.   | All               | .....            | X     | X     | ..... | ..... | ..... | 2-3-5   |
| Homestead             | Amity St.      | All               | .....            | X     | X     | ..... | ..... | ..... | 2-3-5   |
| Rankin                | Acheson St.    | Main              | .....            | X     | ..... | ..... | ..... | ..... | 2-5     |
| Braddock              | 1st St.        | All               | .....            | X     | ..... | ..... | ..... | ..... | 2-5     |
|                       | Third St.      | S. H. Bell Co.    | X                | ..... | ..... | ..... | ..... | ..... | .....   |
|                       | 6th St.        | All               | .....            | X     | X     | X     | ..... | ..... | 2-3-4-5 |
|                       | 7th St.        | All               | .....            | X     | X     | X     | ..... | ..... | 2-3-4-5 |
|                       | 8th St.        | All               | .....            | X     | X     | X     | ..... | ..... | 2-3-4-5 |
|                       | McCune St.     | Main              | .....            | X     | ..... | ..... | ..... | ..... | 2-5     |
| Riverton              | 11th St.       | Main              | .....            | X     | ..... | ..... | ..... | ..... | 2-5     |
|                       | Cliff St.      | Controlled Siding | .....            | X     | ..... | ..... | ..... | ..... | 2-5     |
| McKeesport            | Center St.     | All               | .....            | X     | X     | ..... | ..... | ..... | 2-3-5   |
| McKeesport            | Locust St.     | All               | .....            | X     | X     | ..... | ..... | ..... | 3-5     |
| Port Vue MP 16.3 Y    | River Ave.     | All               | .....            | X     | X     | ..... | ..... | ..... | 2-3-5   |
| Greenock              | Private Road   | Main              | .....            | X     | ..... | ..... | ..... | ..... | 5-8     |
| Blythedale MP 29.0 Y  | Spruce St.     | Main              | .....            | X     | ..... | ..... | ..... | ..... | 2-5     |
| Douglass MP 29.4 Y    | Suterville Rd. | Main              | .....            | X     | ..... | ..... | ..... | ..... | 2-5     |
| Collinsburg MP 32.3 Y | German St.     | Main              | .....            | X     | ..... | ..... | ..... | ..... | 2-5     |
| West Newton           | Route 136      | Main              | .....            | X     | X     | ..... | ..... | ..... | 2-4-6   |

# MONONGAHELA BRANCH

| Location         | Crossing               | Track                         | See Column Table |       |       |       |       |       | Notes |
|------------------|------------------------|-------------------------------|------------------|-------|-------|-------|-------|-------|-------|
|                  |                        |                               | 1                | 2     | 3     | 4     | 5     | 6     |       |
| McKeesport       | Erie St.               | Reynoldton Station Side Track | X                | ..... | ..... | ..... | ..... | ..... | ..... |
|                  | Rebecca St.            | McKeesport Lumber Co.         | X                | ..... | ..... | ..... | ..... | ..... | ..... |
|                  | Ann St.                | Main                          | .....            | X     | ..... | ..... | ..... | ..... | 7     |
|                  | Perry St.              | Main                          | .....            | X     | ..... | ..... | ..... | ..... | 7     |
|                  | Harrison St.           | Main                          | .....            | X     | ..... | ..... | ..... | ..... | 2-11  |
| MP 31.3 M        | Agway, Inc.            | Main                          | .....            | X     | ..... | ..... | ..... | ..... | 5-8   |
| Manown MP 32.6 M | Combustion Engineering | All                           | .....            | X     | ..... | ..... | ..... | ..... | 5-8   |
| Shepler          | Page Steel             | Main                          | .....            | X     | ..... | ..... | ..... | ..... | 9-11  |
| Monessen         | Pgh. Steel             | Main                          | .....            | X     | ..... | ..... | ..... | ..... | 8-11  |
| Belle Vernon     | Duquesne Slag          | Main                          | .....            | X     | ..... | ..... | ..... | ..... | 5-8   |
| Newell           | Miller St.             | All                           | .....            | X     | ..... | ..... | ..... | ..... | 2-5   |
|                  | 4th & Morgan           | All                           | .....            | X     | ..... | ..... | ..... | ..... | 2-5   |

NOTE 1. Eastward trains not having proceed indication at CP 11 must stop west of Russell, Burdsall & Ward Co., private road crossing.

NOTE 2. Crossings must not be blocked for more than five (5) minutes.

NOTE 3. Trains or engines delayed after having activated the automatic gate protection, and timing device has raised the gates, must not proceed over the crossing until gates are in horizontal position or the crossing is protected by a member of the crew.

NOTE 4. Crossing gates are equipped so that they may be raised by a member of the crew stopped and occupying the approach to the crossings back of the "End of Circuit" signs. Gates may be raised by inserting switch key in keyhole on box mounted on side of relay case and turning key in direction marked "Raise."

NOTE 5. Trains or engines moving in TCS territory on verbal permission, or when TCS is inoperative or suspended, must not move over crossing unless it is known that automatic protection is operating or crossing is protected by a member of the crew.

NOTE 6. Crossing is equipped with track instrument in addition to track circuit to provide approach warning.

NOTE 7. Crossing protection for pedestrians only—No Highway Crossing.

NOTE 8. Private crossing equipped with automatic protection.

NOTE 9. Private crossing with automatic gate and flashers one side only. Plant side has Chain Link fence and traffic light. Gate in fence is locked on approach of train.

NOTE 10. Freight House Track is unprotected.

NOTE 11. Trains or engines moving against the current of traffic must stop before moving over any public crossing unless crossing protection is operating.

1103-A2. Cars shall not be stored within a distance of 300 feet of any grade crossing in Pennsylvania. These instructions do not apply to cars spotted on industrial or public delivery tracks for loading or unloading.

# AUTOMATIC FLASHING LIGHT SIGNALS WITH OR WITHOUT GATES

1103-A3. (P&LE Railroad). At all crossings where "End of Circuit" is indicated on other than Main tracks, trains and engines must proceed past sign prepared to stop and not cross the highway until gates are in horizontal position. (Where flashing light signals are in service without gates, the flashing lights must be operating for at least 20 seconds.)

At all crossings where "End of Circuit" is indicated on Main tracks, trains and engines must stop back of "End of Circuit" indications. When starting, if protection is not operating, they must proceed slowly past the marked joints or "End of Circuit" signs prepared to stop and not cross highway until gates are in horizontal position. (Where flashing light signals are in service without gates, the flashing lights must be operating for at least 20 seconds.)

1103-A4. Attention is called to the following extract from an order issued by the Pennsylvania Public Utility Commission, State of Pennsylvania:

"A light shall be displayed on the head end of drafts of railroad cars being pushed or dropped over a public highway crossing, at grade, during hours of darkness whether or not the tracks constitute a part of a railroad yard, except at times when such crossing is protected either by gates, automatic highway crossing signals, watchman or train-service employees."

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

## P&LE DIVISION

| Switches Located At         | Connecting             | With                   | Normal Position Is For Movement |
|-----------------------------|------------------------|------------------------|---------------------------------|
| Gateway Yard                | Diesel Facilities      | No. 14 Lead            | On No. 14 Lead                  |
| CP 62 Center St. Youngstown | No. 5 Lead             | No. 14 Lead            | To No. 5 Lead                   |
| McKees Rocks Yard           | Inbound Lead East End  | Outbound Lead East End | To Inbound Lead                 |
| OB McKees Rocks             | No. 1 and No. 2 Siding | Yard Tracks            | On No. 1 or No. 2 Siding        |

## YOUGHIOGHENY BRANCH

|                           |          |                 |                                  |
|---------------------------|----------|-----------------|----------------------------------|
| Port Perry Union Railroad | "P" Lead | Port Perry Lead | From "P" Lead to Port Perry Lead |
|---------------------------|----------|-----------------|----------------------------------|

## MONONGAHELA BRANCH

|                    |                |                     |                        |
|--------------------|----------------|---------------------|------------------------|
| East End N.I. Yard | Hill Yard Lead | Old West-bound Main | On Old West-bound Main |
|--------------------|----------------|---------------------|------------------------|

# 1104-B2. Switch Tenders—Train Directors P&LE DIVISION CP 62

| Location         | Switches                           | Note |
|------------------|------------------------------------|------|
| CP 62 Youngstown | All switches between "Stop" signs. | 1-2  |

NOTE 1. Train Directors will use a yellow flag by day and a yellow light by night to govern all movements on the P&LE Railroad at CP 62.

NOTE 2. Train Directors will use a white flag by day and a white light by night to govern all movements from the Erie Lackawanna Railroad, at CP 62.



**Hand Operated Switches Equipped with Electric Locks.** 1104-D1. The following switches are equipped with electric locks; permission to unlock must be obtained from operator before switch padlock is removed from keeper.

### P.&L.E. DIVISION

| Location                | Track                  | Controlled By |
|-------------------------|------------------------|---------------|
| MP 46.5 New Castle Jct. | Universal Sanitary     | PIT           |
| MP 45.7 New Castle Jct. | Middle Yard            | PIT           |
| MP 44.9 New Castle Jct. | E. End of E. Yard Lead | PIT           |
| MP 44.3 West Pittsburgh | West Pittsburgh Indus. | PIT           |
| MP 38.8 Rock Point      | Crescentdale Track     | PIT           |
| MP 36 West Ellwood Jct. | Ellwood City Track     | PIT           |
| MP 26.2 Bridgewater     | Beaver Valley Track    | PIT           |
| MP 24.9 Monaca          | Phoenix Glass          | PIT           |
| MP 19.8 Aliquippa       | Shop Track             | PIT           |
| MP 16.1 South Heights   | 1 & 2 Yard Tracks      | PIT           |
| MP 8.2 Groveton         | New Yard Track         | PIT           |
| MP 1.9 West End         | N & W Transfer         | PIT           |
| MP 0.8 Pittsburgh       | North Pole Track       | PIT           |

### YOUGHIOGHENY BRANCH

| Location                          | Track  | Controlled By |
|-----------------------------------|--|---------------|
| MP 0.3 Y Pittsburgh               | Coke Siding  | PIT           |
| MP 0.9 Y Pittsburgh               | Oliver Yard  | PIT           |
| MP 1.5 Y Pittsburgh               | 23rd St. Yard  | PIT           |
| MP 6.8 Y Homestead                | Yard Track to No. 2 Main                             | PIT           |
| MP 9.1 Y Braddock                 | Wire Mill Lead to No. 2 Main                         | PIT           |
| MP 9.2 Y Braddock                 | Controlled Siding to ZEFF                            | PIT           |
| MP 10.9 Y Port Perry              | Yard Track to No. 1 Main                             | PIT           |
| MP 11.4 Y Port Perry              | Yard Track to No. 1 Main                             | PIT           |
| MP 12.2 Y Demmler                 | Demmler Eastward Passing siding to No. 2 Main        | PIT           |
| MP 12.2 Y Demmler                 | W. End Demmler Westward Passing siding to No. 1 Main | PIT           |
| MP 12.2 Y Demmler                 | Yard Track to Controlled Siding                      | PIT           |
| MP 12.3 Y Demmler                 | Yard Track to Controlled Siding                      | PIT           |
| MP 12.9 Y Demmler                 | W. End Riverton New Yard to No. 1 Main               | PIT           |
| MP 13.1 Y Demmler                 | Yard Track to Controlled Siding                      | PIT           |
| MP 13.2 Y Demmler                 | Yard Track to Controlled Siding                      | PIT           |
| MP 13.2 Y Demmler                 | Yard Track to Controlled Siding                      | PIT           |
| MP 13.2 Y Demmler                 | Demmler Eastward Passing Siding to No. 2 Main        | PIT           |
| MP 13.2 Y Riverton                | Riverton East Yard to No. 2 Main                     | PIT           |
| MP 13.2 Y Riverton                | Center Riverton New Yard to No. 1 Main               | PIT           |
| MP 13.2 Y Riverton                | Crossover No. 2 Main to No. 1 Main                   | PIT           |
| MP 13.4 Y Riverton Two Crossovers | Yard Track at Firth Sterling to No. 1 Main           | PIT           |
| MP 13.7 Y Riverton                | E. End Riverton East Yard to No. 2 Main              | PIT           |
| MP 13.9 Y McKeesport              | Riverton West Yard Lead to No. 1 Main                | PIT           |
| MP 14.0 Y McKeesport              | Crossover No. 2 Main to No. 1 Main                   | PIT           |
| MP 14.1 Y McKeesport              | Yard Track to Controlled Siding                      | PIT           |
| MP 14.9 Y McKeesport              | No. 2 Main to Orchard Track Extension                | PIT           |
| MP 15 Y McKeesport                | No. 2 Main to Orchard Track Extension                | PIT           |
| MP 16.2 Y McKeesport              | Port Vue River Yard to No. 1 Main                    | PIT           |
| MP 16.8 Y McKeesport              | Kelsey Hayes Siding (Lind-Steel)                     | PIT           |

### MONONGAHELA BRANCH

|                  |                              |     |
|------------------|------------------------------|-----|
| MP 26.8M Bunola  | Bunola Siding                | PIT |
| MP 28.2M Wallace | Wallace Yard                 | PIT |
| MP 32.2M Manown  | Combustion Engineering Track | PIT |

### 1105-A1. Spring Switches Located

#### P.&L.E. DIVISION

| Location                   | Normal Position | Route For Which Sprung | Note |
|----------------------------|-----------------|------------------------|------|
| Bentley, Ohio M.S.L. Track | Derailing       |                        |      |

### Receiving or Discharging Traffic

1107-A1. In the application of Rule 107, a Passenger Train, routed to a track which will result in a station stop for receiving or discharging traffic across tracks between that train and station platform, must stop as soon as known it is so routed and obtain assurance from Operator or Dispatcher that other trains involved will be, or have been notified, of the stopping of that train on that track at the station, unless this assurance has been previously furnished in writing or by radio.

### 1111-A1. Sidings

#### YOUGHIOGHENY BRANCH

| Location   | Between               | Capacity | Note |
|------------|-----------------------|----------|------|
| West Yough | MP 55.7 Y and MP 57 Y | 125      | 1    |

NOTE 1. May be used on permission of operator at CP 58 Y.

### 1111-A2. Controlled Sidings (TCS)

#### P.&L.E. DIVISION

| Location     | Between                    | Capacity   |
|--------------|----------------------------|------------|
| Aliquippa    | CP 18-CP 20<br>CP 20-CP 22 | 191<br>182 |
| Beaver Falls | CP 29-CP 32                | 314        |

#### YOUGHIOGHENY BRANCH

|                 |                 |     |
|-----------------|-----------------|-----|
| Homestead No. 1 | CP 4 Y-CP 6 Y   | 170 |
| Homestead No. 2 | CP 6 Y-CP 4 Y   | 165 |
| Rankin          | CP 9 Y-CP 10 Y  | 82  |
| Demmler         | CP 11 Y-CP 14 Y | 252 |

### 1111-A3. Controlled Sidings (TCS)

Eastward trains and engines doing work at Demmler must pull east sufficient distance to clear CP 11 Y Interlocking.

### Yard Tracks

1113-A1. With reference to Rule 113, the following tracks may be used on permission of and under the jurisdiction of employe shown below:

#### P.&L.E. DIVISION

| Location     | Between                      | And                              | Controlled By                    |
|--------------|------------------------------|----------------------------------|----------------------------------|
| Youngstown   | MP 58.3<br>Lowellville Jct.  | MP 62.6 at<br>Hillsville         | Yardmaster at<br>Gateway Yard    |
| New Castle   | CP 46<br>New Castle Jct.     | MP 49.5<br>New Castle Track      | Yardmaster at<br>New Castle Jct. |
| Beaver Falls | MP 36.0<br>West Ellwood Jct. | MP 39.7<br>Ellwood City          | Yardmaster at<br>College         |
|              | MP 36.0<br>Ellwood City Jct. | MP 38.6<br>Koppel                | Yardmaster at<br>College         |
|              | MP 26.9<br>Bridgewater       | MP 27.9<br>Standard Clay<br>Mfg. | Yardmaster at<br>College         |
| Aliquippa    | CP 22                        | Shippingport                     | Yardmaster at<br>Aliquippa       |
| Pittsburgh   | CP 5                         | MP 6<br>Neville Island           | Yardmaster at<br>McKees Rocks    |

#### Monongahela Branch

|                    |   |   |                              |
|--------------------|---|---|------------------------------|
| Newell             | Lead Extending<br>Between<br>MP 48.2 M<br>West End<br>Newell Yard | CP 47 M                                     | Yardmaster at<br>Newell Yard |
| Newell Interchange | CP 51 M<br>Newell Inter-<br>change Yard                           | NI East End<br>Newell Inter-<br>change Yard | Yardmaster at<br>Newell Yard |

#### Youghiogheny Branch

|            |  |                 |            |
|------------|--|-----------------|------------|
| Port Perry | "P" Lead<br>Extending<br>Between CP 10 Y | Port Perry Lead | Dispatcher |
|------------|--|-----------------|------------|



**Track Assignments**  
**1151-A1. Single Track**

**P&LE DIVISION**

| Track | Between    | And    |
|-------|------------|--------|
| Main  | CP 59 (RS) | CP 62  |
| Main  | CP 59 (RS) | Graham |

**MONONGAHELA BRANCH**

|      |         |         |
|------|---------|---------|
| Main | CP 22 M | CP 35 M |
| Main | CP 41 M | CP 51 M |

**YOUGHIOGHENY BRANCH**

|      |         |         |
|------|---------|---------|
| Main | CP 17 Y | CP 58 Y |
|------|---------|---------|

**1151-B1. Single Track**

Current of Traffic or TCS as follows:

**P&LE DIVISION**

| Main Line Between: | Single | No. 1 Track | No. 2 Track | No. 3 Track | No. 4 Track |
|--------------------|--------|-------------|-------------|-------------|-------------|
| CP 59 and Graham   | TCS    |             |             |             |             |
| CP 59 and CP 62    | TCS    |             |             |             |             |

**MONONGAHELA BRANCH**

|                     |     |  |  |  |  |
|---------------------|-----|--|--|--|--|
| CP 22 M and CP 35 M | TCS |  |  |  |  |
| CP 41 M and CP 51 M | TCS |  |  |  |  |

**YOUGHIOGHENY BRANCH**

|                     |     |  |  |  |  |
|---------------------|-----|--|--|--|--|
| CP 17 Y and CP 33 Y | TCS |  |  |  |  |
| CP 34 Y and CP 51 Y | TCS |  |  |  |  |
| CP 52 Y and CP 58 Y | TCS |  |  |  |  |

NOTE 1. Rule 1093-A1 applies between CP 33 Y & CP 34 Y, and between CP 51 Y & CP 52 Y.

NOTE 2. At CP 52 Y, Note 2 bottom of page 44 applies.

**1151-B2. Two or More Tracks**

Current of Traffic or TCS as follows:

**P&LE DIVISION**

| Main Line Between:              | No. 1 Track | No. 2 Track | No. 3 Track | No. 4 Track |
|---------------------------------|-------------|-------------|-------------|-------------|
| CP 0 and CP 59                  | TCS         | TCS         |             |             |
| CP 62 and CP 64                 |             | TCS         |             |             |
| CP 62 and Sheehy Street         | West        |             |             |             |
| Graham and Girard (LE&E Tracks) | West        | East        |             |             |

NOTE: Tracks are numbered from North to South.

**1151-B2. Two or More Tracks (cont.)**

Current of Traffic or TCS as Follows:

**YOUGHIOGHENY BRANCH**

| Main Line Between: | No. 1 Track | No. 2 Track | No. 3 Track | No. 4 Track |
|--------------------|-------------|-------------|-------------|-------------|
| CP 0 and CP 17 Y   | TCS         | TCS         |             |             |

NOTE: Tracks are numbered from North to South.

**1151-B2. Two or More Tracks (cont.)**

Current of Traffic or TCS as Follows:

**MONONGAHELA BRANCH**

| Main Line Between:    | No. 1 Track | No. 2 Track | No. 3 Track | No. 4 Track |
|-----------------------|-------------|-------------|-------------|-------------|
| CP 15 Y and CP 22 M   | West        | East        |             |             |
| CP 35 M and CP 41 M   | West        | East        |             |             |
| NI East End and Brown | TCS         | TCS         |             |             |

NOTE: Tracks are numbered from North to South.

**Movements Against the Current of Traffic Without Train Orders.**

**1151-B3.** At the following locations the 3rd paragraph of Rule D-151 will not apply and movements may be made as indicated below at **Reduced Speed**.

Trains or engines may operate against the current of traffic without train orders, under **Manual Block Signal System Rules**, in the following territories when authorized by the Train Dispatcher. The Conductor or Engineman must obtain permission to use the track only from the employee in charge of track designated below.

**P & L E DIVISION (L E & E TRACKS)**

| Track | From | To     | When Authorized by Train Dispatcher on Verbal Permission of | Note |
|-------|------|--------|---|------|
| 1     | EL   | Graham | Operator at Graham  | 1    |

**MONONGAHELA BRANCH**

|       |         |         |                 |   |
|-------|---------|---------|-----------------|---|
| 1 & 2 | CP 15 Y | CP 22 M | Operator at PIT | 3 |
| 2     | CP 41 M | CP 35 M | Operator at PIT | 3 |

NOTE 1. The Train Dispatcher must determine that the block is clear of opposing movements. Form J Train Order must be issued to the operator in charge of track. The operator must apply blocking devices, with signals in STOP position at station where opposing movements must be held. Notation confirming this procedure must be made on Train Dispatchers train sheet and the operators record of Train Movement sheet before permission is granted.

NOTE 3. The Train Dispatcher must determine that the block is clear of all opposing movements and block devices applied to the Dispatchers control machine with signals in STOP position at the point where the opposing movement must be held and notation confirming this procedure must be made on the Train Dispatchers train sheet before permission is granted.

## PASSENGER TRAIN OPERATION

### Heating, Lighting and Ventilation of Cars

#### 1154-A1. (P&LE Railroad.)

Trainmen must, when outside temperature is less than twenty (20) degrees above zero, regularly at fifteen (15) minute intervals, open rear steam heat valve wide and fully blow line free of condensate.

### Car Movement Restrictions

1154-A2. (P&LE Railroad.) Make-up of Passenger, Mail, Express and Deadhead Equipment Trains.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Car equipped with steam train line must have steam connectors securely connected to adjacent cars or secured by use of wire to assure proper clearance above rail except steam connector on rear of rear car may be secured by use of chain support without use of wire.

Passenger equipped Flexi-Vans which are used as the rear car on passenger, mail, express and/or deadhead equipment trains are to be limited to loaded Vans only.

The following list of passenger equipped cars with freight type trucks and either internal or external type snubbing, are subject to restrictions as indicated below:

|                             |                             |
|-----------------------------|-----------------------------|
| EL 100 to 199 inc.          | PC or PRR 4800 to 4999 inc. |
| EL 2111 to 2121 inc.        | PC or PRR 5200 to 5399 inc. |
| EL 10000 to 10089 inc.      | PRR 6800 to 6999 inc.       |
| CBQ 8600, 8700, 8800 series | PRR 9400 to 9999 inc.       |
| Milw 1600 series            | PC 5800 to 5974 inc.        |
| B&O 1850 to 1888 inc.       | PC 6000 to 6200 inc.        |
| GN 2500 series              | PC 5000 to 5182 inc.        |
| REX 3401 to 3423 inc.       | PC 6211 to 6233 inc.        |
| PC or NYC 9200 to 9499 inc. | PC 5540 to 5571 inc.        |
| PRR 1800 to 2499 inc.       | PC 5572 to 5751 inc.        |

- (a) Cannot be handled as rear car on any Passenger train whether loaded or empty.
- (b) When loaded or empty in body of passenger train speed is restricted to 50 MPH.

The following restrictions apply to all other box or refrigerator type cars:

- (a) Cannot be handled as rear car when empty.
- (b) When loaded as rear car of passenger train speed is restricted to 50 MPH.
- (c) When empty in body of passenger train speed is restricted to 50 MPH.

All ATSF passenger head end equipment, including baggage cars, except 366 through 370 inclusive and 1980 through 1999 inclusive, are prohibited from use on the P&LE Railroad Company.

REX 1000 to 1025 inclusive and CRDX or REX 6600 to 6899 inclusive, and CRDX or REX 8200 to 8300 restricted from operation in psgr. or mail trains on P&LE Railroad.

Passenger trains and trains containing more than 20 passenger carrying type cars must not exceed 30 cars.

Mail, Express and Baggage Equipment Trains must not exceed 55 cars total and must not contain more than 40 cars of series PC 7200 to 9099 inclusive.

## FREIGHT TRAIN OPERATION

### P & L E Railroad

#### Instructions for Preparation and Handling of Engines, Trains on Grades, Retaining Valves, etc.

1155-A1. Diesel road locomotives must have the Controlled Emergency feature of 24 RL brake equipment set in Passenger (or Passenger Lap), except when coupled to a freight train. Locomotives operating light in road service, yard or terminal territory, must have the Retair Valve and Controlled Emergency Cocks set as follows:

- Retair Valve operating "A" unit set in "Pass" position.
- Controlled Emergency Cock "B" unit set in "Pass" position.
- Retair Valve trailing "A" unit set in "PassLap" position.

NOTE—See EC-99, Page 12, for Standard Pressures.

#### Passing Over Railroad Crossings at Grade.

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 at least 8 seconds before reaching the crossing and kept in that position until locomotive units have passed over the crossing.

#### Passenger Units

On EMD Passenger Units only, when speed of train drops below 27 miles per hour, the throttle must be returned to idle position before attempting to accelerate the train.

#### Work, Wreck, Helper, Construction, etc.

Work, Wreck or Construction trains must not be pushed when occupied by men other than the train crew, except when the front of the leading car is equipped with a back-up hose in good working order ready for immediate use.

Where yard locomotives make up and add cars to the rear of a freight train, the brake pipe feed valve of the locomotive will be reduced 10 pounds below standard pressure for that train before coupling the air into cars to be added. After coupling cars to the rear of the train stretching the portion of cars added, and before any air hoses are coupled between the front and rear portions of the train, the engineman of the yard locomotive will make a full service brake pipe reduction. When the brake application is completed and it has been noted that the brakes on the added portion are applied, the engineman of the yard locomotive will then make an emergency application of the brakes. The trainman or car inspector will close the angle cock between the yard locomotive and the added portion. The air hose between the two portions of the train will then be coupled and angle cocks opened slowly. The road engineman will then proceed to make the proper test of brakes.

#### Pusher and Helper Engines In The State Of Ohio

1155-B1. Within the State of Ohio, when a pusher or helper engine is used to assist in assembling train and the pusher or helper engine is located behind the caboose, employees are prohibited from riding on the caboose while train is being assisted and during this time caboose must be locked.

#### Retaining Valves

Except when using locomotives which are equipped with pressure-maintaining equipment, Rule 18-o of PC Brake and Train Air Signal Instructions must be observed as follows:

The retaining valves shall be turned up from the front to the rear of train and turned down from the rear to front of train.

On the three position retaining valves, the retaining valve handle will be placed in the high pressure position or at an angle of forty-five (45) degrees on loaded cars and in the low pressure position or horizontal on empty cars. On two position retaining valves, the retaining valve handle will be placed in the horizontal position. (See EC-99 Page 61, for 3 and 4 position type retaining valves.)

The release position of all retaining valves is with the handle vertical or straight down.

On grades requiring the use of retaining valves the engineman will adjust brake-pipe pressure to ninety (90) lbs.

A brake club is part of the equipment for trainmen in grade service.

The following percentage of retaining valves must be used on trains in descending the grades listed below:

|                                 | Minimum Number of Retaining Valves to be Used on Trains. |
|---------------------------------|--|
| Mahoning State Line Track ..... | 75 per cent  |
| Crescentdale Track .....        | 75 per cent  |
| Koppel Track .....              | 75 per cent  |
| Ellwood City Track .....        | 60 per cent  |

NOTE—Conductor must notify engineman when the required number of retaining valves on the train have been turned up.

In order to avoid exceeding the maximum permissible speed and to verify that the retaining valves are functioning, the engineman will make a brake application as soon as practicable after starting down grade, followed by additional applications to keep the train speed uniform.

Brake-pipe pressure must not be permitted to fall below seventy (70) lbs. without being in position to safely release brakes and re-charge auxiliary reservoirs.

#### Brake and Train Air Signal Instructions Applying and Releasing Dynamic Brake.

1155-B2. Enginemen must apply dynamic brake with care. Hold selector lever in "OFF" position for 12 seconds when transferring from power to dynamic braking. Apply dynamic brakes slowly and smoothly.

Enginemen must consume at least 12 seconds between "OFF" and ½ applied position.

Enginemen must use 12 additional seconds between ½ and full dynamic brake.

The same care and time must be used in releasing dynamic brake.

Trains other than solid loaded mineral freight having 3 six-motor units equipped with extended range dynamic braking must reduce to ½ position on dynamic brake control at speeds below 15 MPH.

Trains having 4 six-motor units equipped with extended range dynamic braking must reduce to ½ position on dynamic brake control below 20 MPH.

Instructions 18-g of Brake and Train Air Signal Instructions (EC-99), changed.

#### Diesel Road Switchers, Switchers, and Freight Units in Multiple Service.

1155-B3. Use of Diesel Road Switchers, Switchers and Freight Units in multiple operations, the following instructions will govern:

1. With four units and two engine crews on the head end of the train, when doing work and doubling back to the train or when it is necessary to take slack, this operation shall be done from the third and fourth units. On units one and two, the throttle shall be in the idle position.
2. Backing trains or taking slack with Road Switch and/or Yard Switch units in consist, hauling or in tow. To minimize the possibility of jack-knifing units, when necessary to back or take slack in a train of more than fifty (50) cars, the engineman will be governed by the following instructions:
  - 4 units working—ISOLATE lead unit
  - 5 units working—ISOLATE lead 2 units
  - 6 units working—ISOLATE lead 3 units
  - 7 units working—ISOLATE lead 4 units

When hauling a train, with the exception of Detroit-Edison locotrol trains, the number of traction motors operating is not to exceed twenty-four (24).



3. When doubling to train, stop is to be made one car length before coupling and then couple at not to exceed 2 MPH. When stopping train, Rule 18-f, (part 1) a) of EC-99 will apply, except in case of emergency.

#### 1155-B4

##### Freight Train Operation

A Detroit Edison Unit train consisting of mineral freight cars in DEEX series (commencing with 1001) is to remain coupled throughout the dumping operation. It is imperative that the cars be lined up in exactly the proper manner or major damage and/or delay will result.

All of the cars with even numbers have non-rotating couplers in both ends. All of the cars with odd numbers have rotating couplers in both ends. The odd numbered cars are further identified by having the last side panel at each corner of the car painted blue. The two types of cars must be alternated in the train.

The following will govern:

1. There must be a car with rotating couplers at both ends of any continuous block of cars.
2. A rotating coupler must be coupled to a locomotive unit and the caboose.
3. Two non-rotating couplers must not be coupled together. Two rotating couplers must not be coupled together.
4. When the train is assembled all uncoupling levers for rotating couplers must be disconnected and placed in the stowed position.
5. If a bad order is set out, one adjacent car must also be set out, unless the bad order car can be immediately replaced with a car of the same type.
6. If cars are added to, or subtracted from the train, they must always be changed in pairs.

**1155-B5.** With reference to the movement of Wheeling-Pittsburgh Hot Slab Train between Monessen and Brown. The Hot Slab Train (HST) is prohibited from passing tank cars or any type of placarded cars on adjacent tracks.

Yardmasters at points enroute, must notify Train Dispatcher immediately when adjacent tracks contain a car or cars of the above mentioned type.

Trains and engines are prohibited from setting off tank cars or any type placarded car on adjacent tracks between Monessen and Brown.

Conductors on any train handling any tank car or placarded car between Monessen and Brown, must notify Train Dispatcher before using the Main track or adjacent tracks thereto.

#### 1157-A. Speed Table

| Speed per Hour | Time of Performance |        |        | Speed per Hour | Time of Performance |        |        |
|----------------|---------------------|--------|--------|----------------|---------------------|--------|--------|
|                | ¼ Mile              | ½ Mile | 1 Mile |                | ¼ Mile              | ½ Mile | 1 Mile |
| Miles          | M. S.               | M. S.  | M. S.  | Miles          | M. S.               | M. S.  | M. S.  |
| 5              | 3.00                | 6.00   | 12.00  | 35             | 0.25                | 0.51   | 1.42   |
| 10             | 1.30                | 3.00   | 6.00   | 40             | 0.22                | 0.45   | 1.30   |
| 15             | 1.00                | 2.00   | 4.00   | 45             | 0.20                | 0.40   | 1.20   |
| 20             | 0.45                | 1.30   | 3.00   | 50             | 0.18                | 0.36   | 1.12   |
| 25             | 0.36                | 1.12   | 2.24   | 55             | 0.16                | 0.32   | 1.05   |
| 30             | 0.30                | 1.00   | 2.00   | 65             | 0.14                | 0.28   | 0.55   |

#### SPEEDS

#### PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum speeds, unless otherwise specified.

#### P&E DIVISION

| Main Line<br>CP 0 (Pittsburgh)<br>to Girard & Sheehy St.<br>(Youngstown)                       | Miles Per Hour |      |             |      |              |      |              |      |
|--|----------------|------|-------------|------|--------------|------|--------------|------|
|  | No. 1 Track    |      | No. 2 Track |      | Single Track |      | Other Tracks |      |
| Between:   | Psg.           | Frt. | Psg.        | Frt. | Psg.         | Frt. | Psg.         | Frt. |
| CP 0 & Curve MP 0.9  | 65             | 50   | 65          | 50   |              |      |              |      |
| Curve—MP 0.9 & MP 1.1  | 50             | 50   | 50          | 50   |              |      |              |      |
| MP 1.1 & CP 3  | 65             | 50   | 65          | 50   |              |      |              |      |
| CP 3 Interlocking  | 30             | 30   | 30          | 30   |              |      |              |      |
| CP 3 & CP 5  | 65             | 50   | 20          | 20   |              |      |              |      |
| CP 5 & MP 10.3   | 65             | 50   | 65          | 50   |              |      |              |      |
| MP 10.3 & MP 11.2<br>Broadway & Thorn Sts.<br>Coraopolis                                       | 35             | 35   | 35          | 35   |              |      |              |      |
| MP 11.2 & CP 18  | 65             | 50   | 65          | 50   |              |      |              |      |
| CP 18 & CP 22  | 50             | 50   | 65          | 50   |              |      |              |      |
| CP 18 & CP 20<br>Controlled Siding   |                |      |             |      |              |      | 20           | 20   |
| CP 20 & CP 22<br>Controlled Siding   |                |      |             |      |              |      | 30           | 30   |
| CP 22 & MP 24.9  | 65             | 50   | 65          | 50   |              |      |              |      |
| MP 24.9—Curve east end<br>Ohio River Bridge and<br>MP 25.8—Curve west end<br>Ohio River Bridge | 45             | 45   | 45          | 45   |              |      |              |      |
| MP 25.8 & MP 28.7  | 65             | 50   | 65          | 50   |              |      |              |      |
| MP 28.7 & MP 37.5  | 45             | 45   | 45          | 45   |              |      |              |      |
| CP 29 & CP 32<br>Controlled Siding   |                |      |             |      |              |      | 20           | 20   |
| MP 37.5 & CP 43  | 50             | 50   | 50          | 50   |              |      |              |      |
| CP 43 & MP 47.1  | 50             | 50   | 50          | 50   |              |      |              |      |
| Curve—MP 47.1 & MP 47.2  | 45             | 45   | 45          | 45   |              |      |              |      |
| MP 47.2 & CP 59  | 50             | 50   | 50          | 50   |              |      |              |      |
| CP 59 Interlocking   |                | 15   |             | 15   |              |      |              |      |
| CP 59 & CP 62  |                |      |             |      | 20           | 20   |              |      |
| CP 59 & Graham   |                |      |             |      | 20           | 20   |              |      |
| CP 62—Frt. entering or<br>leaving yards  |                |      |             |      |              |      | 10           | 10   |
| CP 62 & Sheehy St.   | 20             | 20   | 20          | 20   |              |      |              |      |
| Graham & MP 8  |                |      | 20          | 20   |              |      |              |      |
| MP 8 & Girard  |                |      | 10          | 10   |              |      |              |      |
| Graham & Girard  | 20             | 20   |             |      |              |      |              |      |

NOTE—Passenger, Mail, Express and Dead-Head equipment trains with freight cars not equipped for passenger service, must not exceed freight train speeds.



## SPEEDS

## PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum speeds, unless otherwise specified.

## YOUGHIOGHENY BRANCH

| Main Line<br>CP 0 Pittsburgh to<br>CP 58 Y                            | Miles Per Hour |      |                |      |                 |      |                 |      |
|---|----------------|------|----------------|------|-----------------|------|-----------------|------|
|   | No. 1<br>Track |      | No. 2<br>Track |      | Single<br>Track |      | Other<br>Tracks |      |
|   | Psg.           | Frt. | Psg.           | Frt. | Psg.            | Frt. | Psg.            | Frt. |
| Between:  |                |      |                |      |                 |      |                 |      |
| CP 0 (PIT) & CP 1 Y   | 35             | 35   | 35             | 35   |                 |      |                 |      |
| CP 1 Y & CP 2 Y   | 20             | 20   | 20             | 20   |                 |      |                 |      |
| CP 2 Y & CP 6 Y   | 40             | 40   | 40             | 40   |                 |      |                 |      |
| CP 4 Y & CP 6 Y<br>Controlled Sidings<br>No. 1 & No. 2<br>(See Note)* |                |      |                |      |                 |      | 15              | 15   |
| CP 6 Y—Interlocking   | 35             | 35   | 35             | 35   |                 |      |                 |      |
| CP 6 Y & CP 7 Y   | 35             | 35   | 35             | 35   |                 |      |                 |      |
| CP 7 Y & CP 10 Y  | 40             | 40   | 40             | 40   |                 |      |                 |      |
| CP 9 Y & CP 10 Y<br>Controlled Siding                                 |                |      |                |      |                 |      | 30              | 30   |
| CP 10 Y & CP 14 Y   | 40             | 40   | 40             | 40   |                 |      |                 |      |
| CP 11 Y & CP 14 Y<br>Controlled Siding                                |                |      |                |      |                 |      | 30              | 30   |
| CP 14 Y Station Siding  |                |      |                |      |                 |      | 10              | 10   |
| CP 14 Y & CP 17 Y   | 30             | 30   |                |      |                 |      |                 |      |
| CP 14 Y & MP 15.3 Y   |                |      | 30             | 30   |                 |      |                 |      |
| MP 15.3 Y & MP 15.5 Y<br>Curve—East end<br>Yough Bridge               |                |      | 20             | 20   |                 |      |                 |      |
| MP 15.5 Y & CP 17 Y   |                |      | 30             | 30   |                 |      |                 |      |
| CP 17 Y & CP 51 Y<br>(See Note)*                                      |                |      |                |      | 35              | 35   |                 |      |
| CP 52 Y & CP 58 Y   |                |      |                |      | 20              | 20   |                 |      |
| CP 58 Y—Interlocking  |                |      |                |      | 20              | 20   |                 |      |

NOTE—Passenger, Mail, Express and Dead-Head equipment trains with freight cars not equipped for passenger service, must not exceed freight train speeds.

\*NOTE—All movements between CP 4 Y and CP 6 Y on Controlled Sidings, CP 33 Y and CP 34 Y, CP 51 Y and CP 52 Y, must not exceed RESTRICTED SPEED.

## SPEEDS

## PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum speeds, unless otherwise specified.

## MONONGAHELA BRANCH

| Main Line<br>CP 15 Y to BROWN                      | Miles Per Hour |      |                |      |                 |      |                 |      |
|--|----------------|------|----------------|------|-----------------|------|-----------------|------|
|  | No. 1<br>Track |      | No. 2<br>Track |      | Single<br>Track |      | Other<br>Tracks |      |
|  | Psg.           | Frt. | Psg.           | Frt. | Psg.            | Frt. | Psg.            | Frt. |
| Between:   |                |      |                |      |                 |      |                 |      |
| CP 15 Y & Windsor St.<br>McKeesport                | 30             | 30   | 30             | 30   |                 |      |                 |      |
| Windsor St. & MP 21.9 M<br>(Elizabeth Boro Limits) | 40             | 40   | 40             | 40   |                 |      |                 |      |
| MP 21.9 M & CP 22 M                                | 10             | 10   | 10             | 10   |                 |      |                 |      |
| CP 22 M & MP 23 M                                  |                |      |                |      | 10              | 10   |                 |      |
| MP 23 M & CP 35 M                                  |                |      |                |      | 40              | 40   |                 |      |
| CP 35 M & CP 41 M                                  | 35             | 35   | 35             | 35   |                 |      |                 |      |
| CP 41 M & MP 45.2 M                                |                |      |                |      | 35              | 35   |                 |      |
| MP 45.2 M & CP 47 M<br>(Fayette City)              |                |      |                |      | 25              | 25   |                 |      |
| CP 47 M & CP 51 M                                  |                |      |                |      | 15              | 15   |                 |      |
| Eastward Frt. passing<br>Newell Yard Office        |                |      |                |      |                 | 10   |                 |      |
| N.I. East End & BROWN<br>(See Note)*               | 15             | 15   | 5              | 5    |                 |      |                 |      |

NOTE—Passenger, Mail, Express and Dead-Head equipment trains with freight cars not equipped for passenger service, must not exceed freight train speeds.

\*NOTE—All movements between CP 51 M and N.I. East End (Newell Interchange) yard, must not exceed RESTRICTED SPEED.

## CURVES, BRIDGES, ETC.

## 1157-F1. Maximum Speed

| P&LE Division<br>Other Than Main Tracks  | Miles<br>per Hour |
|--|-------------------|
| Lowellville and Mahoning State Line Track,<br>M.P. 58.3 Lowellville Jet. and M.P. 62.6 Hillsville..... | 12                |
| New Castle Track,<br>M.P. 46.6 New Castle Jet. and M.P. 49.5 New Castle.....                           | 15                |
| Big Run Track<br>Shenango River Bridge.....  | 10                |
| Crescentdale Track.....  | 12                |
| Koppel Track.....  | 12                |
| Bradys Run Track.....  | 12                |
| Ohio River Track.....  | 15                |
| Ellwood City Track.....  | 15                |
| Neville Island Bridge.....   | 10                |
| New Castle,<br>South Mill and Moravia Street Crossings.....  | 4                 |
| CP 11<br>Russell, Burdsall & Ward Co. Track No. 6.....   | 4                 |

Youghiogheny Branch  
Other Than Main Tracks

|  |    |
|--|----|
| Rankin and Riverton,<br>Turn-outs East and West Yards..... | 8  |
| West Yough. Bridge.....                                    | 12 |

## ENGINES

## 1157-G1. Maximum Speeds, unless otherwise Restricted.

## Diesel Units:

|  | Miles<br>per Hour |
|--|-------------------|
| Nos. 1234-1253, 8931-8961, 1534-1573, 9280-9289, DE 001-DE 021<br>light or with cabooses, limited to maximum track speed but<br>not to exceed.....<br>(May be operated at maximum speed of 65 MPH when coupled<br>as a trailing unit or when handled dead in train.) | 45                |
| Nos. 1234 to 9289, DE 001- DE 021 light or with cabooses, limited<br>to maximum track speed but not to exceed.....   | 45                |

NOTE: An engine consisting of more than one unit is considered as operating backward when the employee in the leading unit does not have full control.

| ENGINES  | Miles<br>per Hour | ENGINES     | Miles<br>per Hour |
|--|-------------------|-------------|-------------------|
| 1234-1253  | 45                | 1500-1533   | 70                |
| 8931-8961  | 45                | 1576-5685   | 70                |
| 1534-1573  | 45                | 5713-5735   | 70                |
| 9280-9289  | 45                | 5930        | 70                |
| 2032-2037  | 70                | 2800-2821   | 70                |
|  |                   | DE001-DE021 | 70                |
| 1157-C3 Snow plows and flangers in service.....  |                   |             | 20                |
| 1157-C4 Circus trains with freight equipped cars.....  |                   |             | 30                |
| 1157-C5 Freight trains with pusher engines.....  |                   |             | 30                |
| 1157-C6 Trains with snow loader and snow melter units not in<br>service.....<br>(Loader and melter units to be coupled and moved in train with<br>loader unit trailing.) |                   |             | 30                |
| 1157-C7 Trains handling Speno ballaster equipment.....   |                   |             | 30                |
| 1157-C8 Trains with loaded ore cars less than 25 feet in length.....   |                   |             | 30                |
| 1157-C9 Freight trains with 30 or more cars of mineral freight.....  |                   |             | ★40               |
| Jenny type cars, loaded or empty.....  |                   |             | ★40               |
| 1157-C10 Work, wreck and revenue trains with cranes moving on<br>own wheels.....   |                   |             | 25                |
| 1157-C11 Trains with scale test cars or Jordan Spreader.....   |                   |             | 25                |
| 1157-C12 Work and wreck trains with cranes with boom forward<br>moving on own wheels.....  |                   |             | 20                |
| 1157-C13 Trains with ladle of hot metal or empty ladle.....  |                   |             | 15                |
| 1157-C14 Trains with ladle of hot metal or empty ladle moving<br>over Graham Interlocking plant.....   |                   |             | 10                |
| 1157-C15 Switches and crossovers not interlocked, when diverg-<br>ing, unless otherwise authorized.....  |                   |             | 15                |
| 1157-C16 Loaded welded rail train.....   |                   |             | 40                |
| 1157-C17 All Detroit Edison Trains   |                   |             |                   |
| Empty.....   |                   |             | 40                |
| Loaded.....  |                   |             | 30                |
| When diverging & through crossovers.....   |                   |             | 10                |
| Single track—CP 59 & Graham.....   |                   |             | 10                |
| Single track—MP 45M & MP 46M.....  |                   |             | 10                |
| All yard tracks.....   |                   |             | 10                |

All Detroit Edison Trains are not to be operated continuously between 15 & 20 MPH between Graham & Girard on LE&E Tracks.

★NOTE: When handling such trains conductors must know that enginemen have been so advised.

### 1160-B1. Engine and Car Restrictions

Wrecking Cranes must be separated from locomotives and any equipment having a gross weight in excess of 160,000 lbs. by at least one car not exceeding 160,000 lbs. gross weight, with minimum truck centers of thirty (30) feet, when moved over any bridge.

No wreck crane is to be placed on any bridge for the purpose of handling any load, without permission of chief engineer.

Wrecking Cranes are restricted from all Tracks, Pittsburgh Train Shed, except on authority of Superintendent.

Pipe, poles and any other loads susceptible to shifting, loaded on flat cars or in open top cars must not be handled in trains next to bi-level or tri-level cars loaded with automobiles.

By reason of close overhead clearance box cars must not pass under tipple on loading tracks at the following locations.

#### P. & L. E. DIVISION

Carbon Limestone Co. M.S.L. Track, Lowellville, O.

#### YOUGHIOGHENY BRANCH

East of West Newton—Banning No. 4 Mine

### ENGINES AND CARS MUST NOT BE OPERATED AS SHOWN BELOW:

On industrial sidings with sharp curvature and not shown below, care must be used in operating.

Cars over 60 ft. in length must not be operated through No. 6 turnout in diverging route when coupled to other cars.

Engines 2020 to 3049, when coupled together, cannot negotiate a No. 6 frog or curvature similar to that in lead of a No. 6 turnout.

Cars having gross weight in excess of 263,000 lbs. must not be operated without specific authority, except: cars having a maximum gross weight of 315,000 lbs. and a minimum car length of 45 feet may be operated on the Main Line, Youngstown Track, Lowellville and Mahoning State Line Track, New Castle Track, Crescentdale Track, Koppel Track and Ohio River track.

### CARS 85 FEET OR LONGER

Cars 85 ft. or longer must not move, either single or coupled, on any industrial or private side track except on instructions from Superintendent.

On the Youngstown Track of the P. & L. E. R. R. and The L. E. & E. Track trains handling a ladle of hot metal must have the ladle separated from the engine by at least one car. When two or more ladles of hot metal are handled, the ladles must be separated from each other by at least one car, and must be separated from engine by at least one car.

Account close clearance between bottom of coach steps and station platform on No. 1 track, Pittsburgh Station, passenger trainmen or porters will not open vestibule doors of coaches and pullman cars equipped with folding steps until train has come to a stop and will close doors before train again starts.

Cars must not be placed on No. 2 track at Homestead Valve Manufacturing Company, Coraopolis.

Account fire hazard, all cabooses are restricted from inside the gates of Oil and Chemical Companies.

A triple or quadruple load with load resting and secured to the end cars and idler car or cars between, must not be humped or move over crest of hump at Gateway Yard, Youngstown.

Cars with gross weight in excess of 120 tons must not be humped.

### 1160-B2. Youghioghenny Branch Engine and Car Restrictions

Trains handling loaded multi-level automobile cars measuring between 17 feet, 6 inches and 17 feet, 8 inches high and not exceeding 5 feet, 4 inches wide at the above heights, must not exceed 10 M.P.H. through J&L Tunnel, Pittsburgh, Pa.

**1160-B1. Engine and Car Restrictions (Cont.)**

Diesel Class ERS applies to single unit.

**EAST YOUNGSTOWN YARD DISTRICT:**

| Location                       | Name of Track  | Restrictions                     |
|--------------------------------|--|----------------------------------|
| Cedar Street (LE&E Track)..... | Republic Steel Corporation (5 Tracks).....                                   | All engines and wrecking cranes. |
| Hillsville.....                | Carbon Limestone Company screen track and McCullough trestle track.....      | All engines.                     |
| ".....                         | Dust Track (Old Fertilizer 1) west of road crossing.....                     | All engines.                     |
| ".....                         | Empty track (west of point 130' east of No. 3 crusher).....                  | All engines.                     |
| ".....                         | Coal trestle track (west of a point 400' from switch in Roasting Track)..... | All engines.                     |
| ".....                         | Amiesite Plant and Fertilizer 2 Track.....                                   | All engines.                     |
| ".....                         | Carbon Limestone Co. trestle track (Tipple).....                             | All engines and wrecking cranes. |
| Struthers.....                 | Struthers 2 Freight House side track—pit 330' east of switch.....            | All engines.                     |
| ".....                         | Struthers 2 Freight House side track—pit 150' east of switch.....            | Wrecking cranes.                 |

**NEW CASTLE YARD DISTRICT:**

| Location             | Name of Track   | Restrictions           |
|----------------------|---|------------------------|
| New Castle.....      | Nut Street (Upper Transfer).....                      | All eng. ex. ERS & ES. |
| ".....               | Mesta Machine.....                                    | All eng. ex. ERS & ES. |
| ".....               | Johnson Bronze Cages side track.....                  | All eng. ex. ERS & ES. |
| ".....               | Johnson Bronze Plow side track.....                   | All eng. ex. ERS & ES. |
| ".....               | Standard Steel Spring Company 10 track.....           | All eng. ex. ERS & ES. |
| ".....               | Standard Steel Spring Company 11 track.....           | All eng. ex. ERS & ES. |
| ".....               | Pennsylvania Engineering Works.....                   | All eng. ex. ERS & ES. |
| West Pittsburgh..... | Marcus-Paulson Company Power House trestle, only..... | All engines.           |

**BEAVER FALLS YARD DISTRICT:**

| Location          | Name of Track   | Restrictions           |
|-------------------|---|------------------------|
| College.....      | Armstrong Cork, J. M. Brooks & 26th St. Team Track..... | All eng. ex. ERS & ES. |
| Beaver Falls..... | Union Drawn Steel and middle track.....                 | All eng. ex. ERS & ES. |

**ALIQUIPPA YARD DISTRICT:**

| Location    | Name of Track  | Restrictions  |
|-------------|--|---|
| Kobuta..... | Ohio River Track.....  | All eng. ex. ERS & ES.  |
| ".....      | Koppers United Rubber Plant.....                                     | All eng. ex. ERS & ES. and wrecking crane.  |
| Monaca..... | Pittsburgh Screw & Bolt Company. Sharp curve river end of plant..... | All eng. ex. ERS & ES.  |
| Colona..... | North Star Co.....   | 85 feet cars not permitted on Field track or on Colona Dump Track beyond a point 100 feet west of Colonial Steel road crossing. |

**1160-B1. Engine and Car Restrictions (Cont.)****McKEES ROCKS YARD DISTRICT:**

| Location          | Name of Track   | Restrictions                                     |
|-------------------|---|--|
| Glenwillard.....  | Pipe Line Service No. 2 Track.....                          | No car over 66 feet long.                        |
| CP 11.....        | R. B. & W. Co. Tracks 1 to 6, inclusive.....                | All eng. ex. ERS & ES.                           |
| McKees Rocks..... | Storehouse "A" No. 1 Track.....                             | All eng. ex. ERS & ES.                           |
| ".....            | Boiler and tank new scrap.....                              | All eng. ex. ERS & ES.                           |
| ".....            | Van Dorn St. Co.....  | All eng. ex. ERS & ES.                           |
| ".....            | Color Shop Track.....                                       | All eng. ex. ERS & ES.                           |
| ".....            | Lockhart Iron & Steel Company all tracks.....               | All eng. ex. ERS & ES.                           |
| ".....            | M. of W. 5 track.....                                       | All eng. ex. ERS & ES.                           |
| Pittsburgh.....   | North Pole Ice Company, Gasoline side track.....            | All engines.                                     |
| ".....            | Lawrence Paint Co.....                                      | All eng. ex. ERS & ES.                           |
| ".....            | Depressed Track.....  | All eng. ex. ERS & ES.                           |
| ".....            | Pittsburgh Terminal Warehouse Tracks 2, 3, 4, 5, and 6..... | All eng. ex. ERS & ES.                           |
| ".....            | Truscon Steel Building.....                                 | All eng. ex. ERS & ES. with one car only.        |
| ".....            | Westinghouse Company.....                                   | All eng. ex. ERS & ES. No car over 48 feet long. |
| ".....            | 8th Street Team Track 60.....                               | All eng. ex. ERS & ES. No car over 52 feet long. |
| ".....            | Rod Mill Yard Tracks 1 and 2.....                           | All eng. ex. ERS & ES.                           |
| ".....            | Equitable Gas Co. Tracks 1 and 2.....                       | All eng. ex. ERS & ES.                           |
| ".....            | Mackintosh Hemphill Tracks 50 and 51.....                   | All eng. ex. ERS & ES.                           |
| ".....            | PESCO Track.....  | All eng. ex. ERS & ES.                           |
| ".....            | Chatfield-Woods Track 11.....                               | All eng. ex. ERS & ES.                           |
| ".....            | Chatfield-Woods Track 10.....                               | All eng. ex. ERS & ES. with one car only.        |
| ".....            | J. Eichleay Company.....                                    | All eng. ex. ERS & ES. with one car only.        |
| ".....            | Levinson Steel Company.....                                 | All eng. ex. ERS & ES.                           |
| ".....            | PC Interchange Tracks 1, 3 and 4.....                       | All eng. ex. ERS & ES.                           |
| ".....            | New 23rd Street Yard & General Chemical Company.....        | All eng. ex. ERS & ES.                           |
| ".....            | 23rd Street—Scale track and Houston—Starr track.....        | All eng. ex. ERS & ES.                           |
| ".....            | 34th Street Stub Yard, Tracks Nos. 9 to 17, inclusive.....  | All eng. ex. ERS & ES.                           |
| ".....            | Becks Run east yard Tracks Nos. 2, 3 and 4.....             | No car over 66 feet long.                        |

**McKEESPORT YARD DISTRICT:**

| Location                | Name of Track  | Restrictions           |
|-------------------------|--|------------------------|
| Rankin.....             | Bethlehem Steel Co. Tracks.....                        | All eng. ex. ERS & ES. |
| ".....                  | Joshowitz Co. (Old McCrady-Rogers Co.).....            | All eng. ex. ERS & ES. |
| ".....                  | B. Zeff Co. Siding.....                                | All eng. ex. ERS & ES. |
| ".....                  | Acheson Manufacturing Co.....                          | All eng. ex. ERS & ES. |
| ".....                  | Yard Tracks 21-22-23-24-29.....                        | All eng. ex. ERS & ES. |
| ".....                  | American Chain Co. Tracks.....                         | All eng. ex. ERS & ES. |
| Braddock (1st St.)..... | Dravo side track—(Rutter Bros.).....                   | All eng. ex. ERS & ES. |
| ".....                  | Roches Bros.....                                       | All eng. ex. ERS & ES. |
| ".....                  | Specialty Steel Products Company 1 Track.....          | All eng. ex. ERS & ES. |
| ".....                  | Specialty Steel Products Company 2 Shipping Track..... | All eng. ex. ERS & ES. |



## 1160-B1. Engine and Car Restrictions (Cont.)

## McKEESPORT YARD DISTRICT: (Cont.)

| Location                         | Name of Track  | Restrictions                                     |
|----------------------------------|--|--|
| McKeesport.....<br>Port Vue..... | Daily News Company track.....<br>Yough. Mon. A.I.D.<br>Corporation, Track 5.....   | All eng. ex. ERS & ES.<br>All eng. ex. ERS & ES. |
| Glassport.....                   | Coslov Co. Tracks 1 and 2<br>East of Derails.....  | All engines.                                     |
| " .....                          | Pittsburgh Steel Foundry Co.<br>(portion of plant west of<br>trestles).....  | All eng. ex. ERS & ES.                           |
| " .....                          | Pittsburgh Steel Foundry Co.<br>(portion of plant east of<br>trestles).....  | All eng. ex. ERS & ES.                           |
| " .....                          | Pittsburgh Steel Foundry Co.<br>trestles on 3 & 4 trks.....  | Wrecking crane and all<br>eng. ex. ERS & ES.     |
| " .....                          | Copperweld Steel Co. No. 2<br>Track.....   | All eng. ex. ERS & ES.                           |
| " .....                          | Southwest Compressed Steel<br>Corporation Tracks 4, 5 and 6<br>at Compressor Building and<br>side tracks at crane platform<br>beyond east end of platform,<br>Dock Loading Tracks..... | Wrecking crane and all<br>engines.               |
| " .....                          | Copperweld Steel Co. Former<br>Glass Co. Track.....  | All eng. ex. ERS & ES.                           |
| " .....                          | American Barge Lines Track.....  | All eng. ex. ERS & ES.                           |
| Wylie.....                       | Swift Homes.....   | All eng. ex. ERS & ES.                           |

## JACOBS CREEK YARD DISTRICT:

| Location         | Name of Track   | Restrictions          |
|------------------|---|-----------------------|
| West Newton..... | All loading tracks east of<br>point marked by yellow paint<br>on rails..... | All engines and cars. |

## CONNELLSVILLE YARD DISTRICT:

| Location                              | Name of Track  | Restrictions   |
|---------------------------------------|--|--|
| West Yough.....<br>Broadford Jet..... | West Yough. Transfer Bridge....<br>Koppers Company Wood<br>Preserving locomotive crane<br>track..... | P&LE Wrecking crane.<br><br>Wrecking crane and all<br>engines. |

## B. &amp; O. EQUIPMENT RESTRICTIONS

| Location        | Name of Track<br>or Bridge          | Reason      | Types<br>Restricted   |
|-----------------|-------------------------------------|-------------|---|
| West Yough..... | West Yough.<br>Transfer Bridge..... | Rating..... | All equipment having a<br>rating in excess of 270.<br>See Rule 1160-B1. |

## MONESSEN YARD DISTRICT:

| Location    | Name of Track   | Restrictions |
|-------------|---|--------------|
| Newell..... | General Chemical Co. Ore<br>Dock Track; Inside Building.... | All engines. |

## TRAIN DISPATCHERS

## 1201-A1. Location of Train Dispatchers—PIT. Pgh., Pa.

Train Dispatchers in charge as follows:

## Pittsburgh (P&amp;LE Division)

Main Line: Youngstown, Sheehy Street (Division Post,  
Penn Central Railroad) to CP-O, Pittsburgh.

## (Youghiogheny Branch)

CP-O Pittsburgh to CP 58 Y Connellsville.  
(Division Post WM Railroad.)

## (Monongahela Branch)

CP 15 Y (Division Post Monongahela Branch)  
to Brown (Division Post Monongahela Railroad.)

## (Youngstown Track)

CP59 to Graham

## (L.E.&amp;E. Tracks)

Graham to Girard

1204-A1. Referring to Rule 204: A copy of the train order for the engineman of each helping engine pushing the train need not be supplied. This applies whether engine is coupled directly ahead of or behind the cabin car.

## 1221-A1. Train Order Signals

Rule 221-C. To effect delivery of train orders to a train or engine, train or engine will be stopped (Rule 292). See Rule 1334-A1.

## SIGNAL RULES

## 1250-A1. Movement of Trains by Block Signal System Rules.

Applies in Columns 1, 2, 3, 6, 7 and 8.

X—Indicates Rules in effect except as otherwise indicated.

Applies in Columns 4 and 5.

A—Indicates Rules 305 to 316 inclusive, and Rules 319 to 342 inclusive in effect.

P—Indicates Rules 305 to 315 inclusive, and Rules 317 to 342 inclusive, in effect.

Applies in Columns 9 and 10.

T—Indicates Automatic Train Stop Rules in effect.

C—Indicates Cab Signal Rules in effect.

Column 1—Movement of Trains in the same direction by Block Signals.  
Rules 251, 253 and 254.

Column 2—Opposing and following movement of trains by Block Signals.  
Rules 261, 262, 263 and 264.

Column 3—Movement of trains on Secondary Tracks.  
Rules 271, 272 and 273.

Column 4—Manual Block Signal System.  
Rules 305 to 342 inclusive.

Column 5—Manual Block Signal System.  
Rules 305 to 342 inclusive.  
For movements against the current of traffic.

Column 6—Traffic Control System.  
Rules 450 to 462 inclusive.

Column 7—Automatic Block Signal System.  
Rules 501 to 514 inclusive.

Column 8—Automatic Block Signal System.  
Rules 501 to 514 inclusive.  
For movements against the current of traffic.

Column 9—Automatic Train Stop or Cab Signal with the Current of Traffic and on Single Track.  
Rules 550 to 562 inclusive.

Column 10—Automatic Train Stop or Cab Signal against the Current of Traffic.  
Rules 550 to 562 inclusive.

## P&amp;LE DIVISION

| BETWEEN | AND        | TRACK                                     | RULES IN EFFECT<br>See Column Description |     |     |     |     |     |     |     |     |     | Notes |
|---------|------------|---|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
|         |            |   | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  |       |
|         |            | MAIN LINE<br>Pgh. to Sheehy<br>St.-Girard |   |     |     |     |     |     |     |     |     |     |       |
| CP 0    | CP 59      | No. 1 & 2                                 | ...                                       | ... | ... | ... | ... | X   | ... | ... | ... | ... |       |
| CP 59   | CP 62      | Single                                    | ...                                       | ... | ... | ... | ... | X   | ... | ... | ... | ... |       |
| CP 59   | Graham     | Single                                    | ...                                       | ... | ... | ... | ... | X   | ... | ... | ... | ... |       |
| CP 62   | CP 64      | No. 2                                     | ...                                       | ... | ... | ... | ... | X   | ... | ... | ... | ... |       |
| CP 62   | Sheehy St. | No. 1                                     | ...                                       | ... | ... | ... | ... | ... | X   | ... | ... | ... |       |
| Graham  | Girard     | No. 1 & 2                                 | ...                                       | ... | ... | ... | P   | ... | X   | ... | ... | ... |       |

Tracks are numbered North to South.

## YOUGHIOGHENY BRANCH

| BETWEEN | AND     | TRACK                           | 1   | 2   | 3   | 4   | 5   | 6 | 7   | 8   | 9   | 10  | Notes |
|---------|---------|---------------------------------|-----|-----|-----|-----|-----|---|-----|-----|-----|-----|-------|
|         |         |                                 |     |     |     |     |     |   |     |     |     |     |       |
|         |         | MAIN LINE<br>Pgh. to<br>CP 58 Y |     |     |     |     |     |   |     |     |     |     |       |
| CP 0    | CP 17 Y | No. 1 & 2                       | ... | ... | ... | ... | ... | X | ... | ... | ... | ... |       |
| CP 17 Y | CP 33 Y | Single                          | ... | ... | ... | ... | ... | X | ... | ... | ... | ... | 1     |
| CP 34 Y | CP 51 Y | Single                          | ... | ... | ... | ... | ... | X | ... | ... | ... | ... | 1     |
| CP 52 Y | CP 58 Y | Single                          | ... | ... | ... | ... | ... | X | ... | ... | ... | ... | 2     |

NOTE 1. Rule 1093-A1 applies between CP 33 Y and CP 34 Y, and between CP 51 Y and CP 52 Y. All movements must not exceed Restricted Speed between these points.

NOTE 2. Trains and engines must not accept proceed signal for Eastward moves at CP 52 Y without permission of operator at CP 58 Y.

When it is desired for a train or engine to make an Eastward move at CP 52 Y to CP 58 Y, train must occupy a short track circuit in approach to the signal at CP 52 Y. If there is no Westward move being made, the signal at CP 52 Y will display an approach indication for an Eastward move. After train or engine clears at CP 58 Y, the system will revert to normal.

Tracks are numbered North to South.

## MONONGAHELA BRANCH

| BETWEEN    | AND     | TRACK   | RULES IN EFFECT<br>See Column Description |     |     |     |     |     |     |     |     |     | Note |
|------------|---------|---|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
|            |         |   | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  |      |
|            |         | MAIN LINE<br>CP 15 Y-<br>Brownsville<br>BO Jct. |   |     |     |     |     |     |     |     |     |     |      |
| CP 15 Y    | CP 22 M | No. 1 & 2                                       | ...                                       | ... | ... | ... | P   | ... | X   | ... | ... | ... |      |
| CP 22 M    | CP 35 M | Single  | ...                                       | ... | ... | ... | ... | X   | ... | ... | ... | ... |      |
| CP 35 M    | CP 41 M | No. 1 & 2                                       | ...                                       | ... | ... | ... | P   | ... | X   | ... | ... | ... |      |
| CP 41 M    | CP 47 M | Single  | ...                                       | ... | ... | ... | ... | X   | ... | ... | ... | ... |      |
| CP 47 M    | CP 50 M | Single  | ...                                       | ... | ... | ... | ... | X   | ... | ... | ... | ... |      |
| CP 50 M    | CP 51 M | Single  | ...                                       | ... | ... | ... | ... | X   | ... | ... | ... | ... |      |
| N.I. E End | Brown   | No. 1 & 2                                       | ...                                       | ... | ... | ... | ... | X   | ... | ... | ... | ... | 1... |

Tracks are numbered North to South.

NOTE 1. When it is desired for a train or engine to make an eastward move at N.I. East End, train or engine must occupy a short track circuit in approach to the signals at N.I. East End. If there is no westward movements being made, the signal at N.I. East End will display an approach indication for an eastward move. These instructions apply to both No. 1 and No. 2 main tracks.

Trains and engines must not accept Eastward proceed signal at N.I. East End without permission of operator at BROWN.

**1280-B1 to 1297-B1. Signal Aspects Not in Conformity with the Typical Aspects in Service**

**P&LE DIVISION**

**Gateway Yard, Youngstown  
Trimmer Signals.**

At the crest of the hump a trimmer signal indicates to engines working in the classification yard that the humping operation has stopped and they may use the lead for trimming purposes.

|              |  |
|--------------|--|
| Yellow ..... | Proceed with Trimming.   |
| Red .....    | Stop, unless verbal permission to move is received from retarder operator. |

**Lowellville Tracks**

Location:  
Lowellville  
Bentley

Before a train or engine uses the track between Lowellville and Bentley, trainman will turn the knob on the time release located in a box near the signal a full stroke to the right causing the pointer to indicate zero. The signal will then give the approach indication providing the opposing signal is giving the stop indication and the track is not occupied. The signal when so cleared will remain in that position four (4) minutes if not used before that time.

If the signal should not clear after the operation of the time release the track must not be entered until the opposing train has cleared it or until the expiration of four (4) minutes and enough additional time for the opposing train to pass over the track and then only with proper flagging ahead of the train to protect it against an opposing movement.

**Signals located at:**

CP-29 For Westward Trains  
CP-3 For Westward Trains No. 2 Track Only  
CP-46 For Eastward Trains

Flashing—INDICATION: Proceed preparing to stop at next signal: Slow speed within interlocking limits.      **Flashing**

NAME: Slow—Approach.



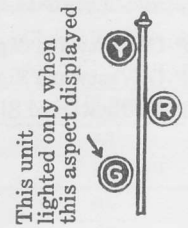
**1280-B1 to 1297-B1. (Cont.)**

**Signal Aspects Not in Conformity with the Typical Aspects, in Service:**

**Approach Signals Located at:**

CP-46 Eastward Signal Number 4902  
CP-46 Eastward Signal Number 4904  
CP-5 Eastward Signal Number 0734  
CP-5 Eastward Signal Number 0732  
CP-0 Eastward Signal Number 0132  
CP-0 Eastward Signal Number 0134

CP-46 Westward Signal Number 4483  
CP-46 Westward Signal Number 4481  
CP-29 Westward Signal Number 2713  
CP-29 Westward Signal Number 2711  
CP-3 Westward Signal Number 0233



INDICATION—Proceed approaching next signal at Slow Speed. Train exceeding medium speed must at once reduce to that speed.

NAME—Approach-Slow.

**Located at CP 3 McKees Rocks Yard**

Enginehouse Lead (East end) and PC&Y Connection Track, McKees Rocks.

Movements of trains and engines over diamond crossing of Enginehouse Lead and PC&Y Connection Track will be governed as follows:

| LOCATION  | Signals, etc., Governing Movement over diamond |                        | REQUIREMENTS  | NOTES |
|---|--|------------------------|---|-------|
|   | TYPE   | INDICATION OR POSITION |   |       |
| East end McKees Rocks yard—North of water tank. | Oscillating light                              | White                  | Route is lined for movement from enginehouse lead to CP 3 Interlocking. All other movements must stop clear of diamond.             | 1     |
|   | Oscillating light                              | Yellow                 | Route is lined for movement from PC&Y Connection Track to McKees Rocks yard tracks. All other movements must stop clear of diamond. | 1     |

NOTE 1. Movements from McKees Rocks yard to PC&Y Connection Track or movements from CP-3 Interlocking or north leg of Y to Enginehouse via Enginehouse Lead may proceed prepared to stop when oscillating lights are not operating and the route is clear.

**MONONGAHELA BRANCH**

**Yard Switching Signal Lights.**

Following day and night signal indications govern on lead tracks approaching Scales or Classification Yard at Newell.

|                            |  |
|----------------------------|--|
| Lunar White .....          | Proceed toward Scales or Classification Yard.        |
| Yellow .....               | Back away from Scales or Classification Yard.        |
| Yellow & Lunar White ..... | Increase speed toward Scales or Classification Yard. |
| No Lights .....            | STOP.  |

NOTE—(Signal indication given by oscillating flashing light units).



## 1280-B1 to 1297-B1. (Cont.)

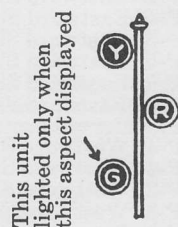
Signal Aspects Not in Conformity with the Typical Aspects, in Service:

## Approach Signal Located at:

CP-O Westward Signal Number 0121 Y

CP-O Westward Signal Number 0123 Y

CP-1Y Eastward Signal Number 0122 Y



INDICATION—Proceed approaching next signal at Slow Speed, train exceeding medium speed must at once reduce to that speed.

NAME: Approach-Slow.

## 1334-A1. Manual Block Indications

Manual block indications must be obtained by the engineman or conductor, and will be conveyed verbally or by message in lieu of fixed signals or hand signals where Manual Block Rules are in effect.

## Remotely Controlled Power Operated Switches

1452-A1. (P&LE Division, Monongahela Branch and Youghiogheny Branch). At the following locations, controlled switches may be operated by hand operated lever of dual control switch, or by hand crank, in an emergency. Additional instructions are posted in the telephone box and emergency tool box at the location.

## P&amp;LE DIVISION

| Location | Switch | Controlled By |
|----------|--------|---------------|
| CP 62    | All    | RS            |
| CP 59    | All    | RS            |
| CP 58    | All    | RS            |
| CP 57    | All    | RS            |
| CP 46    | All    | PIT           |
| CP 43    | All    | PIT           |
| CP 40    | All    | PIT           |
| CP 32    | All    | PIT           |
| CP 29    | All    | PIT           |
| CP 22    | All    | PIT           |
| CP 20    | All    | PIT           |
| CP 18    | All    | PIT           |
| CP 11    | All    | PIT           |
| CP 10    | All    | PIT           |
| CP 5     | All    | PIT           |
| CP 3     | All    | PIT           |
| CP 0     | All    | PIT           |

## YOUGHIOGHENY BRANCH

|         |     |     |
|---------|-----|-----|
| CP 2 Y  | All | PIT |
| CP 3 Y  | All | PIT |
| CP 4 Y  | All | PIT |
| CP 6 Y  | All | PIT |
| CP 7 Y  | All | PIT |
| CP 9 Y  | All | PIT |
| CP 10 Y | All | PIT |
| CP 11 Y | All | PIT |
| CP 14 Y | All | PIT |
| CP 15 Y | All | PIT |
| CP 17 Y | All | PIT |
| CP 58 Y | All | CV  |

## MONONGAHELA BRANCH

|         |     |     |
|---------|-----|-----|
| CP 22 M | All | PIT |
| CP 35 M | All | PIT |
| CP 41 M | All | PIT |
| CP 47 M | All | PIT |
| CP 50 M | All | PIT |

**1453-A1. Hand Switches in TCS Territory.** With reference to Rule 453, the following switches in TCS territory are not equipped with electric locks. Trains and engines are not permitted to clear the main track at these switches.

### P.&L.E. DIVISION

| LOCATION          | TRACK                                       |        |
|-------------------|---|--------|
| Corsapolis        | No. 1 Main Homestead Valve                  | MP10.9 |
| Anderson Road     | Pipeline Service Co.                        | MP15.2 |
| W. Bridgewater    | No. 2 Main, Beaver County Times Paper House | MP26.1 |
| Fallston          | No. 1 Main, Fallston Siding                 | MP28.3 |
| West Ellwood Jct. | No. 1 Main Westbound Storage Track          | MP36   |
| Wampum            | No. 2 Main, Mill Track                      | MP40.8 |
| Edinburg          | Edinburg Spur                               | MP51.9 |

### MONONGAHELA BRANCH

|           |                       |         |
|-----------|-----------------------|---------|
| Elizabeth | Elizabeth Milling Co. | MP22.5M |
|-----------|-----------------------|---------|

### YOUGH BRANCH

|            |                                    |                   |
|------------|------------------------------------|-------------------|
| Pittsburgh | Plywood Siding                     | MP0.5Y            |
| Braddock   | Zeff Scrap Metal and Freight House | MP9.4Y & MP9.7Y   |
| McKeesport | McKeesport News                    | MP15Y             |
| Sinns      | McKeesport Coating Company         | MP17.8Y & MP17.3Y |
| Boston     | Boston Team Track                  | MP19Y             |
| Buddtown   | Republic Steel Supply Track        | MP35Y             |
| Kier       | Kier Team Track                    | MP46.1Y           |

**1513-A1, The NOTE to Rule 513.** Rules for conducting transportation-CT-400, Page 97, ANNULLED.

### Rule 1611-A1

With reference to Rule 611, the following Control Points listed will display Rule 290 on dwarf signals governing movements east and/or west on the tracks designated, except when track is lined for movement to or from main tracks.

### P&LE DIVISION

CP3—Glass House Lead  
 CP 10—Switching Lead & Glass House  
 CP 22—Switching Lead  
 CP 58—No. 1 Departure Track

### YOUGH BRANCH

CP 14 Y—Orchard Track  
 CP 2 Y—Switching Lead  
 CP 3 Y—West Yard and No. 1 East Yard

### 1704-A1. Radio Stations at Fixed Location

|   |                         | CHANNEL<br>1 | CHANNEL<br>2 |
|---|-------------------------|--------------|--------------|
| <b>PITTSBURGH &amp; LAKE ERIE DIVISION:</b> |                         |              |              |
| Lansingville                                | Yard Office             | 1            |              |
| E. Youngstown                               | SMO                     | 1            | 2            |
|   | Trn. Mstr. Ofc.         | 1            | 2            |
|   | RS                      | 1            | 2            |
|   | Diesel Fac.             | 1            |              |
|   | CRO                     | 1            |              |
|   | E. End Class Yd.        | 1            |              |
|   | Yardmaster—Hump         | 1            | 2            |
| New Castle                                  | Yard Master's Office    | 1            |              |
| College                                     | Yard Master's Office    | 1            |              |
| West Aliquippa                              | Yard Master's Office    | 1            |              |
| Ivanhoe                                     | Yard Office             | 1            |              |
| McKees Rocks Dist.                          | Yard Master's Office    | 1            |              |
|   | Rd. Foro. of Engs. Ofc. | 1            |              |
| Pittsburgh                                  | PIT Office              | 1            | 2            |
| <b>YOUGH BRANCH:</b>                        |                         |              |              |
| 23rd. St. Pgh.                              | Yard Office             | 1            |              |
| Becks Run                                   | Yard Master's Office    | 1            |              |
| Homestead                                   | Yard Office             | 1            |              |
| Port Perry                                  | Yard Office             | 1            |              |
| Riverton                                    | Yard Office             | 1            | 2            |
| West Newton                                 | Yard Office             | 1            |              |
| Connellsville                               | Yard Office             |              | 2            |
| <b>MONONGAHELA BRANCH:</b>                  |                         |              |              |
| Glassport                                   | Yard Master's Office    | 1            |              |
|   | Trainmaster's Office    | 1            |              |
| Monessen                                    | Yard Master's Office    |              | 2            |
| Newell                                      | Yard Master's Office    |              | 2            |
|   | Diesel Facility         |              | 2            |
| Brown                                       | Operator's Office       |              | 2            |

NOTE 1. Road trains and engines will use Channel 2 to contact **PIT** from all points except in emergency, or unless otherwise provided.

### 1716-A1 Radio and Telephone Systems.

With reference to Rule 716, the 3rd paragraph will not apply on the P&LE Railroad.

### 1717-A1. Use of Radio

In the application of Rule 717.

When using the radio, the words P&LE must preface all originating calls.

# PITTSBURGH AND LAKE ERIE RAILROAD

Pittsburgh, Pa., March 31, 1974

## GENERAL ORDER NO. 1001

Effective 12:01 A.M. Monday, April 1, 1974

### Applies on P&LE Railroad

- (a) Timetable No. 10 in effect. It contains the necessary instructions issued in General Orders up to and including General Order No. 904 all of which must be removed from Bulletin Boards.

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

General Orders will be numbered consecutively regardless of division or branch on which they apply.

- (b) **RULES FOR CONDUCTING TRANSPORTATION**  
In the application of the Rules for Conducting Transportation, where rules refer to Superintendent, Transportation Superintendent will apply.

In the application of the Rules for Conducting Transportation, where rules refer to Conductors, they will also apply to Yard Foreman.

C.T. 400-page iii (Revised 2-1-74,) change to A. M. Schofield, Senior Vice President Operations.

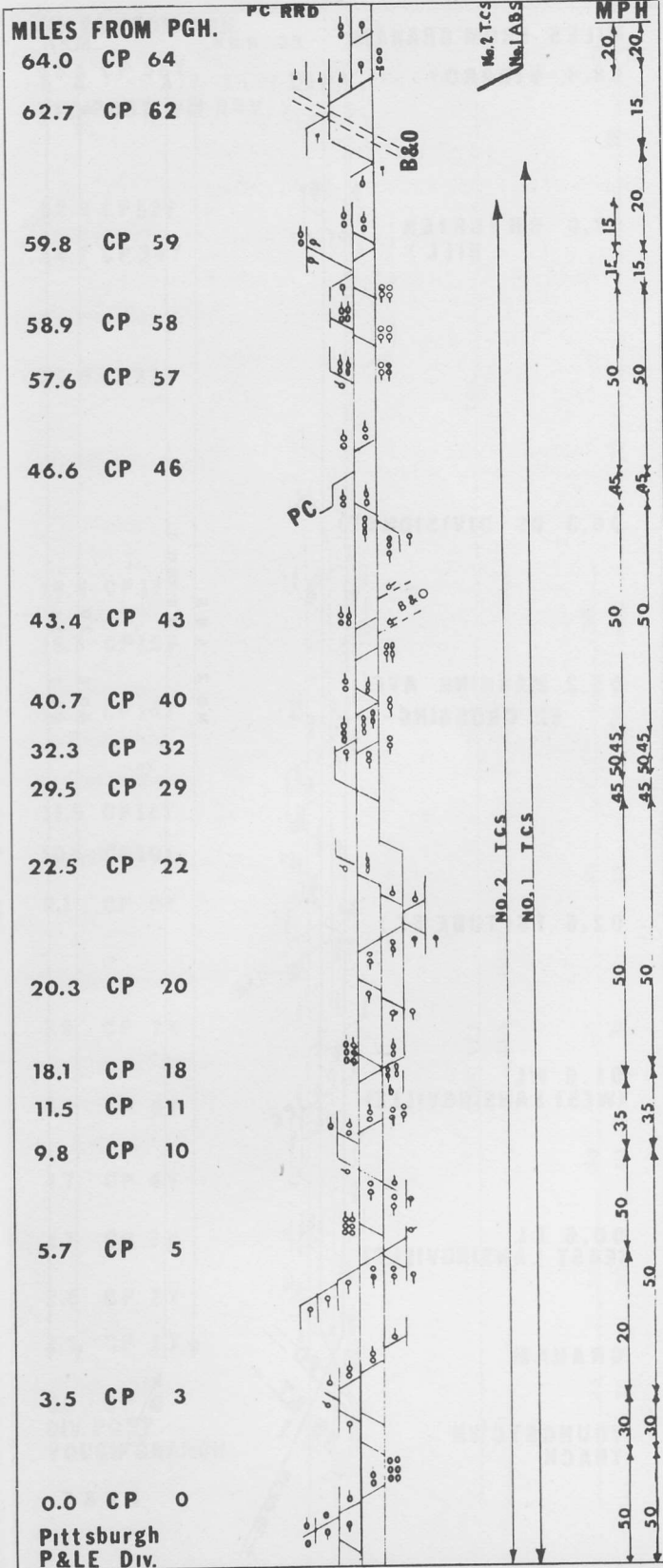
C.T. 400-page 2, Revised 4-7-72 (Sticker)  
page 97, Note to Rule 513 deleted 3-22-71  
page 122, Revised 3-71 (Sticker)  
page 5, Revised 12-73 (Sticker)

C.T. 405-page 1 (Revised 2-1-74,) change to A. M. Schofield, Senior Vice President Operations.

E.C. 99-NOTICE PAGE (Revised 2-1-74,) change to A. M. Schofield, Senior Vice President Operations.

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

**C. R. Holley**  
General Superintendent





MILES FROM GRAHAM

08.4 GIRARD

07.0 BH (BRIER  
HILL)

06.3 DS (DIVISION ST)

05.2 MANNING AVE  
EL CROSSING

02.6 TS (TUBE ST.)

01.6 WL  
(WEST LANSINGVILLE)00.6 EL  
(EAST LANSINGVILLE)

GRAHAM

YOUNGSTOWN  
TRACK

PC RRD

MPH

NO.2 ABS

ABS NO.1

NO.2 20

NO.1 20

LE &amp; E

MILES FROM PGH.

58.4 CP 58Y

DIV. POST WM RRY

52.9 CP 52Y

34.7 CP 34Y

33.0 CP 33Y

16.8 CP 17Y

15.3 CP 15Y

14.3 CP 14Y

11.5 CP 11Y

10.5 CP 10Y

9.1 CP 9Y

7.9 CP 7Y

6.7 CP 6Y

4.7 CP 4Y

3.7 CP 3Y

2.8 CP 2Y

2.1 CP 1Y

0.0 CP 0  
DIV. POST  
YOUGH BRANCH

MPH

TCS

NO.1 TCS  
TCS NO.2

35

35

20

20

40

40

35

35

40

40

20

20

30

30

35

35

15

15

35

35

20

20

MILES FROM PGH.

53.9

MON RWY.

BROWN

PC

MPH

52.9 N.I. EAST END

NEWELL INTERCHANGE YD.

51.5 CP 51 M

50.2 CP 50 M

49.0 NEWELL

47.7 CP 47 M

42.4 BELLE VERNON

41.0 CP 41 M

ROSTRAVER

MONESSEN

SHEPPLER

35.9 CP 35 M

MONONGAHELA

ELIZABETH  
22.2 CP 22 M

WYLIE

GLASSPORT  
16.8 CP 16 M15.3 CP 15 Y  
DIV. POST  
MON BRANCH