

The Pittsburgh & Lake Erie Railroad Co.

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Time-Table No. 135

FOR EMPLOYEES ONLY

EFFECTIVE

2:30 A. M., Eastern Standard Time

Sunday, Sept. 24, 1939

F. M. Brown,
Superintendent.

COMPANY SURGEONS.

G. R. WINTERS, Chief Surgeon, Pittsburgh
P. & L. E. Annex Bldg., Phones—Office Court 3201, Res. Everglade 0773

ALIQUIPPA: J. A. Stevens, 454 Franklin Ave.
Phones—Office 169; Res. 921.

BEAVER: D. C. Moore, 205 Beaver Ave.
Phone—Office and Residence 289.

BEAVER FALLS: J. S. Louthan, 1417 Seventh Ave.
Phones—Office 85; Res. 740.

BEAVER FALLS: R. M. Patterson, 1417 Seventh Ave.
Phones—Office 85; Res. 182.

BEAVER FALLS: J. W. Smith, 1417 Seventh Ave.
Phones—Office 85; Res. 3485.

BELLE VERNON: J. W. Gordon, 104 Main Street
Phone—Office and Residence 90.

BROWNSVILLE: S. W. Huston, Union Station Bldg.
Phones—Office 1172-J; Res. 1172-M.

CONNELLSVILLE: L. P. McCormick, 2nd National Bank Bldg.
Phones—Office 110-J; Res. 110-M.

CORAOPOLIS: Edward M. Iland, 1213 State Street
Phones—Office 748-J; Res. 748-M.

DAWSON: Harry J. Bell,
Phone—Office and Residence 266.

EAST YOUNGSTOWN: E. J. Reilly, 247½ Robinson Road
Phones—Office 50172; Res. 30591.

ELIZABETH: I. E. Rowland, 2nd Street
Phone—Office and Residence 77.

ELLWOOD CITY: C. M. Iseman, 603 Crescent Ave.
Phone—Office and Residence 64.

FAYETTE CITY: B. L. Stollar, Main Street
Phone—Office and Residence 717.

GLASSPORT: E. L. Ehrhard, 600 Monongahela Ave.
Phones—Office 27761; Res. 25061.

McKEES ROCKS: R. W. Cotton, McKee & Locust Streets
Phones—Office Court 3201; Res. Linden 3547.

McKEES ROCKS: E. D. Clements, 733 Broadway
Phone—Office and Residence Federal 2331.

McKEES ROCKS: G. R. Wycoff, 703 Broadway
Phone—Office and Residence, Federal 0483.

McKEESPORT: C. A. Rankin, Masonic Bldg., Walnut & 6th Sts.
Phones—Office 6393; Res. 24567.

MONESSEN: J. C. Griffith, 2nd St. & Schoonmaker Ave.
Phones—Office 649; Res. 541.

MONESSEN: M. E. Griffith, 618 McKee Ave.
Phone—Office and Residence 441.

MONONGAHELA: H. E. Weller, Fourth Street
Phones—Office 258-J; Res. 258-M.

NEW CASTLE: P. H. Wilson, 211 N. Jefferson St.
Phone—Office and Residence 673-J.

NEW CASTLE: W. C. Cleland, 432 Creton Ave.
Phone—Office and Residence 1362.

NEWELL: G. G. Fox, Fourth Street
Phone—Office and Residence California 2270.

PITTSBURGH: H. M. Long, 6200 Penn Ave.
Phones—Office Hiland 3840; Res. Montrose 4474.

PITTSBURGH: A. H. Winters, 112 Cohasset St.
Phones—Office Everglade 0773; Res. 2749.

ROCHESTER: T. W. McCreary, 262 Connecticut Ave.
Phones—Office Rochester 70; Res. 698.

STRUTHERS: E. C. Rinehart, 100 Bridge Street
Phones—Office Youngstown 52215; Res. 52427.

WEST ALIQUIPPA: John L. Miller, 1st National Bank Bldg.
Phone—Office and Residence 126.

WEST NEWTON: A. H. King, 125 Second Street
Phone—Office and Residence 25.

YOUNGSTOWN: J. U. Buchanan, 234 North Phelps Street
Phones—Office Youngstown 30342; Res. 21883.

YOUNGSTOWN: W. B. Turner, 101 Lincoln Ave.
Phones—Office Youngstown 66132; Res. 66133.

OCULISTS

CONNELLSVILLE: T. G. McLellan, 1st National Bank Bldg.
Phone—Office Connellsville 110-J.

PITTSBURGH: J. Clyde Markel, 1005 Westinghouse Bldg.
Phone—Office Atlantic 1626.

PITTSBURGH: Edward Stieren and Murray F. McCaslin,
Union Trust Bldg.
Phone—Office Atlantic 4198.

YOUNGSTOWN: W. H. Evans, Dollar Bank Bldg.
Phone—Office Youngstown 42147.

HOSPITALS

BEAVER FALLS: Providence Hospital, 3rd Ave. & 9th St.
Phone—Beaver Falls 640.

CONNELLSVILLE: State Hospital, East Murphy Ave.
Phone—Connellsville 1900.

McKEESPORT: McKeesport Hospital, 1500 Fifth Ave.
Phone—McKeesport 4111.

MONONGAHELA: Monongahela Hospital, State Hwy. Route 88
Phone—Monongahela 620.

NEW BRIGHTON: Beaver Valley General Hospital, Penn Ave.
Phone—New Brighton 1020.

NEW CASTLE: Jameson Memorial Hospital, West Leasure Ave.
Phone—New Castle 6000.

PITTSBURGH: South Side Hospital, 20th St., South Side.
Phone—Hemlock 2300.

YOUNGSTOWN: Youngstown City Hospital, Oak Hill & Francis
Streets
Phone—Youngstown 42161.

FIRST AID STATIONS.

McKEES ROCKS: Assistant Superintendent's Building.
Phone—Court 3201.

SPECIAL INSTRUCTIONS

Special instructions prefixed by letter or number modify Rules for the Government of the Operating Department with corresponding letter or number, unless otherwise specified.

A1. OTHER RAILROADS.

Nos. 9, 17, 22, 23, 24, 26, 36, 79, 85, 86, 87 and 88 will use Erie Tracks between Dry Run and Erie Depot, Youngstown.

B3. LAWS AND REGULATIONS.

Engines must not go on siding beyond small wooden trestle near Pump House at the Republic Oil Company Plant at Coraopolis. To reach cars beyond this point, engine must hold on to enough cars to keep engine west of this trestle.

Engines must not go beyond or west of Position No. 12 on the Canfield Oil Company's siding at Coraopolis.

Engines must keep not less than three cars in front of engine and must not come closer than fifty feet of the loading rack at the American Oil Company Plant at Hays. Firemen must not stoke boilers or clean fires in the vicinity of this plant.

Crews must secure electric lanterns at Ivanhoe Yard Office and at Thirty Fourth Street Yard Office when switching is to be done at oil refineries in the Coraopolis District and at the American Oil Company Plant at Hays. Oil lanterns must not be used.

Smoking on the property of oil companies is prohibited.

Tar is classed as "INFLAMMABLE" and cars containing same, must be handled in trains in accordance with Rule B3 of the Book of Rules.

In classification yards and in switching it must be determined by inspection and trial that a car placarded "corrosive liquids," "compressed gas," "inflammable," "poison gas," or "poisonous" has its brakes in first class order before a draft containing it is cut, such car must not be started down a ladder track, incline, or hump until all preceding cars have cleared the ladder, and must in turn, clear the ladder before any car is allowed to follow.

It shall be unlawful for any superintendent, train master, yard master or other employe of the railroad company doing business in the State of Ohio to allow or permit passenger or freight car to stand on a track commonly called a running track, within yard limits, unless flagman or red light is on end of car during the period from thirty minutes before sunset to thirty minutes after sunrise.

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, employes are prohibited from riding on the caboose while train is being assisted and during this time caboose must be locked.

When an appliance prescribed by the Safety Appliance Acts is found to be defective on a car in transit or otherwise, such car may be hauled from the place where such defective appliance was first discovered to the nearest available point where the appliance can be repaired. When a defective drawbar is found on a car in transit, if such car contains live stock or perishable freight, if necessary, it may be hauled by means of chains instead of drawbars to the nearest available point where such drawbar can be repaired. If the car is empty or contains freight other than the above, and it cannot be hauled on the rear end of the train without the use of chains, it must be set off at the nearest available point and moved from that point to the nearest available point where the drawbar can be repaired, by a work train, a shop train, a light engine, or any train composed of cars employed at the time by the railroad company for its own use and service. Cars with defective safety appliances

may be associated together and moved to any repair point as a shop train, but must not be moved on revenue trains or in connection with cars commercially used, which include empty cars not employed at the time by the railroad company for its own use and service.

When the air brake becomes inoperative on a train, it will proceed carefully with hand brakes to the first siding, where it will clear the main track and report to the Superintendent for orders. If a Telephone or Telegraph Office is located between the point of failure and first siding, report will be made from that office.

The United States statutes prohibit the confining of live stock in a car for a period exceeding twenty-eight (28) consecutive hours without unloading for a period not less than five (5) consecutive hours for rest, water and feeding, except upon written request of the owner or person in custody of shipment, when the time of confinement may be extended to thirty-six (36) hours. This request, however, must be separate and apart from any printed bill of lading, or other railroad form. When animals do have proper feed, water, space and opportunity to rest, the provisions in regard to their being unloaded shall not apply.

M. SAFETY.

Trainmen must not stand on the top of extremely high furniture or automobile box cars.

Train and engine crews riding the larger type Baltimore and Ohio engines through the Jones and Laughlin Tunnel, 30th Street, Pittsburgh, must use care to avoid personal injury. These engines clear the sides of this tunnel by only four and one-half inches.

Employes must exercise care and not approach the edge of the wall where westward main track parallels the Mahoning River from east end of No. 3 Bridge just west of Ohio Works Yard Office to a point about 3000 feet east. They must exercise care along No. 4 yard track south of the main tracks where it parallels the Carnegie Steel Company, Ohio Works, on No. 3 Bridge which spans the Mahoning River and Division Street and on No. 4 Bridge which spans P.R.R. tracks at Brier Hill.

1. STANDARD TIME.

Eastern Standard Time is in use.

2a. WATCH INSPECTION.

The watch of each employe subject to inspection must be presented to a designated inspector between the sixth and sixteenth of each calendar month, that its performance may be noted and record made on Watch Inspection Certificate and on Watch Comparison Registration Form by the Inspector.

LOCAL WATCH INSPECTORS.

Beaver Falls, Pa. . . . 1023 Seventh Ave. . . . Schaefer, E. H.
Braddock, Pa. . . . 734 Braddock Ave. . . . Braun.
Brownsville, Pa. . . . 36 Market St. Wood, H. J.
California, Pa. . . . Wood St. Taylor, Earl W.
Cleveland O. . . . 161 The Arcade. . . . Southam, Wm. A. Co.
Coraopolis, Pa. . . . 948 Fifth Ave. Penny, D. W.
Glassport, Pa. . . . 631 Monongahela Av. King, W. N.
McKees Rocks, Pa. 606 Chartiers Ave. . . . King, W. H.
McKeesport, Pa. . . 513 Walnut St. Alex Rankin & Co.
Monaca, Pa. . . . 1108 Penna. Ave. . . . McNees, G. E.
Monessen, Pa. . . . 431 Schoonmaker St. . . . Moss Jewelry Co.
New Castle, Pa. . . . 5 North Mill St. Kerr, J. N.
Pittsburgh, Pa. . . { 409 Smithfield St. . . . Pugh Brothers.
 { 2nd Floor, Gulf Bldg.
West Newton, Pa. Brehm, L. C.
Youngstown, O. . . . 207 West Federal St. . . Pugh Brothers.

3. STANDARD CLOCKS.

East Youngstown	{ Y. M. C. A. Building. Terminal Office Building.
New Castle Junction	{ Telegraph Office. Round House.
College	{ Yard Office. Round House.
West Aliquippa	General Yard Office.
McKees Rocks	{ General Yard Office. Engine Dispatchers Office.
Pittsburgh	{ Train Dispatchers Office. Station Masters Office.
Riverton	Yard Office.
Glassport	Round House.
Newell	{ Yard Office. Round House. Y. M. C. A. Building.
Dickerson Run	{ Telegraph Office. Round House. Yard Office.

11. FUSEES.

Trainmen will use ten (10) minute fusees on the Youghiogheny Division, between BN and Dickerson Run.

12. HAND, FLAG AND LAMP SIGNALS.

Stop board, displaying RED light at night, located on the River Side of No. 1 main track 200 feet west of the trailing crossover between No. 1 and No. 2 main tracks at Struthers, governs trains and engines moving eastward. Stop board, displaying RED light at night, located 200 feet east of the facing crossover between No. 1 main track and the river running track just east of Struthers, governs trains and engines moving westward on No. 1 main track. Trains and engines, in both directions, must stop and not pass these stop boards until they receive a proceed hand signal given with a YELLOW flag by day and a YELLOW light by night by the switch tender from the track on which the movement is to be made. Movements between stop boards must be made at restricted speed. The crossover switches above referred to may be used only after having received permission from the switch tender and the crews will be relieved from complying with Rules 86, 99 and 513.

Trains and engines moving from the Baltimore and Ohio main track to the Pittsburgh and Lake Erie main tracks at MK will use the west crossover. They must approach MK prepared to stop and must not proceed over the crossover to the Pittsburgh and Lake Erie main track until a proceed hand signal is received from the switch tender given by a WHITE flag by day and a WHITE light by night.

Eastward trains and engines moving to the Baltimore and Ohio will approach stop board, displaying RED light at night, located on the right side of eastward main track 1600 feet west of MK, prepared to stop, and not proceed until a proceed hand signal is received from the switch tender given by a WHITE flag by day and a WHITE light by night. Movement may then be made at restricted speed past Automatic Block Signal No. 150-K without stopping when Stop; then Proceed at Restricted Speed indication is displayed. Pittsburgh and Lake Erie trains and engines moving eastward must approach this point prepared to stop and must not proceed until a proceed hand signal is received from the switch tender given by a YELLOW flag by day and a YELLOW light by night. Trains and engines moving westward must approach stop board displaying RED light by night, located on the right side of westward main track 200 feet west of MK, prepared to stop, and must not proceed until a proceed hand signal is received from the switch tender given by a GREEN flag by day and a GREEN light by night.

Trains and engines, while making crossover movements between stop boards at MK, under hand signals, will be relieved from complying with Rules 86, 99 and 513.

13. EMERGENCY SIGNALS AT SIGNAL STATIONS.

Emergency whistles are in use at QA, FM, CH and DX.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
(r)-----	Flagman may return from east on No. 4 track and on No. 2 track between DX and CH.*
(s)-----	Flagman may return from west on No. 1 Track.*
(t)-----o	Flagman may return from the east on No. 3 Track (except between DX and CH).*
(u)-----o	Flagman may return from west on No. 2 track (except between CH and DX) and on No. 3 track between CH and DX.*

*As prescribed by Rule 99.

Westward trains or engines will sound engine whistle at stop board east of N Tower as signals to the switch tender, as follows:
1 long 4 short..... P. & L. E. Tracks.
1 long..... Erie Tracks.

17. HEADLIGHTS.

Between 26th and 30th Streets, Pittsburgh, while passing through tunnel, the headlight will be displayed on all engines.

19. MARKERS.

Engine running forward by day without cars, or at the rear of a train pushing cars, or engine running backward by day without cars or at the rear of train pushing cars, will display a RED flag by day and a RED light by night as a marker to indicate the rear of the train.

Marker lamps on trains of foreign railroads operating over the Pittsburgh and Lake Erie and the Lake Erie and Eastern may indicate GREEN instead of YELLOW.

20. GREEN SIGNALS.

Note to Rule 20, Book of Rules, will apply as follows:

All sections except the last will display two green lights, by day and by night, in the places provided for that purpose on the front of the engine.

21. WHITE SIGNALS.

Note to Rule 21, Book of Rules will apply as follows:

WHITE lights will be substituted for WHITE flags by day and WHITE flags omitted by night.

21a. OMISSION OF WHITE SIGNALS.

On two or more tracks, only extra passenger trains will display two WHITE lights by day and by night, in the places provided for that purpose on the front of the engine.

72. SUPERIORITY OF TRAINS.

On single track Westward trains are superior to Eastward trains of the same class, except when otherwise provided.

83. TRAIN REGISTERS.

A clear or approach interlocking signal given to eastward second-class, extra trains or engines at College indicates that all first-class eastward trains whose initial station is College, that are due or over due have been represented.

A clear or approach interlocking signal given to second-class extra westward trains or engines from the Monongahela Division at Belle Vernon Jct. indicates that all first-class westward trains from the Youghiogheny Division due or over due at this point have been represented.

A clear or approach interlocking signal given to second-class extra westward trains or engines from the Youghiogheny Division at Belle Vernon Jct. indicates that all first-class westward trains from the Monongahela Division due or over due at this point have been represented.

Trains will be cleared at initial stations as follows:

MY (P. R. R. Jct.): Eastward trains by clearly understood hand signal from the signalman with green flag by day and green light by night.

Westward trains will approach MY (P. R. R. Jct.) prepared to stop at the stop boards and will not foul P. R. R. tracks until authorized to do so under P. R. R. Rules and Instructions.

Eastward trains and engines using Youngstown Branch will approach Struthers prepared to stop at east end Mahoning River Bridge to clear westbound main track and will be governed by instructions.

Conductors of first-class trains will report to the train dispatcher at Pittsburgh before departing from Brownsville, in addition to reporting to the Monongahela Railway Dispatcher.

A proceed hand signal given by the Switch Tender at MK to a westward Baltimore and Ohio second-class or extra train or engine moving to the Pittsburgh and Lake Erie at MK, will indicate that all first-class westward Pittsburgh and Lake Erie trains, due or overdue at that point have been represented.

A proceed hand signal given by the Switch Tender at MK to a Pittsburgh and Lake Erie westward second-class or extra train or engine, will indicate that all first-class westward trains from the Baltimore and Ohio, due or overdue at that point, have been represented.

Conductors on first-class trains originating at College must call Train Dispatcher for instructions before leaving.

REGISTER STATIONS.

Youngstown.....	First-class trains.
East Youngstown.....	Freight trains.
Ferrona.....	Freight trains.
New Castle Junction.....	Trains using New Castle Branch.
College Yard Office.....	Trains originating and terminating at College.
McKees Rocks, Gen. Yard Office..	Trains originating and terminating at McKees Rocks.
Pittsburgh, Station Masters Office.	First-class trains.
BN.....	All trains
Dickerson Run.....	All trains.
Newell, Yard Office.....	Trains originating and terminating at Newell.
Brownsville, Union Station, Second Floor, Room 205.....	First-class trains.

83d. CLEARING OF TRAINS.

83d. to apply to single track only.

84. STARTING SIGNALS.

Signals are located over tracks 1 to 6 inclusive, at Pittsburgh train shed for the purpose of authorizing the departure of trains from these tracks. Trains must not depart until Proceed (Green) indication is displayed, or upon verbal instructions from the gateman on duty.

93. YARD LIMITS.

East Youngstown—From Sheehy Street, Youngstown to WA, including the Lowellville Branch, Mahoning State Line, R. R., Walford Branch, Youngstown Branch and the L. E. & E.

New Castle—From WA to Beaver River Bridge, Newport, including the New Castle Branch.

Beaver Falls—From Beaver River Bridge, Newport, to Ohio River Bridge, including Ellwood City and Koppel Branches.

Aliquippa—From Ohio River Bridge to South Heights, including Ohio River Branch.

Pittsburgh—From South Heights to City Farm Crossover.

McKeesport—From City Farm Crossover to Boston east crossover and to Bunola.

Jacobs Creek—From east end Duncan to Fuller, including Elwell Branch and Downer Branch Extension.

Dickerson Run—From Fuller to Connellsville, including Yough Northern and Dickerson Run Branches.

Monessen—From Bunola to Brownsville Junction and Perryopolis Junction, including Speers and Little Redstone Branches.

Within yard limits the main tracks may be used, protecting against all trains.

Yard engines will not use main track between BN and Dickerson Run Station without permission from Train Dispatcher.

Westward trains and engines using No. 3 main track and desiring to enter East Youngstown West Yard must approach east end of the yard under control and call for switches by one (1) long blast of the engine whistle and not proceed until they receive proper hand signal from the switch tender with a yellow flag by day and a yellow light by night. Trains or engines required to stop before entering yard must stop clear of the east end of the back-over crossover between No. 3 main track and lead track directly under the Y. S. & T. Co. bridge.

Westward trains and engines using No. 4 main track desiring to enter East Youngstown West Yard must approach east end of the yard under control and call for switches by giving whistle signal 14 (j) and not proceed until they receive hand signal from switch tender given with a yellow flag by day and a yellow light by night. After having received hand signal, train or engine may pass Signal No. 643 without stopping when "Stop, then Proceed at Restricted Speed" indication is displayed.

After a westward train or engine on No. 4 main track has passed Signal No. 637 at Struthers indicating "Proceed", the switch tender at facing point switch entering East Youngstown Yard from No. 4 main track at Signal No. 643 cannot open facing point switch in No. 4 main track except by use of time release, which requires an interval of one and one-half minutes.

All trains except first-class using main tracks between East Youngstown and Brier Hill and N. Y. C. Yards will be governed by yard rules.

Switch Tenders are stationed at the east end of the west receiving yard, McKees Rocks. These switch tenders will handle all switches at the east end of the west receiving yard and will issue track orders to all westbound engines and trains to enter west receiving yard and new departure yard.

Westward trains or engines for west receiving yard, will sound whistle signal 14 (j) approaching P. C. & Y. overhead bridge and will not proceed by the P. C. & Y. overhead bridge until they have received a proceed signal from the switch tender, and will be on the lookout for a track order.

Eastward trains and engines using tracks in the west receiving yard, east of crossovers, will not foul the lead at the east end of the west receiving yard, without permission from the switch tender.

Yard engines will not use Lowellville Branch, Mahoning State Line Railroad, Walford Branch, Ellwood City Branch, Koppel Branch, Ohio River Branch, Elwell Branch, Downer Branch, Downer Branch Extension, Little Redstone Branch, Speers Run Branch, Dickerson Run Branch and Youghiogheny Northern Branch without written instructions from the General Yard Master in charge, and will be governed by Book of Rules and Time Table instructions in using said Branches. General Yard Masters in the limits of whose yards these branches are located will issue written instructions daily to the Conductor and Engineman of each yard engine defining their working limits.

The New Castle Branch between the end of double track Gardner Avenue and New Castle will be operated as a yard track.

All passenger train engines between Youngstown and East Youngstown and between McKees Rocks and Pittsburgh will use yard rules and must not be delayed.

Eastward trains desiring to enter Newell Interchange east yard, will come to a stop at the west end of the yard, communicate with the Yard Master by telephone and then proceed in accordance with instructions.

Westward trains to enter Newell Interchange west yard will approach the facing switch in the westward main track at the east end of this yard, under control, and will call for switch by giving whistle signal 14 (j), and will not proceed by this switch until they receive a hand signal to proceed, from the Yard Master.

The derail located approximately sixty-five feet east of the Independent Coal Company's gate, Lake Erie and Eastern, must not be thrown for clear movement west of this derail until the engine has been properly coupled to any cars standing on this track east of the derail.

D93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

On two or more tracks, freight trains unable to clear the time of first-class trains will detour such trains via other tracks under full protection.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
N.....	B. & O. and P. R. R.....	Hand

Eastward trains and engines will come to a stop at the stop boards at Dry Run, and westward trains and engines will come to a stop at stop boards just east of the crossing and will proceed only on hand signal from switch tender at Dry Run for eastward trains, and east of the crossing for westward trains, with a yellow flag by day and yellow light by night, and then only as the way is seen or known to be clear.

Graham.....	Y. S. & T. and P. R. R....	Interlocking.
Hillsville.....	(Pittsburgh Limestone Co.	
	Narrow Gauge.....	Pole Target.
New Castle Junction.	B. & O.....	Pole Target.
New Castle Gardner Ave., (Big Run Crossing).....	Erie.....	Pole Target.
New Castle (Moravia St.).....	P. R. R.....	Pole Target.
West Aliquippa Aliquippa Branch....	Aliquippa & Southern....	Pole Target.
McKeesport.....	B. & O.....	None.

Approach B. & O. crossing, McKeesport under control and do not cross until way is known to be clear.

LAKE ERIE AND EASTERN RAILROAD.

Lansingville.....	Canfield Branch P. R. R..	Pole Target.
Lansingville.....	R. I. S. Co. Crossing.....	Flag Protection
Youngstown.....	Austintown R. R.	Pole Target.

CROSSING OF STANDARD STEEL SPRING COMPANY'S SWITCHING TRACK WITH THE PITTSBURGH RAILWAYS COMPANY'S TRACKS, CORAOPOLIS.

The signals and derails are controlled by dwarf interlocking machine and will be operated by trainmen.

The normal position indicates clear signals for Pittsburgh Railways Company's cars and indicates stop with derails on the switching lead for railroad movements.

To line up the route for use of switching lead, trains or engines must come to a stop not less than fifty (50) feet from the crossing and trainmen will operate machine as follows:

- 1st. Any Pittsburgh Railways Company car that may be approaching must be allowed to proceed over the crossing.
- 2nd. Remove switch lock located upon machine.
- 3rd. Reverse levers one and two, which will place signals at stop for Pittsburgh Railways Company's cars, and remove derails for train movements on switching track.
- 4th. After engine or train has cleared crossing and derails, restore levers two and one to normal, and lock machine.

99. PROTECTION OF TRAINS.

When main track is used, protection must be provided against all trains except:

Main track may be used without protection as follows:

Between New Castle Jct. and Cherry Street.

Between West End of No. 2 Storage Track 6900 feet west of Walford Freight Station and Walford Freight Station.

Facing point switch and crossover in eastward main track just east of Division Street Bridge on L. E. & E.

Eastward movements on the westward departure lead, extending between the west end of Newell Yard and East Roscoe must be made under full protection.

Signal J-1 will be used to protect westward trains and engines leaving the westward siding to enter the westward main track at New Castle Jct.

103. PUBLIC GRADE CROSSINGS.

Before a train or engine crosses Erie Street or Rebecca Street Crossings on Reynoldton Station Siding, McKeesport, Pa., a trainman must precede the train or engine to these crossings and give warning of approach and passage of such train or engine.

Trains or engines using South Mill Street and Moravia Street Crossings at New Castle, Pa., must be brought to a stop before passing over these crossings.

At South Mill Street a member of the train crew must lower the gates before passing over the crossing and must raise them after crossing has been cleared. The gate controls are located in watchmans building, locked with switch lock. After using gates this lock must be replaced.

In the use of Moravia Street Crossing, a member of the train crew will protect vehicular and pedestrian traffic by means of a red flag in daylight and a red and white light in darkness.

Before engines or trains obstruct the following highway crossings, protection must be afforded by members of train or engine crews:

Crossing No. 4) Walford Branch..... Highway Route 224.
Crossing No. 5)
Crossing No. 5 Speers Run Branch..... Highway Route 71.
Crossing No. 3 Dickerson Run Branch... Highway Route 711.
Crossing No. 2) Elwell Branch..... Highway Route 51.
Crossing No. 5)

USE OF HIGHWAY CROSSING GATES AND DERAILS AT DOUGLASS RUN SIDING AT WARDEN MINE.

Crossing apparatus and derails at each highway crossing are controlled by dwarf interlocking machine in building located near the crossing.

Normal position will indicate stop for movements on the railroad, and proceed for movements on the highway.

To line up route for passage of trains, trainmen will operate the levers as follows:

- 1st. Remove switch lock located on machine, open lid and turn the small crank to the left.
- 2nd. Reverse levers Nos. 1 and 2 after observing that no vehicles are between the gates.
- 3rd. Reverse levers Nos. 3 and 4.
- 4th. After train has cleared the highway and derails, levers and crank must be restored to normal position and lid must be closed and locked.
- 5th. Door of building must be locked when not in use. Standard switch locks will be used on door of building and lid of machine.

Engines operating over grade crossing at Port Vue Wye, on hillside of Port Vue East Yard, will come to a stop fifty (50) feet from the crossing, sound the whistle and send a member of the train crew to protect the crossing during each movement.

104. SWITCHES.

The switch at east end of Lansingville Yard, Switching Lead, located sixty (60) feet west of Youngstown Sheet and Tube Bridge, must not be opened until permission is obtained by telephone from Signaller at Graham.

SPRING SWITCHES

New Castle Branch: At HO, end of two tracks is equipped with spring switch, normal position for eastward movements.

Westward trains and engines will move through this switch in normal position. If stopped must not take slack or make reverse movement until switch is properly lined.

104a. NORMAL POSITION OF SPECIFIED SWITCHES.

Shaw Junction: Switches on Mahoning State Line R. R. and Walford Branch are for direct movement between Lowellville Junction and Walford.

New Castle Junction: Switch at end of double track, New Castle Branch, just east of B. & O. Crossing for westward movement.

Boston: Switches at end of double track for westward movement. Operators will handle switches.

Elwell Junction— On Downer and Elwell Branches are for direct movement between Washington Mines and Whitsett Junction.

Downer Junction— For west leg of Wye.

Downer Branch Wye:

Dickerson Run: Switches at end of double track for westward movement. Inside switch of crossovers from main track to eastward main track for direct movement. Trainmen will handle switches.

105. SIDINGS.

CAPACITY BASED ON 44-FOOT CARS TWO OR MORE TRACKS

	Westward	Eastward
Bessemer.....	66	93
Bunola.....		95
Demmler.....	101	95
Downer Junction.....		92
Glassport.....	120	204
New Castle Junction.....	204	

SINGLE TRACK

Buena Vista.....	87
West Newton.....	89

109. BULLETIN BOARDS AND BOOKS.

General Orders must be signed for in the book provided for that purpose.

Youngstown.....	Station Masters Office.
East Youngstown.....	Terminal Office.
Struthers.....	{ East end Interchange Yard Office. West end Interchange Yard Office.
Trainmens Room.....	East end of Y. S. & T. Co.
Scale Office.....	West end of Y. S. & T. Co.
Yard Masters Office.....	Coke Works Y. S. & T. Co.
Yard Office.....	East end Ohio Works C. S. Co.
Yard Office.....	West end Ohio Works C. S. Co.
Yard Masters Office.....	Coke Works, R. S. Corporation.
Lowellville.....	Sharon Steel Hoop Co.
New Castle Junction.....	{ Round House. Yard Office.
College.....	{ Yard Office. Round House.
West Aliquippa.....	General Yard Office.
Ivanhoe.....	Yard Office.
McKees Rocks.....	{ Engine Dispatchers Office. General Yard Office. P. C. & Y. Yard Office.
Pittsburgh.....	{ Conductors Room. Yard Office.
Thirty Fourth Street.....	{ Trainmens Building Monongahela Connecting.
Becks Run.....	Yard Office.
Riverton.....	Yard Office.
McKeesport.....	{ MK Tower. General Yard Office.
Port Vue.....	Yard Office.
West Newton.....	Sand House.
Jacobs Creek.....	Yard Office.
Dickerson Run.....	{ Round House. Telegraph Office and Yard Office.
Glassport.....	Round House.
Shepler.....	Trainmens Room.
Monessen.....	General Yard Office.
Newell.....	{ Round House. Yard Office.
Brownsville.....	Union Station, 2nd Floor, Room 210.
South Brownsville.....	{ Yard Office. Round House.

15D1. DESIGNATION AND USE OF MAIN TRACKS. P. & L. E. DIVISION.

Four main tracks are in use between Pittsburgh and McKees Rocks and will be used as follows:

- No. 1 Eastward passenger and freight.
- No. 2 Westward passenger and freight.
- No. 3 Eastward passenger and freight.
- No. 4 Westward passenger and freight.

Between McKees Rocks and RK.

- No. 1 Eastward passenger.
- No. 2 Eastward freight.
- No. 3 Westward freight.
- No. 4 Westward passenger.

Three main tracks are in use between Old DN Tower location and East Youngstown and will be used as follows:

- No. 1 Eastward passenger and freight.
- No. 3 Westward freight.
- No. 4 Westward passenger.

No. 3 main or westward freight track terminates at the clearance of the back-over crossover between No. 3 main track and lead track, directly under the Youngstown Sheet and Tube Company's overhead bridge at East Youngstown.

Double track is in use between.

RK and DN.

New Castle Junction and HO.

Struthers and MY (P. R. R. Junction).

East Youngstown and New York Central Junction.

YOUGHIOGHENY DIVISION

Double track is in use between Pittsburgh and Lucas, HM and BN, Dickerson Run and Connellsville.

Four main tracks are in use between Lucas and HM and will be used as follows:

- No. 1 Eastward passenger and freight.
- No. 2 Eastward passenger and freight.
- No. 3 Westward passenger and freight.
- No. 4 Westward passenger and freight.

Single track is in use between BN and Dickerson Run.

MONONGAHELA DIVISION.

Double track is in use between Belle Vernon Junction and Brownsville Junction.

221A. TRAIN ORDER SIGNALS.

Will not apply.

221B. Will apply.

221C. When trains are to be stopped at interlocking stations for train orders the home (or dwarf) signal will be displayed in the "Stop" position until orders have been delivered. Trains so stopped will immediately ascertain by telephone or otherwise the reason for stop signal.

D251—D264. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Rules D-251, D-252, D-253 and D-254 will apply between CH and DX and Lucas and HM:

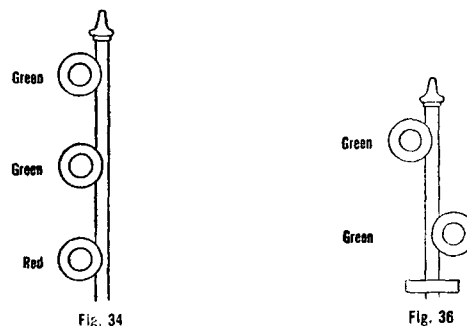
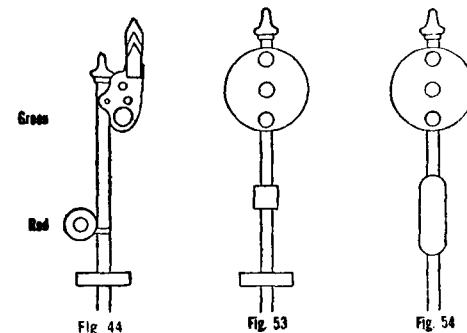
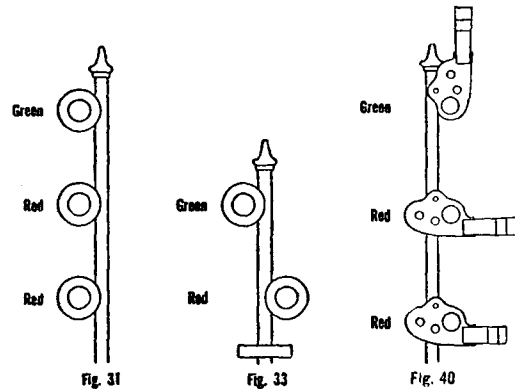
Westward: Between MO and the east switch of New Castle Junction Westward Passing Siding.

Eastward: Between RK and CO.

Rules D-251, D-252, D-253, D-254, D-261, D-262, D-263 and D-264 will apply between RK and MO.

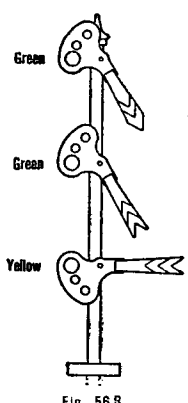
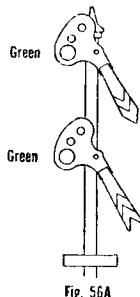
Outlying switch locks are installed on hand switches between RK and MO, controlled by the Operator at New Castle Junction.

When necessary to use these switches, permission must be obtained by telephone from the Operators, who will unlock switches to be used if conditions will permit. Operator must be notified when work has been completed.

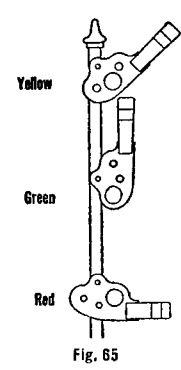
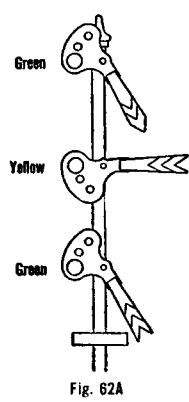


Rule 281

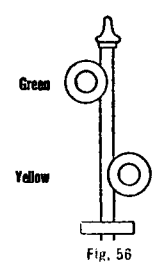
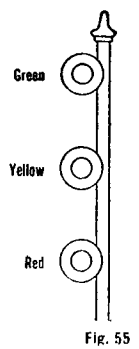
Proceed.



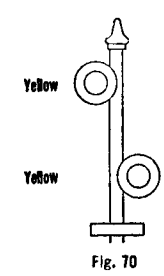
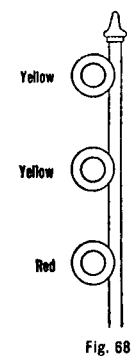
Rule 281
Proceed.



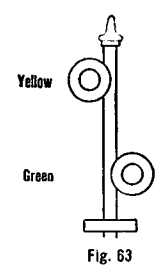
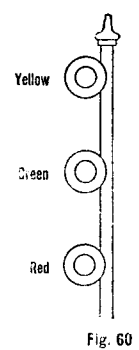
Rule 282
Proceed Approaching Next Signal at Medium Speed.



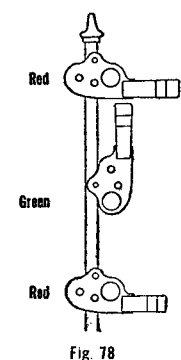
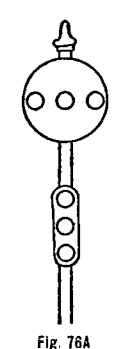
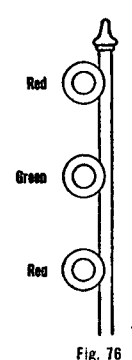
Rule 281A
Proceed Approaching Second Signal at Medium Speed.



Rule 282A
Proceed Preparing to Stop at Second Signal.



Rule 282
Proceed Approaching Next Signal at Medium Speed.



Rule 283
Proceed; Medium Speed Within Interlocking Limits.

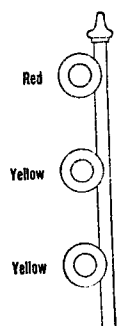


Fig. 81

Rule 283A

Proceed Preparing to Stop at Second Signal;
Medium Speed Within Interlocking Limits.

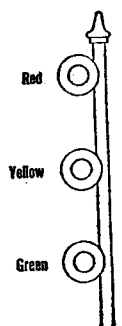


Fig. 83

Rule 283B

Proceed at Medium Speed Approaching
Next Signal at Slow Speed.

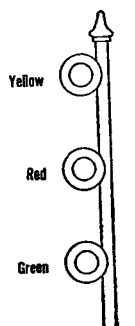


Fig. 85

Rule 284

Proceed Approaching Next Signal at Slow Speed.

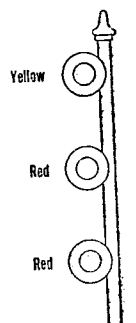


Fig. 88

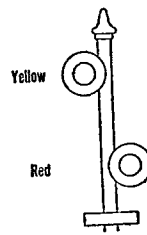


Fig. 90

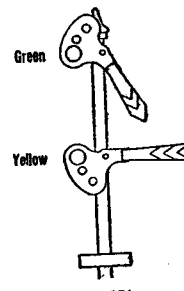


Fig. 87A

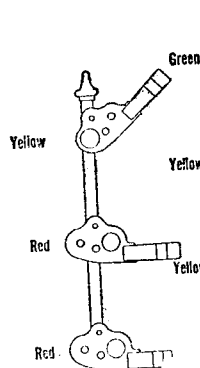


Fig. 93

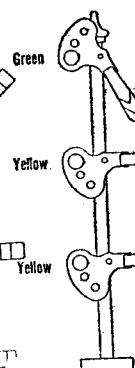


Fig. 88A

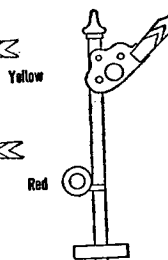


Fig. 98

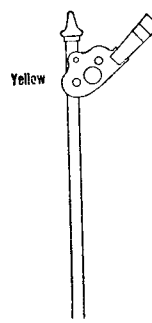


Fig. 103

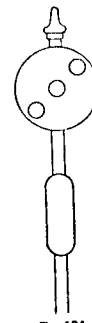


Fig. 104

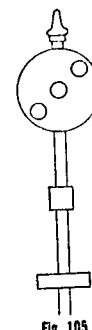
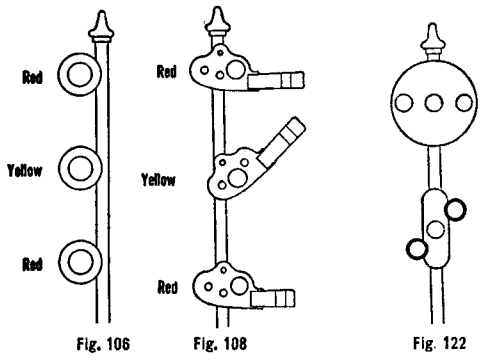


Fig. 105

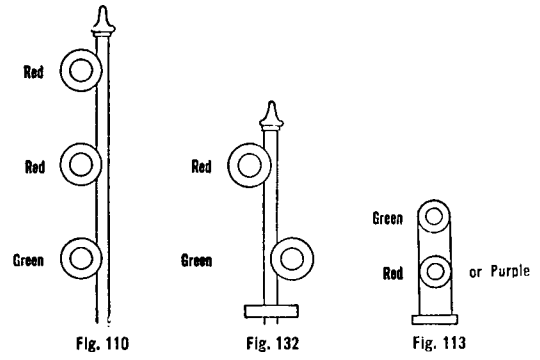
Rule 285

Proceed Preparing to Stop at Next Signal. Train
Exceeding Medium Speed When Indication is Seen
Must at Once Reduce to That Speed.



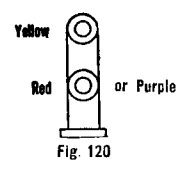
Rule 286

Proceed at Medium Speed
Preparing to Stop at Next Signal.



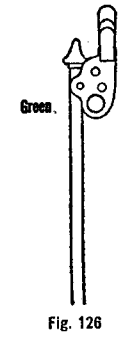
Rule 287

Proceed; Slow Speed Within Interlocking Limits.



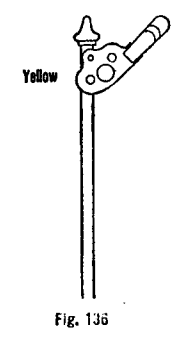
Rule 288

Proceed Preparing to Stop at Next Signal;
Slow Speed Within Interlocking Limits.



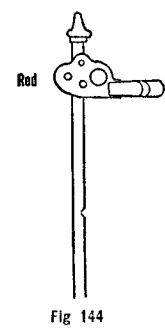
Rule 289

Proceed.



Rule 289A

Block Occupied; Proceed Prepared to Stop
Short of Train Ahead.



Rule 289B

Stop.

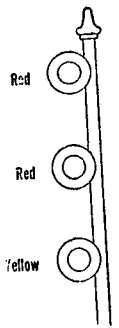


Fig. 175

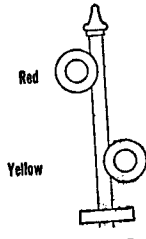


Fig. 177

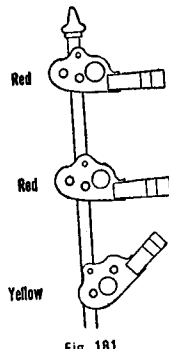


Fig. 181

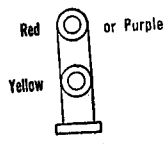


Fig. 178

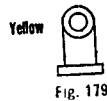


Fig. 179

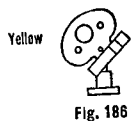


Fig. 186

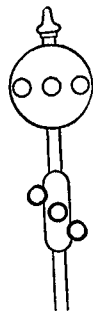


Fig. 247

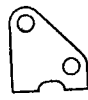


Fig. 248

Rule 290
Proceed at Restricted Speed.

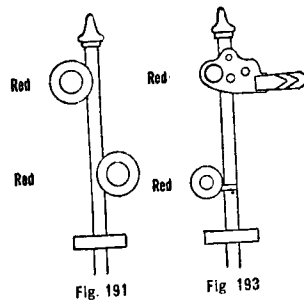


Fig. 191

Fig. 193

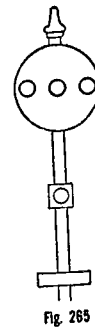


Fig. 265

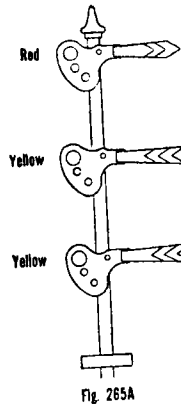


Fig. 265A

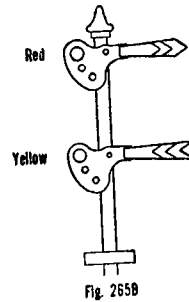


Fig. 265B

Rule 291
Stop; Then Proceed at Restricted Speed.

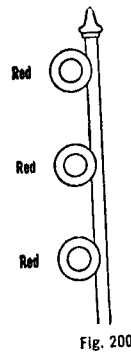


Fig. 200

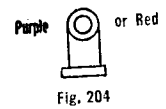


Fig. 204

Rule 292
Stop.

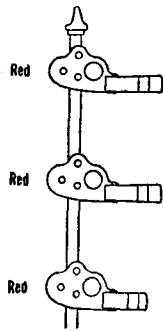


Fig. 208



Fig. 213

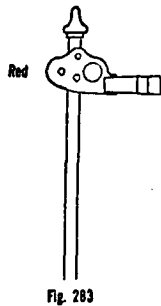


Fig. 283

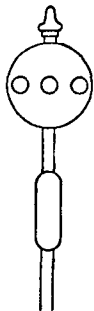


Fig. 285

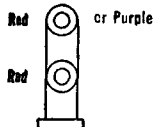


Fig. 202



Fig. 286

Rule 292**Stop.****297. RAILROAD GRADE CROSSING SIGNALS.**

Location	Signal	Position	Indication
Hillsville.....	Pole Target...	Diagonal....	Proceed.
Trainmen will operate target and restore to horizontal position after using.			
New Castle Junction..	Pole Target...	Diagonal....	Proceed.
New Castle, Gardner Avenue.....	Pole Target...	Vertical....	Proceed.
(Big Run Crossing).....		Horizontal...	Stop.
New Castle, Moravia Street.....	Pole Target...	Diagonal....	Proceed.
		Horizontal...	Stop.

The normal position of target at Moravia Street is vertical. P. & L. E. trains or engines desiring to use this crossing must come to a stop and place the target in horizontal position; then observe if any trains or engines are approaching on the Pennsylvania Railroad, if not, they will then place the target in diagonal position. After using crossing, target must be restored to vertical position and locked.

West Aliquippa (Aliquippa Branch).. Pole Target.... Horizontal.... Proceed.

Trainmen will operate Aliquippa Branch Target and restore to vertical position after using.

LAKE ERIE AND EASTERN RAILROAD.

Lansingville..... Pole Target... Diagonal.... Proceed.

Youngstown (Austintown R. R.) Pole Target... Vertical.... Proceed.

305. MANUAL BLOCK SYSTEM.

Manual Block System is in use between BN and Dickerson Run for following movements only.

Rules 289, 289A, 289B, 305, 305A, 312, 313, 314, 315, 316, 321, 322, 323, 326, 329, 330, 331B, 332, 333, 334, 336, 337, 338, 339, 344, 362, 363, 364, 365, 365A, 371, 372 and 373 govern the movements of trains.

Immediately after the passage of a westward train at Dickerson Run or an eastward train at BN, the manual block signal will be displayed as indicated in Figure 136, Rule 289A and must remain so displayed until all trains for which the indication was displayed have cleared the block.

The manual block signal at BN and Dickerson Run will not be used in connection with trains following work extras and yard engines.

311. MANUAL BLOCK SIGNALS.

Normal Position of manual block signals at Dickerson Run and BN—Proceed.

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Between New York Central Junction and BN.
Dickerson Run and Connellsville.
Belle Vernon Junction and Brownsville Junction.
New Castle Junction and HO Tower, Gardner Ave.

Graham and MY (P. R. R. Junction).

Caboose out off on main tracks must not be permitted to stand less than fifty (50) feet back of automatic signals.

Westward trains or engines entering No. 3 main track at old DN Tower location will proceed at restricted speed to signal 563.

To avoid blocking Twenty Second Street Crossing, Pittsburgh, eastward trains of over forty-five (45) cars must not pass automatic block signal No. 10 at Nineteenth Street when in the STOP or APPROACH position and trains of forty-five (45) cars of less must not pass this signal in the STOP position without permission from the towerman at BK.

SPECIAL SIGNAL RULES.**LOWELLVILLE JUNCTION TO BENTLEY.**

A train desiring to use the block between the signals 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 block 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 block and then only with proper flagging ahead of the train to protect it against an opposing movement.

509a. GRADE SIGNALS.

On the Lake Erie and Eastern Railroad, trains may pass automatic block signals designated by the letter "G" in accordance with Rule 509a of the Book of Rules.

513. ENTERING OR CROSSING FROM ONE MAIN TRACK TO ANOTHER.

Permission from signalmen or train dispatcher will not be required when yard engines or trains enter the main track or cross over from one main track to another on Youngstown Branch and Lake Erie and Eastern Railroad.

605. INTERLOCKING SIGNAL ASPECTS AND INDICATIONS.**DUAL CONTROL SWITCHES.**

Dual control switches are in use at RK, MO, BK and CV.

To operate dual control switch by hand, obtain permission from the towerman giving the engine number and length of time switch is desired to be used.

Then place hand throw lever in corresponding position with switch points whether normal or reverse, or if the points are standing open, raise hand throw lever to a position corresponding to the distance the points are open, then throw selector lever to hand operating position.

To restore switch to motor operation, move selector lever to motor operation position, lock both levers and report to towerman.

606. INTERLOCKING SIGNALS.

Only one train at a time in the same direction will occupy the tunnel between 26th and 30th Streets, Pittsburgh. This will not relieve trainmen from strict compliance with Rule 99, Book of Rules and Time Table.

Eastward trains approaching Belle Vernon Junction Interlocking Station will sound whistle for microphone at whistling post on River Side of eastward main track at east end of Monongahela Furnace Crossover, four hundred (400) feet east of Signal 150K as follows:

4 short moderate blasts for route to Monongahela Division.

The upper indication on eastward home signal governs movements to Monongahela Division and the lower indication to Youghiogheny Division. Indication "Proceed at Restricted Speed" governs the movement to either division.

If home signal does not indicate "PROCEED," whistle signal will be repeated at west end of Youghiogheny River Bridge.

667. USE OF SAND.

When necessary, sand may be used on No. 1 and No. 2 tracks in Train Shed, Pittsburgh, by engines equipped with rail washers, in such cases rail washers must be used immediately. Sand must not be used on entering tracks in the Pittsburgh Train Shed or Interlocking.

824. MAKE-UP OF PASSENGER TRAINS.

No freight car of any description shall be placed behind a passenger car in the same train, except in troop trains requiring steam heat. When necessary to haul freight cars on passenger trains, they must be taken on front end (next to engine). Caboose cars will not be considered freight cars in this connection and they will at all times be hauled on rear of passenger train when necessary.

881. HAND BRAKES.

In order to avoid cars running out of tracks and fouling ladder or other tracks, the following number of efficient hand brakes must be applied to cars left first out on the following tracks:

		At Least
Lansingville.....	East end of tracks.....	2 brakes.
East Youngstown.....	East end East Classification Yard.....	5 "
Carbon.....	East end of tracks.....	2 "
Ellwood City.....	East end of New Yard Tracks	3 "
Aliquippa.....	East end Tracks 1 to 25 inclusive.....	2 "
	West end of East Receiving Yard.....	2 "
	West end of West Receiving Yard.....	2 "
McKees Rocks.....	East end of East Classification Yard.....	3 "
	West end of West Classification Yard.....	3 "
	P. C. & Y. No. 2.....	5 "
Pittsburgh.....	18 & 19 tracks, East Carson Street.....	2 "
23rd St., Pittsburgh.....	5, 6, 7, 8 and 9 tracks.....	2 "
	All tracks, west end of West Yard.....	3 "
Homestead.....	P. V. & C. Transfer tracks 2 and 3.....	2 "
	Westward Storage track.....	1 "
Riverton.....	All tracks, west end of West Yard.....	2 "
Monessen.....	Both ends Speers Run East-bound Storage.....	2 "
	West end tracks 11 to 18 inclusive.....	2 "
Newell.....	Lead to Chemical Plant.....	3 "
Brownsville Jct.....	Yard.....	3 "
Dickerson Run.....	West end West Yard tracks.....	4 "
Summit Transfer.....		5 "

NOTE—On Dickerson Run Branch, brakes must be set on all cars left at Clarissa and Nellie Mines.

A running test of hand brakes must be made on a motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineman must shut off power and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, motor car must proceed at restricted speed to the nearest point at which repairs can be made.

899. BAD ORDER CARS.

When drop doors come down on cars in transit, the conductor in charge of train must set the car off at the first available siding and leave the bill at the Yard Office of the territory the car is set off and the conductor will endorse the bill, showing why car set off, where it is located and where lading was lost and will furnish Form T-111 to cover.

932. AIR BRAKES.

The use of Emergency Valve in any caboose or angle cock on moving freight trains is prohibited, except to stop trains in case of extreme emergency.

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 and ready for immediate use.

Not less than 100% of the cars in every train must be equipped with air brakes in condition for use by the engineman of the engine hauling the train and all cars in train so equipped must have their brakes so used.

In the event airbrake equipment on any car in the train becomes defective in transit, although in proper condition when the train started, the car must be set out at the nearest available point after defect in airbrake equipment becomes apparent.

The only exception to these instructions is that a solid train of shop cars may be moved from a point on the line to an air brake repair shop and such shop train must have 85% of the air brake equipment operative, coupled up and working. The following points will be regarded as repair points for air brake equipment:

East Youngstown.
Struthers.
McKees Rocks.
Glassport.
Monessen.
Newell.
Dickerson Run.

The word "car" means all cars or dead engines in train. The tender of an engine is counted as a car.

In the event air brakes become inoperative on any cars moving in a shop train such cars must not be handled beyond the above named points unless switched to the rear of all cars having air brakes operated by the engineman.

Rules 1574, 1575, 1576 and 1577, of Rules Governing the Operation and Supervision of Air Brake and Train Air Signal Equipment on Locomotives and Cars, 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.

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

On grades where it is necessary to use retaining valves, the following tests must be made before descending.

Brake-pipe leakage must be reduced to eight pounds or less per minute.

To make test of retaining valves before descending grades, trainmen will turn up retaining valve handle to position above mentioned. When retaining valves have been turned up, the rear trainmen will signal the head trainmen, who will signal the engineman to apply brakes. Upon receiving the signal, engineman will sound one short blast of the whistle and apply the brakes by making a fifteen to twenty pound reduction.

When the brake-pipe exhaust ceases blowing, engineman will release and note the time. At the expiration of four minutes, engineman will again sound one short blast of the whistle and re-apply the brakes, making a fifteen to twenty pound brake-pipe reduction and when brake-pipe exhaust ceases blowing will release and note the time and continue this operation at intervals of four minutes until engineman receives signal from the crew signifying that tests have been completed.

In making the retaining valve test, the trainmen will place themselves near the retaining valve on the first car of their portion of the train and when they hear the brakes start to release through the blow-down port in retaining valve, they will note the time, and at the expiration of two minutes they will proceed to turn handles of retaining valves to release position and note the exhaust of air from the retaining valve to determine whether the brakes are holding. If the brake is effective, the handle of the retaining valve will be immediately returned to holding position. All retaining valves that give a blast of air will be considered effective brakes; those that do not blow will be considered ineffective brakes.

While making this test, when the trainmen hear the engineman give one short blast of the whistle, they will stop turning the handles of the retaining valves as the engineman is about to make another application of the brakes. The trainmen must wait and listen at retaining valve to hear the brake start to release, then wait two minutes before turning down retaining valve handle. This test must be repeated until the retaining valves have been tested.

The signal that test has been completed will be given by the rear trainman to the engineman. After receiving this signal the engineman will answer by two short blasts of the whistle. Conductor will then notify engineman number of effective mountain brakes in the train.

On the grades mentioned below the engineman will adjust brake-pipe pressure to ninety (90) pounds, main reservoir pressure to one hundred thirty (130) pounds.

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

Hand brakes must not be used on power brake trains unless the engineman calls for same. Hand brakes must be used to hold trains on grades when stopped or where engine is detached from train.

In addition to the one hundred per cent (100%) air brakes required, the following percentage of retaining valves must be used on loaded trains in descending the grades mentioned below:

	Minimum Number of Retaining Valves to be used on Loaded Trains
Mahoning State Line.....	60 per cent
Branch from Crescentdale.....	60 "
Koppel Branch.....	60 "
Ellwood City Branch.....	50 "
Elwell Branch.....	60 "
Dickerson Run Branch.....	60 "
Youghiogheny Northern Branch.....	40 "

At points where air brake testing plants are provided, trains after being made up and tested, will be kept on the air line to retain brake-pipe pressure until engine arrives.

Trainmen will be required to uncouple hose at the connection to the plant before attempt is made to couple engine on train.

Care must be exercised in coupling and uncoupling air hose at such locations.

Yard crews handling cars to and from Y. S. & T. Co. Brier Hill Coke Plant must have the air brakes in condition for use by the engineman, and in addition be prepared to use hand brakes with a standard brake club ascending and descending the grade leading to the Coke Plant, and will not handle more than twelve (12) cars in a draft.

STEAM HEAT.

On all eastward passenger trains between Youngstown and Pittsburgh which handle Pullman Sleeping Cars, steam heat must be coupled on all cars in train and steam turned into the lines from the locomotive.

Care must be used by train crew and porters during summer months, to shut off valves controlling steam lines for heating the cars.

The provisions of Rule 1724 of the Rules for the Operation and Supervision of Air Brake, Train Air Signal and Steam Heat Equipment, Locomotives and Cars, will not apply to passenger trains Nos. 38 and 88, arriving at Pittsburgh.

Enginemen of these trains will not shut off main steam heat valve until instructed to do so by Car Inspector at Pittsburgh.

SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to entire train.

GENERAL.

Unless otherwise restricted.

Trains and engines going to the Youngstown Branch at Struthers, must not exceed a speed of ten (10) miles an hour on lead paralleling No. 1 main track between Struthers Station and east end of bridge.

Where more than two main tracks are in use, first-class trains on freight tracks..... 45

Trains and engines using turnouts and crossovers except MO, RK, PO, DN and Lucas eastward main track..... 15

MO and RK, trains and engines..... 30

PO and DN first-class trains..... 35

PO and DN freight trains..... 25

HM—Lucas first-class trains eastward..... 30

HM—Lucas freight trains and engines eastward..... 20

Lucas Westward trains and engines..... 15

Trains and engines using sidings and yard tracks, and only as the way is seen to be clear..... 15

Over Track Scales..... 4

Mikado engines in Passenger Service P. & L. E. Division..... 50

Mikado engines in Passenger Service Yough. and Mon. Divisions..... 45

Mikado H-8-B type engines..... 25

Yard engines..... 25

Passenger engines running forward light..... 50

Engines running backward..... 20

Trains handling Scale Test Car..... 15

Trains handling Wreck Crane..... 25

Trains handling Wreck Crane with boom extending forward..... 20

Trains handling Locomotive Cranes and Ditchers..... 20

Rail Detector Car N. Y. C. X-8015 under own power or on rear of passenger train. (Must not be operated in freight train)..... 40

When automatic train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound when forestalling: Passenger, Mail, Express and Milk trains..... 35

Other trains..... 20

For shipment of engines as cars:

Trains with dead engines..... 25

Trains with engines not having all side or main rods..... 20

Engines class B, NU, or U being towed..... 15

P. & L. E. DIVISION.

First-class trains on high speed tracks sixty-five (65) miles an hour, excepting as follows:

Between DX Tower and CH Tower:

First-class trains on Nos. 1 and 2 tracks..... 65

First-class trains on Nos. 3 and 4 tracks..... 45

McKees Rocks, CH, through Interlocking Plant..... 30

Curves approaching Ohio River bridge..... 35

Evans Run Curve $\frac{1}{2}$ mile east of Beaver Falls—New Brighton on No. 4 track..... 55

Between Eleventh Street and College, eastward and westward..... 60

College Curve..... 50

Wickham Curve..... 55

Westward main track, second curve west of New Castle Junction..... 55

Lowellville, through the village limits..... 25

N. B. & O. Crossing..... 15

Pennsylvania Crossing, 500 feet west of N..... 15

Freight trains on main tracks..... 25

Symbol freight trains between East Youngstown and Pittsburgh..... 35

Work trains..... 25

L. E. & E. (Between Graham and MY):

Trains and Engines..... 25

Railroad Crossings..... 10

Grade leading to the coke plant of the YS&T Co., Brier Hill..... 10

YOUGHIOGHENY DIVISION**First-class trains:**

West of McKeesport..... 50

East of McKeesport..... 45

excepting as follows:

Fuller Point Curve..... 40

Smithton Curve..... 40

Port Royal Curve..... 40

Dravo Point Curve..... 40

Youghiogheny River Bridge and curve east thereof..... 12

Center Street, McKeesport to west end of Youghiogheny River Bridge..... 12

Monongahela River Bridge, Homestead..... 20

Monongahela River Bridge, Homestead, B. & O. engines class S, S-1 and S-1A..... 15

Pittsburgh, between 26th and 30th Streets (through tunnel)..... 20

Between HM and City Farm Lane, Homestead, first-class trains..... 35

Freight trains and symbol trains..... 25

Work trains..... 25

Monongahela River Bridge, Homestead, locomotives of Mikado type and heavier..... 15

MONONGAHELA DIVISION

First-class trains fifty (50) miles an hour, excepting as follows:

Brownsville Junction, at point of connection with Monongahela Railroad..... 10

Newell Curve, one-half mile east of Newell..... 40

Elizabeth, through the borough limits..... 10

McKeesport, Rebecca Street to Windsor Street..... 12

Youghiogheny River Bridge, Belle Vernon Junction and first curve east..... 12

Freight trains..... 25

Symbol freight trains between Belle Vernon Junction and Newell..... 35

Work trains..... 25

BRANCHES.

Youngstown Branch..... 25

Lowellville Branch and Mahoning State Line..... 12

Walford Branch..... 15

New Castle Branch between New Castle Junction and end of double track Gardner Avenue, all trains..... 25

South Mill Street and Moravia Street Crossings, New Castle..... 4

Bridges, Big Run Branch..... 10

Ellwood City Branch..... 15

excepting as follows

East and west ends of Beaver River Bridge..... 12

Branch from Crescentdale..... 12

Koppel Branch..... 12

Bradys Run Branch..... 12

Ohio River Branch..... 15

Aliquippa Branch..... 12

Neville Island Bridge..... 10

Speers Run Branch..... 12

Downer Branch and extension..... 12

Little Redstone Branch..... 12

Elwell Branch..... 12

Youghiogheny Northern Branch..... 12

Dickerson Run Branch..... 12

Broadford Branch..... 12

West Yough Bridge..... 12

ENGINE AND CAR RESTRICTIONS.

"X" Indicates where wrecking cranes, and locomotives of the class shown on top of column, must not be used.

LOCATION	B-104	I-100	G-102 G-103 G-104	F-103 F-104 F-105	U-3	U-1	K-4 K-6	Mikado	Wrecking Cranes X100003 X100603
Lowellville Branch—Walford Branch—Koppel Branch—Crescentdale Branch—Mahoning State Line Railroad.....								X	
Big Run Branch—Bradys Run Branch—East approach curve to Neville Island Bridge—Carnegie Steel Co. West Yard, Ohio Works, Loop tracks 300 feet west of L. E. & E. connection and in the West Yard—Y. S. & T. Co. Brier Hill Coke Plant L. E. & E.—City Coal & Supply Co. Old Yard L. E. & E.—Wester Coal and Supply Co. Trestle, Isabelle Street, L. E. & E.....							X	X	
Homestead, Upper Howard Transfer Yard.....						X	X	X	
Lovedale Branch Wylie.....						X	X	X	
Dickerson Run Branch—Speers Run Branch—Little Redstone Branch.....					X	X	X	X	
Trestle Track and tail track leading to Trestle Track at Townsend Company, Fallston.....					X	X	X	X	X
West Yough Transfer Bridge and Broadford Branch Bridge.....					X	X	X	X	X
Markey Run Bridge, Monaca.....				X	X	X	X	X	X
Braddock, Water Works Siding.....			X	X		X	X	X	
Carnegie Steel Company Furnace Trestle Ohio Works.....		X	X	X	X	X	X	X	X
Carnegie Steel Co. Ohio Works Furnace and Open Hearth Yards and Nos. 1, 2, 3, 4 loop tracks at east end of yards.....		X	X	X	X	X	X	X	
Bridges at 0.87 and 0.96 miles from point of switch at Downer Junction on Downer Branch, also at 1.15 miles from point of switch at Downer Jct. on Arnold Mine Lead, Downer Branch.....					X	X	X	X	X
Patterson Mine Tracks—Lowber Gas Co. tracks on Little Redstone Branch and west end of Oak Hill Ave., No. 2 Team Track, L. E. & E.....	X	X	X	X	X	X	X	X	
Independent Coal Company wood stringer track on L. E. & E.....	X	X	X	X	X	X	X	X	X
Pennsylvania Power Company's service track leading into its power plant building at West Pittsburgh.....		X	X	X		X	X	X	
Over hopper bin Interstate Amiesite Company's No. 2 track, Maonac.....		X	X	X	X	X	X	X	X

Note: Wrecking Cranes X-100003 and X-100603 must be separated from locomotive on all branch bridges, and by at least six car lengths on the Youghiogheny River Bridge at Belle Vernon Junction and on Monongahela River Bridge at City Farm.

No wreck crane is to be placed on the Youghiogheny River Bridge, Monongahela River Bridge or any branch line bridge for the purpose of handling any load.

On Big Run and Bradys Run Branches U-3 engines must not switch back and forth over bridges.

DOUBLE HEADING.

For this purpose two engines equipped for road service can be used coupled together, except where bridge restrictions require the placing of cars between locomotives for the purpose of distributing the weight. The lighter engine must always be used as the lead engine.

On the Youghiogheny River Bridge at Belle Vernon Junction and Monongahela River Bridge at City Farm, Consolidation type locomotives may be doubleheaded. U-1, U-3, Pacific, Mikado, Mallet or heavier types of locomotives must not be doubleheaded or doubleheaded with lighter type of locomotive. Pacific, Mikado, Mallet or heavier types of locomotives must be separated at least six car lengths.

Three locomotives of any type must not be moved, coupled together, over these bridges.

New York Central Special Flat Cars, 200-ton capacity, Nos. 499040 and 499041, should not be operated over curves sharper than 20 degrees when coupled in train.

HOT JOURNALS.

The practice of cooling hot journals on passenger or freight cars with water will be discontinued to the greatest possible extent and in the event it becomes necessary to use water in cooling a journal, the car must be cut out of train at the first available point reached after the application of water has been made.

When hot boxes are observed in a train, the train must be immediately brought to a stop and careful inspection made of the hot box and proper action taken to safeguard the movement of the car to the first available point where the car must be set off.

Cars set off must be reported promptly from the first available point of communication.

PUSHER ENGINES.

Westward P. & L. E. trains with more than one hundred (100) cars, or more than seventy-five (75) loads of coal, will be given assistance over Rankin Viaduct and will come to a stop with head end of train to clear Lock No. 2 Crossover to permit pusher engine to couple into the rear of train before proceeding.

If pusher engine is not at Lock No. 2 trains requiring assistance will wait until pusher arrives.

AUTOMATIC TRAIN STOP.

Road engines and motors, operated between DX Pittsburgh and New York Central Junction, Youngstown, Ohio, except branches, must be equipped with automatic train stop device in working order, and cut in, except:

A. When used as pusher or second engine.

B. By authority of Superintendent.

If the air brakes fail to work in accordance with the automatic train stop equipment, the train must proceed carefully to the first point of communication and the conductor and engineer must report to the Superintendent for instructions.

If necessary to break seal on cut-out cock, or if automatic train stop does not properly operate, engineer must fill out form S-1, marking "X" in proper square, sign and leave card at first open communication office at which stop is made.

Enginemen must forestall when passing the following signals, regardless of the indication displayed by the signal.

Signal No. DX-1 Pittsburgh.....	No. 1 track
Signal No. 28 Pittsburgh.....	No. 1 track
Signal No. 263 1000 ft. west of Stobo.....	No. 4 track
Signal No. 261 1000 ft. west of Stobo.....	No. 3 track
Signal No. 298 250 ft. west of Bradys Run...	No. 1 track
Signal No. 300 250 ft. west of Bradys Run....	No. 2 track
Signal No. 635 Struthers.....	No. 3 track
Signal No. 651 N.....	Westward track
Signal No. 664 New York Central Jct.....	Eastward track

Enginemen must forestall when passing the following signals when displaying indications other than that shown by Rule 283 of the Book of Rules:

Signal No. BG 2 Monaca.....	No. 3 track
Signal No. BG 1 Monaca.....	No. 4 track
Signal No. BG 40 Monaca.....	No. 1 track
Signal No. BG 38 Monaca.....	No. 2 track

Enginemen must forestall when passing double distant signals having the lower distant arm clear at the following locations:—

Signal 455 Westward main track approaching MO, B. & O. Junction.

Signal 440 Eastward main track approaching RK, Wampum.

Enginemen must forestall when passing signals displaying "Approach-Medium" speed indication at the following locations:

Signal 313, No. 3 Track, approaching PO.

Signal 315, No. 4 Track, approaching PO.

Enginemen and firemen must be qualified on Rules for the Operation of Automatic Train Stop.

When Train Stop device becomes inoperative, engineer must notify Superintendent at the first communicating station, and relief engine, if available, must be obtained at first engine terminal.

When forestalling whistle fails to sound while forestalling engineer will reduce to and operate at speed specified in speed restrictions on page 14 until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed.

Failure of whistle to sound must be reported on Form SC-1.

HAULING ENGINES AND TENDERS IN TRAINS.

Engines may be hauled without detaching main rods by providing proper lubrication. The valves and cylinders should be taken care of by the use of oil cups. Lubrication may also be provided by keeping sufficient steam pressure in the boiler to operate the lubricators, in which case a fireman rider must be furnished.

The reverse gear should be placed in position to correspond with direction in which the engine is traveling.

All engines offered for movement should be inspected by a locomotive inspector who will furnish information required by the Transportation Department in making decision for handling.

Small engines having drawbars of less than eleven square inches in cross section shall be located in train not more than six (6) cars ahead of the caboose.

When rail motor car is being towed or hauled in a train, brakes must be cut out for deadheading operation, and car must be accompanied by a rider who is familiar with its operation.

When rail motor car is being switched or placed in train, it must not be coupled between a locomotive and car, or between other cars except its own trailer or caboose.

Separate tenders moved in trains shall be provided with a full complement of brakes and safety equipment. This also applies to tenders specially equipped as company service water carriers, etc.

MOTOR COACH CONNECTIONS.

Unless otherwise instructed, main line trains will wait at Wampum and New Castle for Motor Coach Connection.

RAILROAD TRACK SCALES.

Engine, or cars not to be weighed, must not be passed over the weigh rails.

Equipment shall not be allowed to stand on the scale when not being weighed.

For protection of the scale, cars shall not be violently stopped on the scale by impact, by the sudden application of brakes, or by throwing obstructions under the wheels. When pushing cars, which have been stopped for weighing or otherwise, off the scale, impact must not occur at a speed greater than two miles per hour.

Enginemen must not use sand on the scale deck or operate the injectors while on the scale.

Switches at both ends of the scales must be set for dead rail movement, except when weighing is being done.

Weigh carefully each car separately and uncoupled.

When weighing freight equipment for the purpose of obtaining the tare weight, be governed by the following instructions at all track scale points:

- 1st. Before car is weighed the fact must be determined that car is entirely free of damage, dirt, or refuse of any character.
- 2nd. Car shall be placed on track scales, carefully spotted in as near the center of the scale as possible, and the weight obtained through the medium of a beam weight.
- 3rd. Under no circumstances will it be permissible to use the Streeter-Ames weight in weighing light equipment for tare weights.
- 4th. After the tare weight has been accurately obtained, car must be carefully restenciled on both sides in compliance with Master Car Builder Rules, regardless of any variance that might obtain with respect to the old tare weight as indicated on the car.

The movements on lead track approaching scales at McKees Rocks, Glassport and Newell will be governed by the following night and day signal indications:

AT NEWELL, GLASSPORT AND MCKEES ROCKS.

Yellow.....Proceed toward scales.
 White.....Back away from scales.
 No light.....Stop.

AT EAST YOUNGSTOWN.

Yellow.....Proceed towards classification yard.
 White.....Back away from classification yard.
 No lights.....Stop.
 Yellow and White.....Increase speed eastward.

**TICKET OFFICES NOT OPEN FOR
 SALE OF TICKETS FOR THE
 FOLLOWING TRAINS:**

Station	Week Days	Sundays
West Pittsburgh...		Closed
Eleventh Street, } Beaver Falls }	9-11-12-13-14-15-35 40-41-47	Closed
Fallston.....	9-11-14-47	Closed
Beaver.....	11	4-11
Monaca.....	9-11-14-30-35-36-41 47	4-11-13-14-15-30-35 40-41
Aliquippa.....		4
Montour Jct.....	4-9-15-27-35-40-41	Closed
McKees Rocks....	9-30-35-40-41	Closed
Homestead.....		54
Monongahela.....	50-51-52	Closed
Webster.....	51-52	Closed
Monessen.....	52	54
Belle Vernon.....	52	Closed
Fayette City.....	51-52	Closed
Newell.....	51-52	Closed
Brownsville.....	51	

F. M. BROWN, Superintendent,
 J. P. KELLY, Assistant Superintendent,
 G. E. MARQUIS, Assistant Superintendent.

J. P. GOFF,
 H. H. SPROAT,
 T. A. COPELAND, } Train Masters.

F. P. KETTERER, Chief Train Dispatcher,
 W. I. OTTO,
 F. C. McMILLAN, } Assistant Chief Train
 Dispatchers.

G. MILLER,
 S. F. LONG,
 J. G. ROTHROCK,
 J. C. HAMMOND,
 J. A. BRICE,
 J. L. SALZER,
 F. A. MUELLER } Train Dispatchers.

No. 107 stop at Wampum to discharge passengers from points east of McKeesport and receive passengers for New Castle and beyond.

[illegible]

[illegible]

Miles Between Stations	STATIONS
0.0Graham (L. E. & E. R. R.).....
0.6Struthers.....

Miles Between Stations	STATIONS
0.0	Lowellville Junction
0.5	Bentley

Miles Between Stations	STATIONS
0.0	Bentley
3.0	Shaw Junction
0.3	Hillsville
0.5	Johnson

Miles Between Stations	STATIONS
0.0	Shaw Junction.....
23.3	Walford.....

Miles From Graham	STATIONS
0.0	Graham
1.5	Lansingville (Yard Office Bldg.)
3.2	Cedar Street
8.3	MY Tower

Miles from New Castle Junction	STATIONS
0.0 New Castle Jct.
1.5 HO Tower
1.7 Gardner Ave.
2.9 New Castle

Ellwood City Branch

Miles Between Stations	STATIONS
0.0	W. Ellwood Jct.
1.0	Park Gate
1.5	Ellwood City

Koppel Branch

Miles Between Stations	STATIONS
0.0	Koppel
1.5	Ellwood City Branch Junction

Ohio River Branch

Miles Between Stations	STATIONS
0.0	Monaca
3.4	Josephtown

Speers Run Branch

Miles Between Stations	STATIONS
0.0	Somers
1.8	Speers Junction

Little Redstone Branch

Miles Between Stations	STATIONS
0.0	Landon
1.4	Little Redstone Junction

Dickerson Run Branch

Miles Between Stations	Miles from Clarissa	STATIONS
0.0	0.0	Clarissa
1.0	1.0	Vanderbilt
1.4	2.4	Dickerson Run

Downer Branch

Miles Between Stations	Miles from Downer Junction	STATIONS
0.0	0.0	Downer Junction
1.0	1.0	Arnold City
0.9	1.9	Brown
3.4	5.3	Perryopolis Junction

Downer Branch Extension

Miles Between Stations	STATIONS
0.0	Elwell Junction
1.1	Fuller

Elwell Branch

Miles Between Stations	Miles from Wash- ington Mines	STATIONS
0.0	0.0	Washington Mines
1.0	1.0	Star Junction
2.3	3.3	Perryopolis Junction
0.5	3.8	Elwell Junction
1.2	5.0	Whitsett Junction

Youghiogheny Northern Branch

Miles Between Stations	Miles from Summit	STATIONS
0.0	0.0	Summit
0.7	0.7	Eagle Transfer
0.5	1.2	Morgan
0.8	2.0	Broadford
0.4	2.4	Broadford Junction

McKEES ROCKS TO CONNELLSVILLE—EASTWARD

STATIONS	Miles from Pittsburgh	Miles between Stations	FIRST CLASS									
			120	106	50	108	52	110	54	114		
			B. & O.	B. & O.		B. & O.		B. & O.		B. & O.		
			DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY EXCEPT SUNDAY	DAILY	SUNDAY ONLY	DAILY		
			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		
McKEES ROCKS												
PITTSBURGH	3.5	S	1.18	S 1.46	S 6.30	S 9.27	S 5.20	S 8.39	S 9.30	S 10.45		
22D STREET	1.6	1.6			F 6.33		S 5.23		9.33			
BK	3.7	2.1	1.24	1.52	F 6.37	9.33	F 5.26	8.45	9.36	10.51		
LUCAS	4.8	1.1										
HAYS	5.3	0.5			F 6.39		5.28		9.38			
WEST HOMESTEAD	6.0	0.7			F 6.41		F 5.29					
HOMESTEAD	6.9	0.9			S 6.44		S 5.32		S 9.42			
RANKIN	9.1	2.2			S 6.48		F 5.36		F 9.46			
BRADDOCK	9.8	0.7	1.32	2.00	S 6.51	9.42	S 5.38	8.53	S 9.48	11.00		
BESSEMER	10.9	1.1			F 6.54							
RIVERTON	13.8	2.9			F 6.58		5.45		9.55			
MK TOWER	14.7	0.9	1.43	2.11		9.54		9.03		11.13		
McKEESPORT	15.0	0.3			S 7.05		S 5.50		S 10.00			
BELLE VERNON JCT.	15.3	0.3			7.06		5.51		10.01			
PORT VUE	16.3	1.0										
BOSTON	19.1	2.8										
BN	19.4	0.3										
GREENOCK	21.2	1.8										
DUNCAN	23.3	2.1										
DRAGO	24.3	1.0										
STRINGTOWN	25.3	1.0										
BUENA VISTA	26.7	1.4										
SCOTT HAVEN	27.9	1.2										
DOUGLASS	29.4	1.5										
SMITHDALE	30.7	1.3										
COLLINSBURG	32.2	1.5										
WEST NEWTON	33.1	0.9										
CEDAR CREEK	36.5	3.4										
POST ROYAL	37.7	1.2										
SMITHTON	39.2	1.5										
JACOBS CREEK	40.8	1.6										
WICK HAVEN	41.9	1.1										
WHITSETT JCT.	42.8	0.9										
FULLER	44.4	1.6										
KIRK	46.0	1.6										
ROUND BOTTOM	47.7	1.7										
SAND ROCK	49.1	1.4										
DARNLEY	50.5	1.4										
DICKERSON RUN	52.7	2.2										
ADELAIDE	55.2	2.5										
BROADFORD JCT.	55.8	0.6										
CROSSLAND	56.6	0.8										
CONNELLSVILLE	58.3	1.7										
			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		

No. 50 stop at entrance to Carrie Furnace Plant Rankin.

No. 108 and 114 stop at Braddock to discharge passengers from New Castle and beyond and to receive passengers for points east of McKeesport.

No. 110 stop at Braddock to receive passengers for Baltimore and east.

CONNELLSVILLE TO McKEES ROCKS—WESTWARD

STATIONS	Miles from Connellsville	Miles between Stations	FIRST CLASS										
			105 B. & O.	115 B. & O.	107 B. & O.	51	53	55	113 B. & O.	109 B. & O.	119 B. & O.		
			DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY	SUNDAY ONLY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY		
			A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		
CONNELLSVILLE													
CROSSLAND	1.7	1.7											
BROADFORD JCT.	2.5	0.8											
ADELAIDE	3.1	0.6											
DICKERSON RUN	5.6	2.5											
DARNLEY	7.8	2.2											
SAND ROCK	9.2	1.4											
ROUND BOTTOM	10.6	1.4											
KIER	12.3	1.7											
FULLER	13.9	1.6											
WHITSETT JCT.	15.5	1.6											
WICK HAVEN	16.4	0.9											
JACOBS CREEK	17.5	1.1											
SMITHTON	19.1	1.6											
PORT ROYAL	20.6	1.5											
CEDAR CREEK	21.8	1.2											
WEST NEWTON	25.2	3.4											
COLLINSBURG	26.1	0.9											
SMITHDALE	27.6	1.5											
DOUGLASS	28.9	1.3											
SCOTT HAVEN	30.4	1.5											
BUENA VISTA	31.6	1.2											
STRINGTOWN	33.0	1.4											
DRAVO	34.0	1.0											
DUNCAN	35.0	1.0											
GREENOCK	37.1	2.1											
BN	38.9	1.8											
BOSTON	39.2	0.3											
PORT VUE	42.0	2.8											
BELLE VERNON JCT.	43.0	1.0				7.34	7.45	4.57					
McKEESPORT	43.8	0.8				\$ 7.37	\$ 7.48	\$ 5.01					
MK TOWER	43.6	0.8	12.22	3.52	6.55				8.27	10.50	11.55		
RIVERTON	44.5	0.9				F 7.41		F 5.04					
BESSEMER	47.4	2.9				7.44		F 5.09					
BRADDOCK	48.5	1.1	12.29	3.59	7.02	\$ 7.47	\$ 7.58	\$ 5.12	8.35	10.57	12.02		
RANKIN	49.2	0.7				\$ 7.49		\$ 5.15					
HOMESTEAD	51.4	2.2				\$ 7.55	\$ 8.06	\$ 5.21					
WEST HOMESTEAD	52.3	0.9				F 7.56		F 5.24					
HAYS	53.1	0.8				7.59		F 5.26					
LUCAS	53.6	0.5											
BK	54.6	1.0	12.38	4.08	7.11	F 8.01	F 8.11	5.29	8.44	11.06	12.11		
22D STREET	56.7	2.1				\$ 8.05		F 5.33					
PITTSBURGH	58.3	1.6	\$ 12.47	\$ 4.17	\$ 7.23	\$ 8.10	\$ 8.20	\$ 5.38	\$ 8.56	\$ 11.15	\$ 12.20		
McKEES ROCKS		3.5											
			A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.		

No.s 107 and 113 stop at Braddock to discharge passengers from points east of McKeesport and to receive passengers for New Castle and beyond.

No. 55 stop at entrance to Carrie Furnace Plant Rankin, and reduce speed at BK to exchange mail.

No. 109 stop at Braddock to land passengers from Washington and east.

CONNELLVILLE TO McKEES ROCKS—WESTWARD

STATIONS	Miles from Connellsville	Miles between Stations	SECOND CLASS							
			197 B. & O.	297 B. & O.	93	103	91 P. C.-1	207 P.F.-5,P.C.-1 B.F.-9,W.S.-4 P.T.-1,P.W.-4 M. C.-3		
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
CONNELLVILLE			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.		
CROSSLAND	1.7	1.7								
BROADFORD JCT.	2.5	0.8								
ADELAIDE	3.1	0.6								
DICKERSON RUN	5.6	2.5			12.30	10.15	3.30			
DARNLEY	7.8	2.2								
SAND ROCK	9.2	1.4								
ROUND BOTTOM	10.6	1.4								
KIRK	12.3	1.7								
FULLER	13.9	1.6								
WHITSETT JCT.	15.5	1.6			12.53	10.38	3.53			
WICK HAVEN	16.4	0.9								
JACOBS CREEK	17.5	1.1								
SMITHTON	19.1	1.6								
PORT ROYAL	20.6	1.5			1.05	10.50	4.05			
CEDAR CREEK	21.8	1.2								
WEST NEWTON	25.2	3.4			1.16	11.01	4.16			
COLLINSBURG	26.1	0.9								
SMITHDALE	27.6	1.5								
DOUGLASS	28.9	1.3								
SCOTT HAVEN	30.4	1.5								
BUENA VISTA	31.6	1.2								
STRINGTOWN	33.0	1.4								
DRAVO	34.0	1.0								
DUNCAN	35.0	1.0								
GREENOCK	37.1	2.1								
BN	38.9	1.8			1.50	11.35	4.50			
BOSTON	39.2	0.3								
PORT VUE	42.0	2.8								
BELLE VERNON JCT.	43.0	1.0					5.00	7.28		
McKEESPORT	43.8	0.8								
MK TOWER	43.6	0.8	12.10	12.30						
RIVERTON	44.5	0.9								
BESSEMER	47.4	2.9								
BRADDOCK	48.5	1.1								
RANKIN	49.2	0.7								
HOMESTEAD	51.4	2.2								
WEST HOMESTEAD	52.3	0.9								
HAYS	53.1	0.8								
LUCAS	53.6	0.5								
BK	54.6	1.0								
22D STREET	56.7	2.1								
PITTSBURGH	58.3	1.6								
McKEES ROCKS		3.5	1.05	1.25			6.30	9.30		
			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.		

McKEES ROCKS TO BROWNSVILLE—EASTWARD

STATIONS	Miles from Pittsburgh	Miles between Stations	FIRST CLASS										
			120	106	50	108	52	110	54	114			
			B. & O.	B. & O.		B. & O.		B. & O.		B. & O.			
			DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY EXCEPT SUNDAY	DAILY	SUNDAY ONLY	DAILY			
			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			
McKEES ROCKS													
PITTSBURGH	3.5		\$ 1.18	\$ 1.46	\$ 6.30	\$ 9.27	\$ 5.20	\$ 8.39	\$ 9.30	\$ 10.45			
22D STREET	1.6	1.6			F 6.33		\$ 5.23		9.33				
BK	3.7	2.1	1.24	1.52	F 6.37	9.33	F 5.26	8.45	9.36	10.51			
LUCAS	4.8	1.1											
HAYS	5.3	0.5			F 6.39		5.28		9.38				
WEST HOMESTEAD	6.0	0.7			F 6.41		F 5.29						
HOMESTEAD	6.9	0.9			\$ 6.44		\$ 5.32		\$ 9.42				
RANKIN	9.1	2.2			\$ 6.48		F 5.36		F 9.46				
BRADDOCK	9.8	0.7	1.32	2.00	\$ 6.51	9.42	\$ 5.38	8.53	\$ 9.48	11.00			
BESSEMER	10.9	1.1			F 6.54								
RIVERTON	13.8	2.9			F 6.58		6.45		9.55				
McK TOWER	14.7	0.9	1.43	2.11		9.54		9.03		11.13			
McKEESPORT	15.0	0.3			\$ 7.05		\$ 5.50		\$ 10.00				
BELLE VERNON JCT.	15.3	0.3			7.06		5.51		10.01				
GLASSPORT	17.6	2.3			\$ 7.11		\$ 5.56		\$ 10.06				
BELLE BRIDGE	20.0	2.4											
WYLIE	21.7	1.7					F 6.01		F 10.10				
ELIZABETH	22.4	0.7			\$ 7.20		\$ 6.04		\$ 10.14				
LOCK NO. 3	24.2	1.8			F 7.23		F 6.07		F 10.17				
BUNOLA	26.7	2.5			F 7.27		F 6.11		F 10.21				
WALLACE	28.2	1.5											
MONONGAHELA	31.2	3.0			\$ 7.33		\$ 6.18		\$ 10.28				
MANOWN	32.2	1.0											
GALLATIN	32.9	0.7			F 7.37				F 10.32				
MILESVILLE	33.8	0.9			F 7.39		F 6.22		F 10.34				
WEBSTER	35.5	1.7			\$ 7.48		\$ 6.27		\$ 10.37				
SHEPPLER	37.8	2.3											
MONESSEN	38.8	1.0			\$ 7.53		\$ 6.33		\$ 10.43				
GIBSONTON	41.8	3.0											
SPEERS JCT.	42.1	0.3			7.57		6.38		10.48				
BELLE VERNON	42.4	0.3			\$ 8.00		\$ 6.39		\$ 10.50				
TREMONT	44.0	1.6											
DOWNER JCT.	44.7	0.7			8.04		6.42		10.52				
FAYETTE CITY	45.2	0.5			\$ 8.05		\$ 6.43		\$ 10.53				
PC	47.4	2.2											
EAST ROSCOE	47.7	0.3			F 8.09		6.47		F 10.57				
NEWELL	49.4	1.7			\$ 8.22		\$ 6.54		\$ 11.04				
EAST CALIFORNIA	51.4	2.0			8.26		6.58		11.08				
BROWNSVILLE JCT.	53.9	2.5			8.32		7.05		11.15				
BROWNSVILLE	54.9	1.0			\$ 8.39		\$ 7.09		\$ 11.19				
			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			

- No. 50 stop at entrance to Carrie Furnace Plant Rankin, at Sheppler Tuesday, Thursday and Saturday and on signal at east end Newell Interchange Yard.
- No. 108 and 114 stop at Braddock to discharge passengers from New Castle and beyond and to receive passengers for points east of McKeesport.
- No. 52 stop on signal at east end of Newell Interchange Yard.
- No. 110 stop at Braddock to receive passengers for Baltimore and East.

McKEES ROCKS TO BROWNSVILLE—EASTWARD

SECOND CLASS

STATIONS	Miles from Pittsburgh	Miles between Stations	90	74	192	196	194	294	92			
			W.M.-6	G.P.-1	B. & O.	B. & O.	B. & O.	B. & O.	W.M.-2			
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.			
McKEES ROCKS			4.30	4.40	8.20	10.50	5.45	6.55	7.00			
PITTSBURGH		3.5		6.00								
22D STREET	1.6	1.6										
BK	3.7	2.1										
LUCAS	4.8	1.1										
HAYS	5.8	0.8										
WEST HOMESTEAD	6.0	0.7										
HOMESTEAD	6.9	0.9										
RANKIN	9.1	2.2										
BRADDOCK	9.8	0.7										
BESSEMER	10.9	1.1										
RIVERTON	13.8	2.9										
MK TOWER	14.7	0.9			10.05	12.35	7.30	8.40				
McKEESPORT	15.0	0.3										
BELLE VERNON JCT.	15.3	0.3	5.30	7.10					8.00			
GLASSPORT	17.6	2.3										
BELLE BRIDGE	20.0	2.4										
WYLLIE	21.7	1.7										
ELIZABETH	22.4	0.7										
LOOK NO. 3	24.2	1.8										
BUNOLA	26.7	2.5										
WALLACE	28.2	1.5										
MONONGAHELA	31.2	3.0										
MANOWN	32.2	1.0										
GALLATIN	32.9	0.7										
MILESVILLE	33.8	0.9										
WEBSTER	35.5	1.7										
SHEPPLER	37.8	2.3										
MONESSEN	38.8	1.0										
GIBSONTON	41.8	3.0										
SPEERS JCT.	42.1	0.3										
BELLE VERNON	42.4	0.3										
TREMONT	44.0	1.6										
DOWNER JCT.	44.7	0.7										
FAYETTE CITY	45.2	0.5										
RC	47.4	2.2										
EAST ROSCOE	47.7	0.3										
NEWELL	49.4	1.7		8.15								
EAST CALIFORNIA	51.4	2.0										
BROWNSVILLE JCT.	53.9	2.5										
BROWNSVILLE	54.9	1.0										
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			

BROWNSVILLE TO McKEES ROCKS—WESTWARD

STATIONS	Miles from Brownsville	Miles between Stations	FIRST CLASS								
			105	115	107	51	53	55	113	109	119
			B. & O.	B. & O.	B. & O.				B. & O.	B. & O.	B. & O.
			DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY	SUNDAY ONLY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY
			A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
BROWNSVILLE						\$ 6.15	\$ 6.45	\$ 3.45			
BROWNSVILLE JCT.	1.0	1.0				6.19	6.49	3.49			
EAST CALIFORNIA	3.5	2.5				6.23		3.52			
NEWELL	5.5	2.0				\$ 6.27	\$ 6.55	\$ 3.57			
EAST ROSCOE	7.2	1.7					6.57	F 4.00			
RO	7.5	0.3									
FAYETTE CITY	9.7	2.2				\$ 6.35	\$ 7.01	\$ 4.04			
DOWNER JCT.	10.2	0.5				6.36	7.02	4.05			
TREMONT	10.9	0.7									
BELLE VERNON	12.5	1.6				\$ 6.42	\$ 7.06	\$ 4.10			
SPEERS JCT.	12.8	0.3				6.43	7.07	4.12			
GIBSONTON	13.1	0.3									
MONESSEN	16.1	3.0				\$ 6.49	\$ 7.12	\$ 4.17			
SHEPPLER	17.1	1.0				F 6.51					
WEBSTER	19.4	2.3				\$ 6.55	\$ 7.17	\$ 4.22			
MILESVILLE	21.1	1.7				F 6.58		F 4.25			
GALLATIN	22.0	0.9						F 4.28			
MANOWN	22.7	0.7									
MONONGAHELA	23.7	1.0				\$ 7.03	\$ 7.23	\$ 4.32			
WALLACE	26.7	3.0									
BUNOLA	28.2	1.5				F 7.09	F 7.28	F 4.39			
LOCK NO. 3	30.7	2.5				F 7.13		F 4.42			
ELIZABETH	32.5	1.8				\$ 7.15	\$ 7.34	\$ 4.46			
WYLIE	33.2	0.7				F 7.19					
BELLE BRIDGE	34.9	1.7									
GLASSPORT	37.3	2.4				\$ 7.28	\$ 7.41	\$ 4.53			
BELLE VERNON JCT.	39.6	2.3				7.34	7.45	4.57			
McKEESPORT	39.9	0.3				\$ 7.37	\$ 7.48	\$ 5.01			
MK TOWER	40.2	0.3	12.22	3.52	6.55				8.27	10.50	11.55
RIVERTON	41.1	0.9				F 7.41		F 5.04			
BESSEMER	43.9	2.9				7.44		F 5.09			
BRADDOCK	45.1	1.1	12.29	3.59	7.02	\$ 7.47	\$ 7.58	\$ 5.12	8.35	10.57	12.02
RANKIN	45.8	0.7				\$ 7.49		\$ 5.15			
HOMESTEAD	48.0	2.2				\$ 7.55	\$ 8.06	\$ 5.21			
WEST HOMESTEAD	48.9	0.9				F 7.56		F 5.24			
HAYS	49.7	0.8				7.59		F 5.26			
LUCAS	50.2	0.5									
BK	51.2	1.0	12.38	4.08	7.11	F 8.01	F 8.11	5.29	8.44	11.06	12.11
22D STREET	53.3	2.1				\$ 8.05		F 5.33			
PITTSBURGH	54.9	1.6	\$ 12.47	\$ 4.17	\$ 7.23	\$ 8.10	\$ 8.20	\$ 5.38	\$ 8.55	\$ 11.15	\$ 12.20
McKEES ROCKS		3.5									
			A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.

Nos. 107 and 113 stop at Braddock to discharge passengers from points east of McKeesport and to receive passengers for New Castle and beyond.

No. 51 and 53 stop on signal at east end Newell Interchange Yard.

No. 55 stop at entrance to Carrie Furnace Plant Rankin, and reduce speed at BK to exchange mail.

No. 109 stop at Braddock to land passengers from Washington and east.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
NEW YORK CENTRAL JUNCTION TO CONNELLSVILLE,
BELLE VERNON JUNCTION TO BROWNSVILLE
INCLUDING BRANCHES AND LAKE ERIE AND EASTERN.

STATIONS		Office Calls	Time Open	SIGNALS		TELEPHONES	Line
LOCATION	Eastward Main			Westward Main	LOCATION		
Youngstown—Erie New York Central Junction.....	XD	24 Hours	{ Station Master..... { Station Platform..... Switchmens building, Dry Run.....	TD	
	UY	7 AM—3 PM	670 664	665 661		TD-SL SL	
N.....	N	24 Hours	658 654	651			
East Youngstown..	Z	24 Hours	644 636	643	Inspection Pit, Coal Deck.....	SL	
P. R. R. Jct.....	MY				Box, water tank west of Struthers Br.	TD-EX	
Graham	SI	24 Hours	90E			Passenger Station.....	TD
			82E		81E	Brier Hill Crossover.....	TD
			74E		71E	Division St., west of tool house.....	TD
			68E		65E	Ohio Works, yard office.....	TD
			60E			Ohio Works, east end.....	TD
					57E	Union Crossover, Manning Ave.....	TD
			52E		G49E		
			46E		G43E	Oak Hill Crossover, outside toolhouse	TD
			40E		G37E	East of Cedar Street.....	TD
			32E		G29E	Tube Street Crossover.....	TD
			24E		G21E	Lansingville, yard office, west end..	TD
			16E		G13E	Lansingville, yard office, east end..	TD
			INT 68SI			Eastbd. home signal west of SI Tower	TD
			INT		INT	SI Tower.....	TD
					INT 13SI		
		3E					
Struthers.....				Youngstown Br. Coke Works Switch	TD		
Struthers.....			Track No. 1	Track No. 3	Track No. 4		
				635	637	Inside lead track, east of	TD-EX
			630	629	627	Interchange yard office.....	TD-EX
			622	619	621		
			614	613	611		
Lowellville Jct.....			Single Track 5			Signal 2L.....	TD-EX-SL
			2L			Signal 1L.....	SL
			1L			Shaw Jct., trainmens building.....	EX-SL
						Box, Shaw Jct.....	EX-SL
						Walford, car inspectors building.....	EX
Lowellville.....			Track No. 1	Track No. 3	Track No. 4		
			606	605	607	Box, outside station.....	EX
			600	599	601		
			590	591	593	Robinson, Box, Coffee Run.....	EX
			584	585	583	Carbon, east end of crossover.....	TD-EX
			576	577	575		
			568	571	569		
			560	563	561		
			Eastward Main		Westward Main		
			554		555	Old DN Tower Location.....	TD-EX
			546		547	Signal Maintainers Bldg.....	EX-SL
538		539	Linnville Crossover.....	TD-EX			
532		531					
524		523					
516		517					
510		509	West of old WA Tower Location...	TD-EX			
New Castle.....			502		503		
HO Tower.....			502F			Near South Mill St. Crossing.....	EX
New Castle Jct....			496F		495F	Car inspectors building, Gardner Av.	EX-SL
					489F	Box opposite Old HO Tower.....	TD-SL

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
NEW YORK CENTRAL JUNCTION TO CONNELLSVILLE,
BELLE VERNON JUNCTION TO BROWNSVILLE
INCLUDING BRANCHES AND LAKE ERIE AND EASTERN.

STATIONS	Office Calls	Time Open	SIGNALS				TELEPHONES	Line
LOCATION			Eastward Main			Westward Main	LOCATION	
New Castle Jct....	J	24 Hours	CTC 496 488 480			CTC J-1 487 479	Coal Dock West yard, car inspectors bldg. East yard office..... Old SD Tower Crossover, West Pittsburgh...	TD-EX EX TD-EX TD TD
B. & O. Jct.....			472 L-20 INT			471 INT	MO, eastbound and westbound home signal.....	TD-SL
Newport.....			R-20 456			R-18 455	West end middle siding.....	TD-SL
Wampum.....			448 440			449 441	Box just west of Wampum Sta. Station platform.....	TD-SL TD-SL
			L-10			L-4		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4		
			INT 426 418 412 402 394	INT 424 416 410 404 396	INT R-6 423 417 409 401 393	INT R-4 425 419 411 403 395	RK, westbound home signal.. Cement siding..... Rock Point, water station.....	TD-SL TD TD
Ellwood City.....							Trainmens building.....	EX
West Ellwood Jct..							Station.....	TD-EX
West Ellwood Jct..							Box, Hillside No. 1 main track opposite old JA Tower Location.....	TD-EX
			388 378 374 366 358 352	386 380 372 364 356 350	385 379 373 365 357 351	387 381 371 367 355 349	West end River Track College. Round House office, College.. Coach Track.....	TD-EX EX TD-SL
College.....	CO	24 Hours	CO-1 INT	CO-2 INT	INT CO-37	INT CO-38		
Eleventh St.....	FS**	5:30 AM-2:30 PM	336	338	333	331		
PO.....	PO	24 Hours	PO-40 INT	PO-37 INT	INT PO-4	INT PO-1		
Beaver Falls— New Brighton...			312 306	314 308	313	315	West end westbound platform.	SL
Fallston.....			298 X	300 X	303 299 289	305 297 291	Siding switch..... Bradys Run at Signal Bridge..	TD TD
Beaver.....			BG-40 X	BG-38 X	283	285	C. and P. Arch..... Watch box, west end Ohio River Bridge..... Watch box, east end Ohio River Bridge.....	SL EX-SL EX-SL
BG.....	BG	24 Hours	BG-39 INT	BG-37 INT	INT BG-2 X	INT BG-1 X		

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
NEW YORK CENTRAL JUNCTION TO CONNELLSVILLE,
BELLE VERNON JUNCTION TO BROWNSVILLE
INCLUDING BRANCHES AND LAKE ERIE AND EASTERN.

STATIONS			SIGNALS				TELEPHONES	
LOCATION	Office Calls	Time Open	Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Line
Monaca.....							21st St., near Colona.....	EX-TD
Colona.....							Car inspectors building.....	EX
<i>Stobo</i>			264	262	261	263	Stobo.....	EX-TD
			256	254	253	255		
			246	248	247	249		
				241	239			
QA.....	QA	24 Hours	QA-88	QA-84	INT	INT	Coal Dock.....	EX
West Aliquippa.....			INT	INT			J. & L. Lead.....	SL
					QA-5	QA-1	Interchange office.....	SL
			232	234	223	221	Trainmens Room.....	SL
							Car inspectors building.....	SL
Aliquippa.....							West of Aliquippa Pass. Sta...	TD-SL
West Economy.....			216	218	215	213		
			208	210	209	207	West end No. 5 track.....	TD
			200	202	201	199		
			196	194	193	191		
South Heights.....			184	186	185	183	Box, opposite crossover.....	TD-EX
Anderson Road.....			176	178	179	177		
Glenwillard.....			172	170	171	169	Briggston Crossover.....	TD-EX
			160	162	163	161	Box.....	TD
Stoops Ferry.....			152	154	155	153	Signal 146.....	TD-EX
			146	148	149	147		
Kendall.....			138	140	141	139	Signal 138.....	EX
Coraopolis.....							West of Watt Street.....	TD-EX
							Ticket office.....	TD-EX
Montour Jct.....			130	132	133	131		
			124	126			Box at Signal 126.....	SL-TD
					121	123	Ivanhoe yard office.....	TD-EX-SL
			118	120	117	119	East of Lewis Foundry and Machine Co.....	TD-SL
Groveton.....			108	110	109	111		
Brightwood.....							East end of yard.....	TD
			100	102	103	105	Crossover, 800 feet east of Brightwood.....	TD-EX
			92	94	91	93		
			FM-80	FM-77				
FM.....	FM	24 Hours	INT	INT	FM-4	FM-1	Neville Island, Island end of Bridge.....	SL
			76	78	79	77		
			68	70	71	69	Water plug, West yard, McKees Rocks.....	EX
MA.....	MA	24 Hours					East Scales, McKees Rocks...	EX
			CH-68	CH-65				
CH.....	CH	24 Hours	INT	INT	INT	INT	East end of Oil House, McKees Rocks.....	EX
McKees Rocks.....	KS**	8 AM-5 PM						
				CH-4		CH-1	East of Chartiers Creek Bridge	SL
			52	55	48	53		
			44	47	46	45	West end, P. & W. V.....	TD-SL
			36	35	38	37		
			28	31	32	29	Point Bridge.....	TD-SL
			DX-1	27	DX-4	25	Clinton Crossover	TD-SL
Pittsburgh.....	DX	24 Hours	INT	INT	INT	INT	West end train shed.....	SL
							West end train shed at river...	SL
							Hall, near Station Masters Office	TD
DE.....	DE	24 Hours					On wall, outside train gate....	TD
	DI	24 Hours						

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
NEW YORK CENTRAL JUNCTION TO CONNELLSVILLE,
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STATIONS	Office Calls	Time Open	SIGNALS				TELEPHONES	Line
LOCATION			Single Track				LOCATION	
BN.....	BN	24 Hours	TO-MB				Block station.....	TD-EX
							Greenock, box at crossover $\frac{3}{4}$ mile east of.....	TD
							Duncan, 3000 feet east of.....	TD
Douglass.....	DO**	6:45 AM-3:45 PM					Buena Vista, water plug.....	TD
West Newton.....							At station.....	TD-EX
							Smithdale crossover.....	TD
							Sand house.....	TD-EX
							Port Royal, watchmans bldg., $\frac{1}{2}$ mile east of.....	TD
Whitsett Jct.....	WH**	7 AM-4 PM					Jacobs Creek, yard office.....	TD-EX
Fuller.....	FR**	7:30 AM-3:30 PM					Station.....	TD-EX-SI
							Station.....	TD-EX
							Round Bottom.....	TD
							West end Dickerson Run yard.	TD-EX
							Yard Office, west end, Dickerson Run.....	TD-EX
							Shop track switch, Dickerson Run.....	EX
Dickerson Run....	MC	24 Hours	TO-MB				Car Inspectors Bldg., Dickerson Run.....	EX
			Eastward Main			Westward Main		
			532-K			537-K	Car inspectors, east of station.	EX
			536-K			545-K	East end west receiving yard..	EX
			544-K			551-K		
Adelaide.....			550-K					
			558-K					
Broadford Jct.....			566-K			559-K	Box.....	EX
Crossland.....								
			580-K			567-K	West Yough Transfer.....	EX
						575-K	West end of Connelssville yard	EX
						R-6	Outside freight office building,	
Connellsville.....	CV	24 Hours	L-4 INT			INT	Connellsville.....	EX

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
NEW YORK CENTRAL JUNCTION TO CONNELLSVILLE,
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STATIONS	Office Calls	Time Open	SIGNALS		TELEPHONES	Line
LOCATION			Eastward Main	Westward Main	LOCATION	
					Perryopolis Junction.....	TD-EX-SL
BV Junction.....	BV	24 Hours	B-20 INT	INT BV-1	Reynoldton, opposite westbound crossover.....	TD-EX
			162-M	163-M		
			166-M	167-M	Otto, box.....	TD-EX
			172-M	173-M		
Glassport.....			178-M		East end Union Lead Siding.....	TD
				181-M		
			188-M	187-M	Pollock, Robbins Crossover.....	TD-EX
			196-M	195-M	Coursin.....	TD-EX
			202-M	203-M		
Belle Bridge.....						
			210-M	211-M		
			218-M	217-M	Car Inspectors Building.....	EX
Wylie.....						
			222-M	221-M	Crossover east of Wylie Station.....	TD-EX
Elizabeth.....						
			230-M	231-M		
			238-M	239-M	West end mine track.....	TD
			246-M			
Lock No. Three....						
				245-M		
			254-M	253-M	Crossover one mile east of Lock Three.....	TD
			258-M	259-M		
			264-M	263-M		
Bunola.....						
			272-M	271-M	West end siding.....	TD
			280-M	279-M		
			286-M	285-M		
Wallace.....						
			294-M	293-M		
			300-M	301-M	Box, Mongah Crossover.....	TD
			308-M	309-M		
			316-M	317-M	Box, west end westward passing siding.....	TD-EX
Monongahela.....					Box, east end siding.....	TD
			324-M	323-M		
Manown.....						
			332-M	331-M		
Gallatin.....						
			338-M	339-M		
Milesville.....					Box, crossover.....	TD
			346-M	347-M		
			352-M	351-M		
Webster.....					Box, crossover, westward main track.....	TD
			360-M	361-M	One half mile east of Webster.....	TD
			368-M	367-M		
			376-M	377-M	Box, west end Sheppler yard.....	TD-SL
					Engine house, Sheppler yard.....	EX-SL
			384-M	385-M	Car inspectors building, Sheppler yard.....	EX-SL
					Trainmens building, Sheppler yard.....	SL
			392-M	391-M		
Monessen.....					Box, Page Crossover.....	TD-SL
			400-M	399-M	Box, Eleventh Street Crossover.....	TD-SL
			406-M	407-M	Box, Rostraver.....	TD-SL
			414-M	415-M		
			422-M			
Gibsonston.....						
				423-M	Speers Jct. Car Inspectors Building, west end...	SL
Belle Vernon.....					Box 225 feet west of S. S. 1412.....	TD-SL
			426-M	427-M	Box, glass house siding.....	TD-SL
			434-M			
			442-M	443-M		
Tremont.....						
				449-M	Box, crossover.....	TD
			448-M	455-M	Box, east of Naomi Mine Tipple.....	TD
					Box, Downer Junction, east end yard.....	TD-SL

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
NEW YORK CENTRAL JUNCTION TO CONNELLSVILLE,
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STATIONS	Office Calls	Time Open	SIGNALS		TELEPHONES	Line
LOCATION			Eastward Main	Westward Main	LOCATION	
Fayette City.....				463-M 467-M		
			464-M 472-M 478-M			
East Roscoe.....				479-M	Box, Little Redstone Junction..... Box, River side of track.....	TD-SL TD-SL
			482-M 492-M	485-M 493-M		
Newell.....					Trainmens building, west end Newell yard..... Box, opposite east end of hump.....	TD-SL TD-SL
			502-M 508-M	503-M 509-M	Box, east of passenger station..... Box, at switch, east of Newell..... Box, West end interchange yard..... Car Inspectors Bldg., West end interchange yard.....	SL TD-SL TD-SL TD-SL
			516-M 524-M	517-M 525-M		
Brownsville Jct.....				532-M 533-M 539-M	Car Inspectors Bldg., East end interchange yard..... Yard Office, East end..... West end Yard..... Hostlers bldg., Brownsville Junction.....	EX-SL EX-SL-TD TD-SL TD-SL
Brownsville.....					Yard office, Monongahela Railway..... BF (P. R. R.)..... Station platform.....	SL-EX TD-SL TD

TO—TRAIN ORDER.

MB—MANUAL BLOCK.

CTC—TRAFFIC CONTROL.

INT—INTERLOCKING.

**—NOT OPEN SUNDAYS.

Calls from boxes should be made as indicated in the directions posted in each box.

Give your name and location of telephone you are using and ascertain to whom you are talking.

TELEPHONE BOXES MUST BE LOCKED AFTER BEING USED.

Telephones are connected as follows:

TD—Train Dispatchers Circuit.

SL—Short Line.

EX—Telephone exchange.

"Emergency" is established as a code word to take immediate precedence on all telephone lines and will be used by any officer or employe when in his opinion the preventing of an accident may be accomplished by immediate resort to the telephone.

The use of the word "Emergency" followed by name and title or occupation of person using it must clear the line at once for the purpose desired.

Persons using telephone lines, hearing this word used as above, must cease conversation at once, and release the line and wait until it is restored to them. If on a line connected with a telephone exchange, the receivers must be replaced immediately so the signals will appear at the switchboard.

Switchboard operators will endeavor to re-establish interrupted connections as soon as the EMERGENCY call is completed.

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

