

**There is always time  
for courtesy**

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**Make  
SAFETY  
Your  
POLICY**

**The  
Pittsburgh & Lake Erie  
Railroad Co.**

**Time Table No. 9**

**FOR EMPLOYEES ONLY**

**EFFECTIVE**

**2:00 A. M., Eastern Standard Time**

**Sunday, April 30, 1961**

**A. J. Henderson,  
Superintendent.**



## COMPANY SURGEONS

ALBERT H. WINTERS, Chief Surgeon, Pittsburgh

P. & L. E. Annex Bldg., Phones—Office Court 1-3201, Line 581, Res. LOcust 1-4487.

ALIQUIPPA: Geo. B. Rush, 520 Franklin Ave.  
Phones—Office ESsex 5-1101 Residence ESsex 5-1041.

BEAVER FALLS: R. M. Patterson, 1008 Fifth Ave.  
Phone—Office and Residence TIllden 6-0348.

J. W. Smith, 1417 Seventh Ave.  
Phones—Office TIllden 6-0620; Residence TIllden 6-5836.

BROWNSVILLE: S. W. Huston, Union Station Bldg.  
Phone—Office and Residence STate 5-7242.

CONNELLVILLE: S. Andolina, 601 2nd National Bank Building  
Phones—Office MArket 8-2660; Res. MArket 8-9141.

CORAOPOLIS: Frank R. Braden, Jr., 1616 State Ave.  
Phones—Office AMhurst 4-0670; Res. AMhurst 4-4273.

EAST YOUNGSTOWN: E. J. Reilly, 247½ Robinson Road  
Phones—Office PLaza 5-4116; Res. RIVerside 3-0591.

ELIZABETH: I. E. Rowland, 2nd Street  
Phone—Office and Residence 11.  
Office 506 McKean Ave., Charleroi,  
Phone—HUDson 3-5821.

McKEESPORT: Morris A. Rack, 302 Masonic Temple  
Phones—Office ORchard 8-3001; Res. ORchard 3-7579.

J. L. Auslander, Peoples City Bank Building  
Phone—Office and Residence ORchard 3-2601.

MONESSEN: J. C. Griffith, 181 Schoonmaker Ave.  
Phones—Office and Residence MURray 4-6722.

MONONGAHELA: P. F. Vaccaro, 210 Third St.  
Phones—Office BLackburn 8-7919.  
Residence BLackburn 8-7921.

NEW CASTLE: P. H. Wilson, 211 N. Jefferson St.  
Phones—Office OLiver 2-3522; Res. OLiver 2-2752.

W. D. Cleland, 432 Croton Ave.  
Phone—Office and Residence OLiver 2-1201.

PITTSBURGH: Wm. L. Anderson, 203 Shiloh Street, Pgh., 11  
Phones—Office HEmlock 1-6914  
(Periodic Examinations Only)

John L. Happel, 4127 Brownsville Road  
Phones—Office TUxedo 2-6684  
Res. TUxedo 4-1868

VANDERBILT: William F. Colvin  
Phones—Office LAkeside 9-7513; Res. MArket 8-5853.

WEST NEWTON: A. H. King, 125 Second Street  
Phones—Office 25-J; Res. 25-M.

YOUNGSTOWN: Edward A. Shorten, 402 Oak Hill St.  
Phones—Office RIVerside 4-3554; Res. LENnox 3-4020.

W. B. Turner, Medical Center, Gypsy Lane.  
Phones—Office RIVerside 7-9114; Res. RIVerside 7-5530.

Clarence Stefanski, 901 Mahoning Bank Bldg.  
Phones—Office RIVerside 3-6509; Res. SKYline 7-1348.

## OCULISTS

CHARLEROI: I. E. Rowland, 506 McKean Ave.  
Phone—HUDson 3-5821.

CONNELLVILLE: T. G. McLellan, 408 2nd National Bk. Bldg.  
Phone—Office MArket 8-1560.

PITTSBURGH: Murray F. McCaslin, Carlton House,  
Thomas M. Evans, Carlton House,  
Franklin D. Hoffman, Carlton House,  
Phone: Office—ATlantic 1-4198.

YOUNGSTOWN: W. H. Evans, Dollar Bank Bldg.  
Phone—RIVerside 4-2147.

## HOSPITALS

ALIQUIPPA: Aliquippa Hospital, 2500 Hospital Drive  
Phone—ESsex 5-6691.

BEAVER FALLS: Providence Hospital, 3rd Ave. & 9th St.  
Phone—TIllden 3-6002.

CONNELLVILLE: State Hospital, East Murphy Ave.  
Phone—Office MArket 8-1500.

McKEESPORT: McKeesport Hospital, 1500 Fifth Ave.  
Phone—HObart 6-4000.

MONONGAHELA: Monongahela Hospital, State Hwy., Route 88  
Phone—BLackburn 4-8400.

NEW BRIGHTON: Beaver Valley General Hospital, Penn Ave.  
Phone—TIllden 3-2400.

NEW CASTLE: Jameson Memorial Hospital, West Leasure Ave.  
Phone—OLiver 8-9001.

PITTSBURGH: South Side Hospital, 20th St., South Side.  
Phone—HUBbard 1-3300.

ROCHESTER: Rochester General Hospital, Pinney Ave.  
Phone—SPruce 4-6060.

YOUNGSTOWN: Youngstown City Hospital, Oak Hill & Francis  
Streets.  
Phone—RIVerside 7-0751.

## FIRST AID STATION

PITTSBURGH: Room 40, Annex Building  
Phone—COurt 1-3201, Line 581

McKEES ROCKS: Foot of Bradley Street  
Phone—COurt 1-3201, Line 217

## ATTENTION

### TRAIN AND ENGINE CREWS

Always keep in mind that the customer is the BUYER and that it is your job to make every BUYER a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Sleeping Car, Pullman and Dining Car employes—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

10. On crowded trains, New York Central employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. New York Central engine-men have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers, mail, express and freight at destination is what customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.



## 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.

Between N and the E-L Station, Youngstown, Ohio, trains run via the E-L R. R.

### B2. LAWS AND REGULATIONS.

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

It shall be unlawful for any superintendent, train master, yard master or other employee 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, employees 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.

### Hours of Service Law

When train or engine service employees have been on duty 14 hours they must notify the Superintendent promptly.

Employees must know when called for service that they are available under the Hours of Service regulations, and if in any doubt, bring it to the attention of the proper official.

### K-1 FIGHTING.

Fighting while on duty or on company property is prohibited.

### L-2. MISUSE OF COMPANY PROPERTY.

Abuse, misuse, defacing of or deliberate damage to or destruction of company property, tools or equipment is forbidden.

### M. SAFETY.

Employees must provide themselves with the book of Safety Rules and be governed by the rules contained therein.

Smoking on the property of oil companies is prohibited.

Employees 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 U. S. 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.

### O. READING ON DUTY.

While on duty, books, magazines or papers other than company instructions, must not be read.

### REPEATING INSTRUCTIONS.

All verbal instructions affecting train movements or involving equipment or track conditions must be repeated back by the employee receiving them.

### 1. STANDARD TIME.

Eastern Standard Time is in use and is obtained from Washington, D. C. Observatory and will be transmitted to all points at 12:00 o'clock noon daily.

### 3. STANDARD CLOCKS.

Standard clocks are located in the telegraph offices listed below:

Gateway Yard	—	(RS)
West Aliquippa	—	(QA)
McKees Rocks	—	(CH) (FM)
Pittsburgh	—	(DX) (DE) (BK)
McKeesport	—	(BV)
Newell	—	(MH)
Dickerson Run	—	(MC)

### 3b. COMPARING WATCHES.

When practicable, conductors and enginemen must compare watches with each other before commencing each day's work. Other engine and train employees must compare watches with the conductor or engineman as soon as practicable.

### 12. HAND, FLAG AND LAMP SIGNALS.

#### MK—McKEESPORT

Trains and engines moving from the Baltimore and Ohio main track to The Pittsburgh & 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 & 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, then only as the way is seen or known to be clear.

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, then only as the way is seen or known to be clear. Movement may then be made at restricted speed past Automatic Block Signal No. 142-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, then only as the way is seen or known to be clear.

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, then only as the way is seen or known to be clear.

Baltimore and Ohio Railroad eastward trains must not make pickup or set off at MK before pulling their trains to clear the P&LE Railroad Company tracks.

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

Engine while handling wrecking crane engaged in wrecking operations must not be moved until given proper hand signal with green flag or lamp.

### 13. EMERGENCY SIGNALS AT INTERLOCKINGS.

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

### 14. ENGINE WHISTLE SIGNALS.

The whistle must be sounded at whistle posts and where required by rule or law.

Sound	Indication
(r) - - - -	Flagman may return from east on No. 4 track.*
(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); on No. 2 track between DX and CH, and on No. 1 track between CS and DU, DF and PO, EG and RP, RK and MO, CA and RS, N and NYC Station.*
(u) - - - - o	Flagman may return from the west on No. 2 track (except between CH and DX); on No. 3 track between RK and RP, EG and PO, WE and FM, CH and DX, and on No. 4 track between RS and CA, MO and RK, RP and EG, PO and DF, DU and CS.*

\*As prescribed by Rule 99.

In sounding whistle signal 14 (1) the forward facing horn must be used. The rear facing horn will be used alone in sounding this signal only when the forward facing horn is inoperative.

### 15. TORPEDOES.

After exploding a torpedo or torpedoes, train or engine will proceed, reducing speed and preparing to stop short of train ahead or obstruction. After proceeding for a distance of one mile from the place where torpedo was exploded train may resume normal speed if track is seen to be clear.

### 18. YARD ENGINES.

Yard engines occupying the main track with cars must display a red flag by day and a red light by night on the rear of the rear car.

Yard engines will display dimmed headlight on each end, by day and by night, except that at night headlight may be extinguished on that end of engine which is coupled to cars. When headlight is not provided or is inoperative, a white light must be displayed. Yard engines will not display markers.

### 19. MARKERS.

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

**Note**—Reflectorized markers on each side of rear car or a circular reflectorized disc mounted in the center of the rear car of a train may be used in lieu of marker lamps on territories specified in the time table.

### 20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted.

### 21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted.

### 33a. COMMUNICATION OF SIGNALS.

Indication of signals conveyed by a combination of color and flashing of light should be communicated as "flashing yellow" or "flashing green."

### 34. FLAGMAN'S SIGNALS.

The following signals will be used by flagmen:

Day signals—	Night signals—
A red flag,	A white light,
Torpedoes,	Torpedoes,
Fusees.	Fusees.

### 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.

Youngstown	First-class trains.
East Youngstown, YMCA Bldg.	Freight trains.
East Youngstown, Diesel Shop	Freight trains.
Gardner Avenue	All trains.
Ferrona	All trains.
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.
Dickerson Run	All trains.
Newell	All trains.

### 83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial stations by signal indication, except as follows:

Youngstown E-L Station: Passenger trains, verbally by P&LE and E-L train dispatchers by telephone.

Youngstown New York Central Station: Passenger trains, verbally by P&LE train dispatcher by telephone.

College: Passenger trains, verbally by operator at QA by telephone.

Pittsburgh: Passenger trains, verbally by train dispatcher by telephone.

MK: Westward trains by hand signal from switch tender.

### 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 M.P. 48, including the Lowellville Branch, Mahoning State Line, R. R., Walford Branch, Youngstown Branch and the L. E. & E. R. R.

New Castle—From M.P. 48 to east end of Beaver River Bridge, Newport, including New Castle Branch.

Beaver Falls—From east end of Beaver River Bridge, Newport, to east end of Ohio River Bridge, including Ellwood City, and Koppel Branches and Beaver Valley Railroad.

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

Pittsburgh—From South Heights to City Farm.

McKeesport—From City Farm to Boston, and to Bunola.

Jacobs Creek—From a point 2700 ft east of Duncan to Fuller, including Elwell Branch.

Dickerson Run—From Fuller to Connellsville.

Monessen—From Bunola to Brownsville Junction, including Speers Run Branch.

### S93-D93. PROTECTION OF TRAINS WITHIN YARD LIMITS.

The main tracks may be used protecting against all trains and engines as prescribed by the rules.

Between N and E-L Station, Youngstown, movement with the current of traffic will be made protecting against first class trains.

Between Sheehy Street and Valley Street Interlocking (New York Central Railroad) protection against following movements by all trains and engines as required.

Westward trains and yard engines moving from point east of DX with work to do or terminating at McKees Rocks, will obtain track order at DX.

Yard engines with cars, moving from Point Yard Pittsburgh, P. & W. Va. Ry., West End, Pittsburgh, and P. C. & Y., McKees Rocks, will obtain track order at CH.

Yard engines will not use Mahoning State Line Railroad, Walford Branch, Ellwood City Branch, Koppel Branch, Elwell Branch and Speers Run 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.

That portion of the Ohio River Branch between connection of No. 1 main track at DF and westward Signal R92 and that portion between eastward Signal L92 and the west end of the Ohio River Branch will be operated as yard tracks.

The New Castle Branch will be operated as a yard track and movement of trains and engines will be authorized by Yard Master at New Castle Junction.

All light passenger engines between McKees Rocks and Pittsburgh must not be delayed.

Eastward trains 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.

**Note**—Where automatic block signal system rules are in effect "known to be clear" includes when track is known to be clear by signal indication.



D93a. MOVEMENTS AGAINST CURRENT OF TRAFFIC.

Movements against the current of traffic within yard limits must be made prepared to stop short of train or obstruction.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
N	B. & O.	Hand
Eastward trains and engines will stop at the stop boards at N on all main and yard tracks. The crew of all eastward trains and engines, with the exception of first-class trains, will immediately and before proceeding contact the Operator at RS, either by telephone located at the stop boards or by radio, and identify their train, the arrival time, and on which track their train is located.		
Eastward trains and engines moving over the P&LE Railroad tracks will proceed only on hand signal from the Train Director at N, given with a yellow flag by day and a yellow light by night, and then only as the way is seen or known to be clear.		
Eastward trains and engines moving from the E-L Railroad tracks will proceed only on hand signal from the Train Director at N, given with a white flag by day and a white light by night, and then only as the way is seen or known to be clear.		
Westward trains and engines will stop at stop boards at N on all main and yard tracks, and all westward trains and engines, except those using the main track, will immediately and before proceeding contact the Operator at RS, either by telephone located at the stop boards or by radio, and identify their train, the arrival time, and on which track their train is located.		
All westward trains and engines will proceed only on hand signal from the Train Director at N, given with a yellow flag by day and yellow light by night, and then only as the way is seen or known to be clear.		
If necessary to use any of the hand operated switches between the stop boards, permission must be secured from the operator at RS in addition to a signal from the Train Director, and must be reported to the operator at RS when the switches are returned to normal position and locked.		
A reverse movement within the limits of stop boards or a forward movement after making a reverse movement, must not be made without the permission of the operator at RS and Train Director.		
Graham.....	Y. S. & T. and P. R. R....	Interlocking
New Castle Junction.....	B. & O.....	Pole Target.
Gardner Avenue.....	E-L.....	Pole Target.
Moravia Street.....	P. R. R.....	Pole Target.
West Aliquippa.....	A. & S.....	Pole Target.
McKeesport.....	B. & O.....	None
Approach B. & O. crossing, McKeesport under control and do not cross until way is seen or known to be clear.		

LAKE ERIE AND EASTERN RAILROAD.

Location	Railroad	Signals
Lansingville.....	P. R. R.....	Pole Target and Interlocking Signals.
Lansingville.....	R. I. S. Co.....	Flag Protection.
Manning Avenue.....	E-L R. R.....	Pole Target and Interlocking Signals.

99. PROTECTION OF TRAINS.

Movements on lead extending between the west end of Newell Yard and RC will be made on authority of the Yard Master. When main track is used, protection must be provided against all trains and engines except between West End of No. 2 Storage Track 6900 feet west of Walford Freight Station and Walford Freight Station. An Oscillating Red Light displayed on rear of train is a signal for approaching trains on all tracks to stop. Trains on all tracks must not pass train displaying Oscillating Red Light until it has been ascertained that track is safe and clear for movement of train. The use of oscillating red light does not relieve engine and train crew from prompt and full compliance of Rules 99 and 102 of the Book of Rules. Cars or engines must not be coupled to the end of car to which portable oscillating red light is applied unless it is known that there is ample clearance to avoid damage to the light equipment.

101a. PROTECTION AGAINST RETURN MOVEMENT.

When a portion of a train is left on the main track, it must be protected against the return movement. At night, or when weather conditions require, torpedoes must be used, and, in addition, a white light must be displayed on the front of the head car. This does not relieve the engineman from using necessary caution to avoid accident in returning.

103. PUBLIC CROSSINGS AT GRADE.

Trains or engines moving against the current of traffic must proceed at slow speed over the following highway crossings:

McKees Rocks—River Avenue.

Lucas—American Oil.

Homestead—Amity Street.

Rankin—Acheson Mfg. Co.

Braddock—  
1st Street.  
6th Street.  
7th Street.  
8th Street.  
McCune Street.

McKeesport—  
Walnut Street.  
Market Street.  
Ann Street.  
Perry Street.

Newell—  
Long Street.  
Morgan Street.  
Fourth Street.

At the following crossings trains and engines must come to a full stop before passing over same, and a member of the train crew must precede each and every movement of the train or engine and station himself in the center of the crossing with a red flag in daylight and a white lantern and lighted fusee in darkness and properly warn the traveling public of the approach and passage of such train or engine:

Walford Branch—  
Crossing No. 4, Edenburg Road.  
Crossing No. 5, Mt. Jackson Road.

New Castle—  
South Mill Street, Moravia Street.  
Furnace Street, Grove Street.  
Industrial Street at Bossert Company.

Beaver Falls—  
First Avenue, 13th Street and 27th Street.  
Sixth Avenue, Lead to Union Drawn Steel Co.

Bradys Run Spur—  
Highway Route 51.

Beaver Valley Railroad—  
Highway Route 68, Walnut Lane, Highway Route 930, and all grade crossings in Beaver Borough between P&LE connection and Buffalo Street.

At Sharon Road and Market Street, Beaver, the crossing protection must be in operation 25 seconds before trainmen give signals for movement of train or engine.

Monaca—  
Pittsburgh Tube Company Plant on lead track to the U. S. Sanitary Manufacturing Company.

Private road leading to the Colonial Steel Company. (Fill Track).

Coraopolis—  
Over Nos. 3 and 4 tracks, Pittsburgh Forgings Company at Thorn Street.

Crossing over middle Ivanhoe Yard (All yard tracks).

Groveton—  
Road Crossing (All yard tracks).

McKees Rocks—  
Harriet Street—Steel Products Company.

Braddock—  
S. H. Bell Company, Third Street.

McKeesport—  
Erie Street or Rebecca Street on Reynoldton Station Side track (McKeesport Lumber Co.).

Elwell Branch—  
Crossing No. 2a, Highway Route 51.

Speers Run Branch—  
Crossing No. 3, West Newton Road.

Cherry Street Highway Crossing just west of the Round House, New Castle Branch, and all crossings in the Borough of Coraopolis must not be blocked by trains or engines for more than five (5) minutes.

Trains or engines moving against current of traffic must stop before moving over the following crossings:

Coverts—Coverts Crossing.

West Pittsburgh—Township Road.

Kendall—Private Crossing 1 Track.

Pittsburgh—4th Street.

Pittsburgh—8th Street.

Pittsburgh—9th Street.

Lucas—Haysglen Street.

Braddock—11th Street.

Port Vue—River Avenue.

Glassport—Harrison Street.

Sheppler—Page Steel & Wire Company.

GENERAL

When train or engine moves over a protected crossing on a yard track not provided with circuit to cause operation of a crossing protection, the crossing must be protected by member of train crew.

AUTOMATIC FLASHING LIGHT SIGNALS WITH OR WITHOUT GATES

At all crossings where signs are provided on other than main tracks to indicate "End of Circuit," trains and engines operating on such tracks must proceed past sign located adjacent to track and approximately fifty feet from crossing prepared to stop and not cross the highway until gates are in horizontal position. (Where flashing light signals are in service without gates, the flashing lights must be operating for at least 20 seconds.)

At all crossings where signs are provided on main tracks to indicate "End of Circuit," trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised (or flashing light not operating), must proceed past sign prepared to stop and not cross highway until gates are in horizontal position. (Where flashing light signals are in service without gates, flashing lights must be operating for at least 20 seconds.)

FLASHING LIGHT SIGNALS, WARNING BELLS AND AUTOMATIC GATES

When trains or engines are delayed after passing the annunciating point for the automatic gate crossing protection, resulting in timing intervals elapsing and automatic gates raising, movement over the crossing must not be made until it is known gates are in a horizontal position unless proper protection by a member of train crew is provided at crossings listed below.

At points where automatic gate protection is provided at highway grade crossings in advance of interlocking signals, trains must stop back of "end of circuit" signs to prevent blocking of crossing unless there is sufficient room for the train between the interlocking signal and the "end of circuit" signs on the signal side of the crossing.

Lowellville—  
First Street.  
Second Street.  
Third Street.

Monaca—14th Street.

Coraopolis—  
Thorn Street.  
Watt Street.  
Main Street.  
Mill Street.  
Mulberry Street.  
Broadway Street.

McKees Rocks—  
River Avenue.

Lucas—American Oil.

Homestead—Amity Street.

Braddock—  
6th Street.  
7th Street.  
8th Street.

McKeesport—  
Walnut Street.  
Market Street.

Port Vue—River Avenue.

West Newton—Route 31.

McKeesport—  
Ann Street.  
Perry Street.

Monongahela—  
Eastern States Farmer's Exchange.

Sheppler—  
Page Steel & Wire.

Crossing gates at Lowellville, Ohio and Braddock, Pa., are equipped so that they may be raised by a member of a crew which might be stopped and occupying the approach to the crossings back of the "End of Circuit" signs.

Gates may be raised by inserting switch key in proper keyhole on box mounted on side of relay case and turning key in direction marked "Raise."

Boxes are located at First Street, Second Street and Third Street, Lowellville.

Boxes are located at Sixth Street, Seventh Street and Eighth Street, Braddock.

104a. NORMAL POSITION OF SWITCHES.

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

N: The switch located immediately east of Center Street Bridge for movement to No. 5 and No. 14 lead is hand operated and normal position is for No. 5 lead, and must be restored to normal position and locked after being used.

104e. SPRING SWITCHES.

Location	Normal Position
M.S.L.R.R.: Bentley.....	Derailing
Youghiogheny Sub-division: MB: End of double track.....	Westward
Switches are to remain in normal position except for immediate movement.	

105. SIDINGS. CAPACITY BASED ON 44-FOOT CARS TWO OR MORE TRACKS

	Westward	Eastward
Demmler.....	101	95
New Castle Junction.....	...	211
SINGLE TRACK		
Douglass.....	135	



# 109. BULLETIN BOARDS AND BOOKS.

Youngstown District:		
E-L Station.....	Trainmens Room	P&LE-E-L
NYC Station.....	Trainmens Room	P&LE-NYC
Y. M. C. A.....	Tr. & Engs. Room.	P&LE-NYC-E-L-B&O-PRR
Hump Crest		
Building.....	Tr. & Engs. Room.	P&LE
Diesel Service Bldg.....	Tr. & Engs. Room.	P&LE-NYC-PRR-B&O
Retarder Bldg.....	Inspectors Room.	P&LE
East end Class.		
Yard.....	Yard Office.	P&LE
East end of		
Y.S.&T. Co.....	Trainmens Room.	P&LE
West end of		
Y.S.&T. Co.....	Scale Office.	P&LE
Coke Works		
Y.S.&T. Co.....	Yard Office	P&LE
East end Ohio Works		
U. S. S. Co.....	Yard Office.	P&LE
West end Ohio Works		
U. S. S. Co.....	Yard Office.	P&LE
Lansingville.....	Yard Office.	P&LE
New Castle.....	Yard Office.	P&LE
College.....	Yard Office.	P&LE
West Aliquippa.....	Yard Office.	P&LE-A&S
Ivanhoe.....	Yard Office.	P&LE
McKees Rocks...	Engine Disprs. Office.	P&LE-P&WV-E-L
	General Yard Office.	P&LE-P&WV-E-L-MRR
	PC&Y Yard Office.	P&LE-PC&Y
Pittsburgh.....	Trainmens Bldg.	P&LE-P&WV
	Conductors Room.	P&LE-NYC-P&WV-PRR-MRR
	B&O Trainmens Room.	P&LE-B&O
Thirty-Fourth Street..	M.C.R.R.Yd. Office.	P&LE-MCRR
Becks Run.....	Trainmens Building.	P&LE
Rankin.....	Yard Office.	P&LE
Riverton.....	Yard Office.	P&LE
Jacobs Creek.....	Yard Office.	P&LE
Dickerson Run.....	Yard Office.	P&LE
Glassport.....	Engine House.	P&LE
Sheppler.....	Trainmens Building.	P&LE
Monessen.....	Yard Office.	P&LE
Newell.....	Yard Office.	P&LE-MRR
	Engine House.	P&LE-MRR
	Yard Office.	P&LE-PRR-MRR
South Brownsville....	Yard Office.	P&LE-PRR-MRR
	Engine House.	P&LE-PRR-MRR

## DESIGNATION AND USE OF MAIN TRACKS.

Tracks are numbered from the south.  
Tracks will be used as follows:

### P. & L. E. Division:

#### Single Track:

Between: RS and N.  
RS and Graham.

### D-151.

#### Two Tracks:

Between: E-L Station Youngstown  
and N (E-L R. R.)  
No. 1 Eastward.  
No. 2 Westward.

Between: MO and SD.  
1100 feet east of J and CA.  
Graham and Girard.  
N and New York Central Junction.  
No. 1 Eastward or Westward.  
No. 4 Westward.

Between: DF and PO.  
EG and RP.  
RK and MO.  
CA and RS.  
No. 1 Eastward or Westward.  
No. 4 Eastward or Westward.

#### Three Tracks:

Between: SD and 1100 feet east of J.  
No. 1 Eastward.  
No. 3 Westward.  
No. 4 Westward.

Between: FM and MR.  
K and WE.  
PO and EG.  
RP and RK.

No. 1 Eastward.  
No. 3 Eastward or Westward.  
No. 4 Westward.

Between: MR and K.  
No. 1 Eastward and Westward.  
No. 3 Eastward and Westward.  
No. 4 Eastward and Westward.

#### Four Tracks:

Between: DX and CH.  
No. 1 Eastward.  
No. 2 Westward.  
No. 3 Eastward.  
No. 4 Westward.

Between: CH and FM.  
WE and DF.  
No. 1 Eastward.  
No. 2 Eastward.  
No. 3 Westward.  
No. 4 Westward.

### Youghiogheny Subdivision:

#### Single Track:

Between: MB and DR.  
Dickerson Run and CV.

### D-151.

#### Two Tracks:

Between: DX and H.  
HM and MB.  
No. 1 Eastward.  
No. 4 Westward.

Between: H and CS.  
No. 1 Eastward or Westward.  
No. 4 Eastward or Westward.

#### Four Tracks:

Between: CS and HM.  
No. 1 Eastward.  
No. 2 Eastward.  
No. 3 Westward.  
No. 4 Westward.

### Monongahela Subdivision:

#### Single Track:

Between: WI and WR.  
EC and RC.  
NE and NI.

Between: RC and NE.  
No. 1 Eastward

### D-151.

#### Two Tracks:

Between: BV and WI.  
WR and EC.  
East end Newell Interchange Yard and Brownsville  
Junction.  
No. 1 Eastward.  
No. 4 Westward.

### 201. MOVEMENT BY TRAIN ORDER.

P. & L. E. R. R. westward trains enroute to Ferrona must procure E-L R. R. Train orders at "QA" Telegraph Office and must not proceed by "QA" without such orders.

All Pittsburgh and Lake Erie Railroad trains enroute to Ferrona via E-L Railroad (Ferrona Branch) will stop at Gardner Avenue and call E-L Train Dispatcher for block to proceed on E-L Railroad and will report clear to E-L Train Dispatcher from Gardner Avenue when leaving the Ferrona Branch.

### 206a. MOVEMENT BY TRAIN ORDER.

When an engine consists of more than one unit the number of the leading unit or the numbers of both the leading and rear units may be used to identify the train.

### 221. TRAIN ORDER SIGNALS.

Rules 221 (A), 221 (B), and 221 (C) will apply at offices as listed under "Station Office Calls and Office Hours".

### 223. ABBREVIATIONS.

Automatic Block Signal System.....ABS  
Manual Block Signal System.....MBS  
Traffic Control System.....TCS

## MOVEMENT OF TRAINS BY BLOCK SIGNALS

Track No.	Between	Assigned Direction	Rules for Operation
<b>P&amp;LE DIVISION</b>			
1	DX and MR.....	Eastward	251-254, inc.
2	DX and CH.....	Westward	251-254, inc.
3	DX and CH.....	Eastward	251-254, inc.
4	DX and MR.....	Westward	251-254, inc.
2	CH and FM.....	Eastward	251-254, inc.
3	CH and FM.....	Westward	251-254, inc.
3	FM and WE.....	None	550-562, inc.
1	MR and K.....	None	550-562, inc.
4	MR and K.....	None	550-562, inc.
1	K and DF.....	Eastward	251-254, inc.
4	K and DF.....	Westward	251-254, inc.
2	WE and DF.....	Eastward	251-254, inc.
3	WE and DF.....	Westward	251-254, inc.
1	DF and PO.....	None	550-562, inc.
4	DF and PO.....	None	550-562, inc.
1	PO and EG.....	Eastward	251-254, inc.
3	PO and EG.....	None	550-562, inc.
4	PO and EG.....	Westward	251-254, inc.
1	EG and RP.....	None	550-562, inc.
4	EG and RP.....	None	550-562, inc.
1	RP and RK.....	Eastward	251-254, inc.
3	RP and RK.....	None	550-562, inc.
4	RP and RK.....	Westward	251-254, inc.
Single (Ohio River Branch)			
1	OR and JT.....	None	550-562, inc.
4	RK and MO.....	None	550-562, inc.
1	RK and MO.....	None	550-562, inc.
4	MO and CA.....	Eastward	251-254, inc.
3	MO and CA.....	Westward	251-254, inc.
1	SD and 1100 ft. east of "J".....	Westward	251-254, inc.
4	CA and RS.....	None	550-562, inc.
1	CA and RS.....	None	550-562, inc.
4	RS and N.....	None	550-562, inc.
1	N and N.Y.C. Junction.....	None	550-562, inc.
4	N and N.Y.C. Junction.....	Westward	251-254, inc.
1	N and E-L Station Youngstown (E-L R. R.).....	Eastward	251-254, Inc.
2	N and E-L Station Youngstown (E-L R. R.).....	Westward	251-254, Inc.
<b>L. E. &amp; E. R. R.</b>			
Single			
1	RS and Graham.....	None	550-562, inc.
4	Graham and Girard.....	Eastward	251-254, inc.
4	Graham and Girard.....	Westward	251-254, inc.
<b>YOUGHIOGHENY SUBDIVISION</b>			
1	DX and H.....	Eastward	251-254, inc.
4	DX and H.....	Westward	251-254, inc.
1	H and CS.....	None	550-562, inc.
4	H and CS.....	None	550-562, inc.
1	CS and MB.....	Eastward	251-254, inc.
2	CS and HM.....	Eastward	251-254, inc.
3	CS and HM.....	Westward	251-254, inc.
4	CS and MB.....	Westward	251-254, inc.
Single	MB and DR.....	None	300-373, inc.
Single	Dickerson Run and CV.....	None	550-562, inc.
<b>MONONGAHELA SUBDIVISION</b>			
1	BV and WI.....	Eastward	251-254, inc.
4	BV and WI.....	Westward	251-254, inc.
Single	WI and WR.....	None	550-562, inc.
1	WR and EC.....	Eastward	251-254, inc.
4	WR and EC.....	Westward	251-254, inc.
Single	EC and RC.....	None	550-562, inc.
1	RC and NE.....	Eastward	251-254, inc.
Single	NE and NI.....	None	550-562, inc.
1	East end Newell Interchange Yard and Brownsville Junction.....	Eastward	251-254, inc.
4	East end Newell Interchange Yard and Brownsville Junction.....	Westward	251-254, inc.



## SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

The Following Special Signal Aspects, Signal Indications and Signal Rules are in effect:

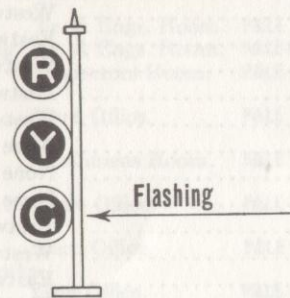


Fig. 115

### Rule 283C

#### MEDIUM—APPROACH LIMITED.

Proceed at medium speed within interlocking limits, approaching next signal at limited speed.

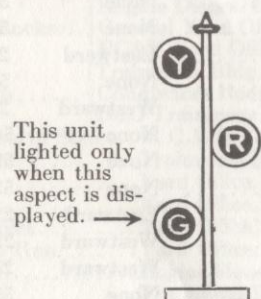


Fig. 121B

### Rule 284

Proceed approaching next signal at slow speed. Train exceeding medium speed must at once reduce to that speed.

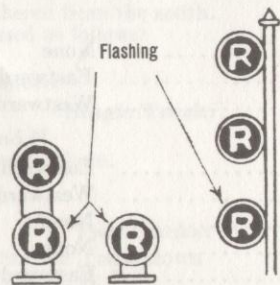


Fig. 287

Fig. 287A

Fig. 287B

### Rule 292A

Stop or Proceed as Prescribed by Time Table. (See Instruction 606)

A Lunar white signal aspect, in addition to other normal aspects, is steadily displayed on Automatic Signals 385 and 387 and on eastward interlocking signals at PO and this lunar white aspect when flashing indicates that train must stop and call for instructions.

#### SLIDE PROTECTION FENCE

Trains and engines stopped at signal No. 305 or 307 at Fallston displaying Rule 291 indication will after passing signal, look out for rocks and debris on main tracks as well as rocks and debris against slide detector fence located at the above location, and when found will report same to the Block Operator at QA from point of first communication reached.

## 297. RAILROAD GRADE CROSSING SIGNALS.

Location	Signal	Position	Indication
New Castle Jct.—			
B. & O.....	Pole Target..	Diagonal—P.&L.E..	Proceed (Controlled by B.&O. Operator)
Gardner Ave.—			
E-L.....	Pole Target..	Diagonal—Ferrona Br.	Proceed
		Horizontal—	
		Big Run Branch..	Proceed
		Normal.....	Diagonal
Moravia St.—			
P. R. R.....	Pole Target..	Diagonal—P.&L.E..	Stop, then Proceed
		Normal.....	Vertical (Lock in normal position)
West Aliquippa—			
A. & S.....	Pole Target..	Horizontal—P.&L.E.	Proceed
		Normal.....	Vertical

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

NK TARGET, when Red Ball by day and Red Light by night is displayed on Targetman's House all trains on all roads will come to a stop.

If target is inoperative, train may proceed over crossing under flag protection.

#### LAKE ERIE AND EASTERN RAILROAD

Lansingville—			
P.R.R.....	Pole Target..	Diagonal—L.E.&E..	Proceed and Signals
		Normal.....	Diagonal
Manning Ave.—			
E-L.....	Pole Target..	Vertical—L.E.&E..	Proceed and Signals
		Normal.....	Vertical

Trains or engines stopped by Interlocking Signals in the "Stop" position, with the pole target indicating "Proceed" will stop and examine the electric lock to see that it is properly padlocked. If padlock is in place, trains or engines may then proceed at restricted speed to next automatic signal in advance.

#### STOP SIGNS.

At signs reading 'STOP' trains and engines, unless otherwise provided, after making a stop, will proceed in accordance with instructions contained in the time-table under other rules, Bulletin Orders or instructions posted at the location.

#### 300. MANUAL BLOCK SIGNAL SYSTEM.

When instructed by dispatcher, conductor of eastward trains will report from west end Dickerson Run Yard to the Operator at MC when clear of single track and Operator at MC will register accordingly.

Conductor of westward trains that are stopped between MB and BV will report to the Operator at BV when clear of single track.

Indication of manual block signals will convey to extra trains information as to the condition of that portion of the block that is not between the following designated locations:

Main track switch at the west end of Jacobs Creek West Yard and the main track switch at the east end of the Scale Lead at Jacobs Creek.

MB and the main track switch (to the fill tracks) located approximately 2,000 feet east of MB.

#### 505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Unless otherwise provided, Manual Block Signal System Rules will govern movement against the current of traffic.

#### SPECIAL SIGNAL RULES

##### LOWELLVILLE JUNCTION TO BENTLEY.

Before a train or engine uses the block between the signals, trainmen 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.

#### 512. TRAIN DELAYED IN BLOCK.

If it can be seen or known that track is clear to next signal and that such next signal displays a proceed indication, train having been delayed may proceed in accordance with the indication received at the last signal passed before delay occurred.

#### 513. ENTERING OR CROSSING MAIN TRACK.

Permission from signalman or train dispatcher will not be required when train or engines enter the main track or cross over from one main track to another between east end Newell Interchange Yard and Brownsville Junction and on the Lake Erie & Eastern Railroad.

#### 514. ENTERING BLOCK BETWEEN SIGNALS.

A train or engine entering a block between signals must be protected as required by the rules and must proceed at restricted speed to the next signal in advance unless it can be seen or known that the track is clear to next signal in advance and such signal displays a proceed indication.

#### 606. INTERLOCKING SIGNALS.

"FLASHING RED" aspect for Rule 292-A is used only in territory where Rules 550 to 562 are in effect. This aspect will authorize the movement at "Restricted Speed" of an engine to return to rear portion of train standing on main track and for no other movement.

Only one train or engine, or more than one engine coupled together, track motor car with or without push car, velocipede, hand or push car at a time in the same direction will occupy the tunnel between 26th and 30th Streets, Pittsburgh. When track motor, velocipede, hand or push car clears the tunnel, the man in charge will immediately notify Operator at BK. This will not relieve trainmen or others from strict compliance with Rule 99.

#### 663A. REMOTE CONTROL SWITCHES OR SIGNALS.

Location	Control Station	Tracks
Himrod (E-L R. R.).....	DY	All
DK and N.....	RS	1
N, VR, V, CA, MO and RK.....	RS	All
J.....	RS	4
SD.....	RS	3-4
RP, EG, CO, PO, OR, JT, and DF.....	QA	All
WE, K, and MR.....	FM	All
OB.....	CH	1-2
H, DU, CS and HM.....	BK	All
CV.....	CV	All
BV.....	BV	All
US.....	BV	4
WI, WR, EC, RC, NE and NI.....	BV	All

At locations where remote controlled switches may be operated by hand in an emergency, additional instructions are posted in the phone booth at the location.

#### 701. OBSERVANCE OF PASSING TRAINS.

If any indication of conditions endangering a train is observed, 'Stop' signal must be given. If there are no apparent defects, employees must give 'Proceed' signal.

#### 703. MAKE-UP OF FREIGHT TRAINS.

Defective cars carded "Rear End Only" must not be placed forward of 15 cars from caboose. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

Snow plows must not be hauled backward when being moved in freight train.

#### 705. LEAVING CARS ON SIDETRACKS.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity where gasoline is loaded or unloaded.

#### 715. GAMBLING.

Gambling on Company property by employees is forbidden.

## 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:

Lansingville.....	East end all tracks.....	At Least 2 brakes
Youngstown.....	East end all tracks	
	Receiving Yard.....	4 "
Struthers.....	East end all tracks Stone Yard	5 "
Carbon.....	East end all tracks.....	2 "
Aliquippa.....	East end all tracks West Aliquippa Yard.....	3 "
McKees Rocks.....	West end all tracks East Receiving Yard.....	2 "
	East end all west end tracks of West Receiving Yard...	2 "
	East end all tracks East Classification Yard.....	3 "
	West end all tracks West Classification Yard.....	3 "
	East end P.C. & Y. No. 2 track	5 "
Pittsburgh.....	West end all tracks Point Yard.....	1 "
	West end all Train Shed tracks.....	1 "
	East end No. 1 and 2 Train Shed tracks.....	1 "
	East end 14, 16, 18 and 19 tracks East Carson Street.	2 "
23rd St., Pittsburgh..	West end all tracks Old and New Yard.....	2 "
Becks Run.....	West end all tracks West Yard.....	2 "
Homestead.....	West end all tracks Homestead Yard.....	3 "
	East end P.V. & C. Transfer tracks 1 to 5 inclusive.....	2 "
Riverton.....	West end all tracks West Yard	2 "
Newell.....	West end tracks 10 to 18 inclusive.....	2 "
	East end Lead to Chemical Plant.....	3 "
Brownsville Jct.....	East end all tracks BO Junction Yard.....	3 "
Dickerson Run.....	West end all tracks Dickerson Run Yard.....	2 "

On Elwell Branch, brakes must be set on all cars placed for C. J. Swiantek, and American Prefabrication Homes Co.

## 921. FREIGHT BRAKEMEN.

The proper place for the forward brakeman while train is in motion is in the leading unit of the engine.

#### RAIL DIESEL CARS, CLASS RDC.

Trains or engines must not be permitted to follow single unit RDC cars into block between open stations in ABS territory or between controlled signals in TCS territory.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car or cars will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, remote controlled locations and in Traffic Control System Territory, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the route has been completed.

#### MOVEMENT OF DEAD ENGINE IN TRAINS

Rules for the Operation and Supervision of Air Brake and Train Air Signal govern.



## AIR BRAKES.

The use of Emergency Valve in any caboose or locomotive 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.

When giving assistance to a B&O train and before the air is turned in from the engine making the switch, feed valve should be adjusted to 60 lbs. This account of B&O train carrying 70 lbs. brake pipe pressure. After train is re-coupled, 25 lbs. reduction should be made from the 60 lbs. before closing the angle cock on the rear end of train.

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.

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.

Brake-pipe leakage must be reduced to a minimum, and in no case exceed five pounds per minute.

On the grades requiring the use of retaining valves the engineman will adjust brake-pipe pressure to ninety (90) 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 trains in descending the grades mentioned below.

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

	Minimum Number of Retaining Valves to be used on Trains
Walford Branch.....	75 per cent.
Mahoning State Line R. R.....	75 " "
Crescentdale Spur.....	75 " "
Koppel Branch.....	75 " "
Ellwood City Branch.....	60 " "
Elwell Branch.....	75 " "

Walford Branch.....	75 per cent.
Mahoning State Line R. R.....	75 " "
Crescentdale Spur.....	75 " "
Koppel Branch.....	75 " "
Ellwood City Branch.....	60 " "
Elwell Branch.....	75 " "

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

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

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.

When cars are being shoved to any track in Pittsburgh train shed, all cars must have air brakes connected for use of air brakes by the Engineman.

Passenger trains and trains containing more than 20 passenger carrying type cars must not exceed 30 cars. Mail, express, and baggage equipment trains must not exceed 40 cars.

When passenger train equipment cars are handled with freight equipment cars in freight trains exceeding 40 cars total, such passenger train equipment cars shall be handled forward of the 40th head car with not to exceed 20 such cars in one train. The total of all cars in train shall not exceed; (a) 150 cars when handling one (1) to five (5) passenger equipment cars; or (b) 100 cars when handling more than five (5) passenger equipment cars.

NOTE: Passenger train equipment cars having type AB-1-B brakes may be handled in freight trains without restrictions.

If trains of over 30 cars, passenger car brake equipment shall be conditioned for DIRECT RELEASE on cars beyond the 20th head car. In freight trains of over 40 cars, all cars must be conditioned for DIRECT RELEASE and the air supply to the water raising system shall be cut out.

## DIESEL EQUIPMENT

### A. Leaving Diesel Locomotive Unattended (Engines Running).

1. Apply independent brake full on (Unless Otherwise Instructed).
2. Place automatic brake in running position.
3. Place throttle in idle, selector handles in "Off" and remove reverser handle.
4. Pull out generator field switch or, if equipped, place generator field circuit breaker in "Off". (Leave all other switches and circuit breaker in running position if desired).
5. Apply hand brakes.
6. If on grade, chain or block wheels.
7. All electric control jumpers must remain connected between units.

### B. Air Brakes.

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

Rotair Valve operating "A" unit set in "Pass" position.

Controlled Emergency Cock "B" unit set in "Pass" position.

Rotair Valve trailing "A" unit set in "Pass Lap" position.

### C. Passing Over Railroad Crossings at Grade.

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

D. Diesel engines must not be stopped over burning fusees or other open flames, lights or fires when it can be avoided. When so stopped and engine cannot be promptly moved the fusee or fire must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

## LUBRICATION AND CARE OF JOURNAL BOXES

All N. Y. C. System locomotives, all new passenger cars, and many of the older cars, are equipped with the Twinplex Hot Box Alarm. When any of these bearings become overheated, a strong and somewhat disagreeable odor and also a dense white smoke are released. Train and engine crews, towermen, crossing watchmen, Maintenance of Way forces and other employees will be on the lookout for these indications and whenever they are observed the train must be immediately stopped.

A report must be furnished to the Superintendent by party making the observation, report to indicate how hot journal was detected, whether by odor or smoke.

A report of cars set off must be made from first available point of communication.

When hot journal is observed in train, the train must immediately be brought to a stop and careful examination made of the heated journal and proper action taken to safeguard the movement of car to the first available point where car must be set off.

When trains are stopped to call for instructions at Automatic Signals 385 and 387 and the eastward interlocking signals at PO, and when advised by "QA" Block Operator concerning car or cars in train showing hot box indication on the detector equipment located at "EG," trainmen must inspect the journals on car or cars so indicated by the block operator and in the event no hot box is found on said car or cars, inspection must be made on the two (2) cars in advance and the two (2) cars in the rear of said car for hot journal. When a hot journal is found, careful examination must be made of the heated journal and proper action taken to safeguard the movement of car to the first available point where car must be set off.

Water or snow should not be used for cooling hot journal, except in emergency, and when used the car must be switched out of train at the first available point.

When cars with hot journals are set out at points where Inspectors do not take immediate charge, action must be taken by members of crew to know that fire is extinguished to avoid damage to car.

## INSTRUCTIONS FOR HANDLING PASSENGER CARS WITH FLAT WHEELS ENROUTE

1. When flat spots are developed on wheels of a train enroute due to emergency or unduly heavy service brake application, train crew in charge will proceed as outlined in paragraphs 2 and 3, before proceeding to the next terminal.
2. Before proceeding, dispatcher should be notified and advised that wheel inspection may be necessary at next terminal.
3. When leaving a point where an incident resulting in flat spots occurred and while running at SLOW SPEED, the Conductor in charge shall pass through each car in the train to ascertain by sound and operation, whether train may continue at normal speed to the next inspection point. If in his judgment it is necessary to do so, the Conductor should signal the engineman to stop for special inspection.
4. If flat spots occur from stuck brakes, hand brakes set up, seized bearings etc., train crew must make necessary inspection to determine extent of wheel damage, safe speed of train to next terminal or whether car must be set out.
5. When it is necessary to make a terminal inspection for flat wheels on a through train, competent supervision and inspectors must be used.
6. If advance notice is available, men must be lined up so that cars will pass by them so they can observe the condition of the wheels.
7. Sufficient time must be taken to properly examine wheels to locate flat spots, moving train for complete inspection as necessary. Succeeding terminals must be informed as to results of such inspection.
8. If flat spots less than 2" are found, the train may operate at normal speed.
9. If flat spots of 2" are found train may operate at speeds not to exceed 50 miles per hour.
10. If flat spots of more than 2", but less than 2½" are found train may operate at speeds not to exceed 40 miles per hour.
11. Flat spots over 2½" in length are not to be continued in service.
12. Two or more adjoining or overlapping flat spots each 2" or over in length are not to be continued in service.
13. Wheels with built-up metal on treads may not be continued in service unless built-up metal is removed.
14. When it is necessary to move cars through to a terminal where equipment is available to transfer passengers, or mail and express into, a competent supervisor, if available, or a competent inspector must ride the train to observe (a) effects of damaged wheels on performance, (b) to supervise the speed of the train, (c) to advise next inspection point of any additional or special attention required.
15. It is to be understood that the above dimensions refer to a flat spot slid to these dimensions and does not represent several small shallow spots.
16. When reporting flat spots on wheels, it is important that the dimensions be properly designated to avoid confusion.

## FATALITIES

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train: when in parlor car or coach, body should be removed to baggage car

and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a health officer is available and station employe on duty. Station employes must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify health officer promptly.

Where the body of a person meeting violent death or death from unknown cause is located on railroad property, other than aboard train, the body should not ordinarily be moved from the place where found unless the Coroner is first notified and his permission is received to remove the body; but if it is apparent that the Coroner's permission cannot be secured without undue delay to trains, the body may first be moved to a position where trains can conveniently pass, after noting it's position and condition for the Coroner's information. This is particularly important where death appears due to foul play. In all cases an employe must be left with the body until arrival of the Coroner.

## RAIL DETECTOR CARS AND CLEARANCE CARS X-8015 AND X-8016.

### Cars Operating Under Own Power:

Cars must be brought to full stop before movement is made on to turn tables.

Trains or engines must not be permitted to follow such cars into block between open signal stations in ABS territory or between controlled signals in TCS territory.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until Manual protection is provided unless it is known that the automatic protection is functioning.

At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

At interlockings, remote controlled locations, and in Traffic Control System Territory, switches in route taken by these cars will not be operated until it has been ascertained that movement through the route has been completed.

In Automatic Train Stop Territory, if car is not equipped with Automatic Train Stop Device, movements will be made in accordance with Time Table Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations, and in TCS territory between remote interlockings, both in advance and in rear of car.

Cars X-8015 and X-8016 are equipped with Automatic Train Stop Devices for forward and reverse operation and rules governing such operation will apply.

### When Towing Cars in Train

During freezing weather if heat is not provided in car, domestic water must be drained. Diesel engine and car heating water, if not protected with anti-freeze solution, must be drained.

Rail detector cars other than NYC must not be handled in freight or passenger trains.

NYC cars X-8015 and X-8016 may be handled on rear end of passenger trains, (see speed restrictions).

Car X-8016 must be coupled to train at No. 1 end of car.

Car must not be coupled between a locomotive and any other car while switching at any time.

If fuel tanks have not been drained, they should be placarded as "Inflammable Material".

## AUTOMATIC TRAIN STOP.

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

Road engines and motors, operated between DX Pittsburgh and Youngstown NYC Station except branches must be equipped with automatic train stop device in working order, and cut in, except:

- a. When used as a pusher or second engine.
- b. In emergency and by specific authority of Superintendent.
- c. When automatic train stop device becomes inoperative after leaving terminal, train must be operated in accordance



with signal indication but not exceeding 40 MPH. Engineman must notify Superintendent at first point of communication and relief engine, if available, must be obtained at the first engine terminal. When instructed verbally at the first point of communication by train dispatcher or signalman, the train may proceed on signal indication, but not exceeding 65 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Superintendent.

d. Engines not equipped with automatic train stop device, operating in switching service, may be operated on main track at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 MPH.

e. Engines not equipped with automatic train stop device operating in yard, puller, transfer or service other than switching service may be operated on main track at a speed that will permit stopping short of another train or obstruction but not exceeding 20 MPH. When instructed verbally by train dispatcher or signalman, train may proceed on signal indication but not exceeding 40 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train

must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Superintendent.

When acknowledging whistle fails to sound while acknowledging a restrictive signal indication, engineman will reduce speed of train to not exceeding 40 MPH and notify Superintendent at the first point of communication where stop can be made without excessive delay. When instructed verbally by train dispatcher or signalman, train may proceed on signal indication but not exceeding 65 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of Superintendent. If engineman has occasion to again acknowledge a signal indication as prescribed by the rules and the acknowledging whistle sounds, normal speed may then be resumed. Failure of acknowledging whistle to sound must be reported to Superintendent on Form SC-1.

Enginemen must forestall at signals displaying indications other than Rules 281, 281c and 283.

Should signal aspect change after acknowledging handle has been moved to acknowledging position, the train must be operated in accordance with the more restrictive indication.

SPEED RESTRICTIONS

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

GENERAL

(Unless otherwise restricted)

Engines:			
Nos. 506 to 513 with traction motor pin engaged.....	25		
Nos. 506 to 513 with traction motor pin removed.....	45		
Nos. 526 to 957.....	45		
Nos. 1000 to 8357, light or with cabooses, limited to maximum track speed but not to exceed.....	60		
*Nos. 1000 to 5104 6600 to 6903 operating backward.....	30		
Nos. 1000 to 5104 6600 to 6903 operating backward by night over public crossings.....	15		
Nos. 1000 to 3372 65		Nos. 8000 to 8008 65	
3700 to 3701 65		8100 to 8113 60	
3702 to 3709 70		8200 to 8248 65	
3800 to 3803 65		8250 65	
3804 to 3821 70		8255 to 8265 65	
5000 to 5005 75		8267 to 8269 65	
5006 to 5017 65		8271 65	
5100 to 5101 75		8275 to 8276 65	
5102 to 5104 65		8278 to 8285 65	
5600 to 5610 65		8287 to 8288 65	
5611 70		8291 to 8292 65	
5612 to 5708 65		8295 65	
5713 to 5737 65		8297 to 8305 65	
5739 65		8307 to 8309 65	
5802 to 5803 65		8311 to 8316 65	
5808 to 5827 65		8318 65	
5904 to 5927 65		8320 to 8342 65	
5949 to 6022 65		8344 65	
6025 to 6026 65		8345 to 8348 75	
6028 to 6038 65		8349 65	
6041 to 6075 65		8352 75	
6200 to 6236 60		8353 to 8357 65	
6600 to 6903 70		8400 to 9820 45	
7000 to 7012 70			
7100 to 7118 65			

The following engine units may operate at a maximum speed of 60 MPH when coupled as a trailing unit with other units: 819, 834, 836, 838, 847, 872, 873, 882, 883, 886, 887, 8553, 8556, 8590, 8591, 8606.

Trains and engines operating against the current of traffic in ATS territory where wayside equipment for automatic train stop device is not provided for reverse movements, limited to maximum track speed but not exceeding..... 65

Diesel engines operating through water.....	3
Note: Diesel engines must not be operated through water more than 3 inches above top of rail.	
Clearance car X-8016, under own power or being towed.....	55
Rail detector cars, under own power or being towed.....	40
Trains handling cars equipped with K type brakes.....	40
Snow plows and flangers.....	35
Circus trains with freight equipped cars.....	30
Freight trains with pusher engines.....	30
Trains with snow loader and snow melter units not in service (Loader and melter units to be coupled and moved in train with loader unit trailing.)	30
Trains handling Speno ballaster equipment.....	30
Trains with loaded ore cars less than 25 feet in length.....	30
P&LE eastward trains handling cars containing iron ore or limestone.....	30
Work wreck and revenue trains with cranes moving on own wheels.....	25
Trains with scale test cars or Jordan Spreader.....	25
Trains with dead engines not having all side or main rods... 20	
Work and wreck trains with cranes with boom forward moving on own wheels.....	20
At night over facing point hand operated switches, when operating against the current of traffic in Automatic Block Signal System territory where switch lights are not in use. 15	
Trains with ladle of hot metal.....	15
Switches and crossovers not interlocked, when diverging Unless otherwise authorized.....	15

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

LOCAL

(Unless otherwise restricted)

Turn outs at Rankin and Riverton east and west yards.....	8
Continental Roll and Machine Company, Kendall, Track No. 6.....	4

SPEED RESTRICTIONS

BRANCHES, BRIDGES AND SPURS

Youngstown Branch.....	25	Bridges, Big Run Spur.....	10	Ellwood City Branch.....	15
Lowellville Branch and Mahoning State Line R. R.....	12	Crescentdale Spur.....	12	West Aliquippa Spur.....	12
Walford Branch.....	15	Koppel Branch.....	12	Neville Island Bridge.....	10
New Castle Branch.....	15	Bradys Run Spur.....	12	Speers Run Branch.....	12
South Mill Street and Moravia Street Crossings, New Castle.....	4	Beaver Valley R. R. Spur.....	10	Elwell Branch.....	12
		Ohio River Branch.....	15	West Yough Bridge.....	12

P&LE DIVISION AND LAKE ERIE & EASTERN RAILROAD

(Unless Otherwise Restricted)

	P&LE Tracks					LE&E
	1	2	3	4	Single	
PASSENGER, MAIL, EXPRESS, OR DEAD EQUIPMENT TRAINS.....	65	65	65	65	65	25
With Freight Equipped Cars.....	50	50	50	50	50	.....
FREIGHT TRAINS:.....	50	50	50	50	50	25
With more than 5000 tons.....	40	40	40	40	40	.....
EXCEPTING AS FOLLOWS:						
DX—West End Painters Curve.....	55	55	55	55	.....	.....
CH—Through Interlocking.....	30	55	55	.....	.....	.....
CH—FM.....	.....	.....	35	35	.....	.....
Between Broadway and Thorn Streets, Coraopolis.....	35	50	50	.....	.....	.....
WE—DF.....	.....	.....	.....	.....	.....	.....
Curves at east and west end Ohio River Bridge.....	45	.....	.....	45	.....	.....
Evans Run Curve 1/2 mile east of Beaver Falls—New Brighton.....	55	.....	.....	55	.....	.....
11th Street Curve, between 11th Street and 1/4 mile west of Mile Post 30.....	55	.....	55	55	.....	.....
College Curve.....	55	.....	55	55	.....	.....
Wickham Curve.....	55	.....	.....	55	.....	.....
First Curve east of New Castle Station.....	60	.....	.....	45	.....	.....
N Eastward Freight Trains entering Receiving Yard.....	.....	.....	.....	10	.....	.....
RS Through Interlocking P&LE Westward Freight Trains Only.....	10	.....	.....	10	.....	.....
Between N and NYC Junction.....	20	.....	.....	50	.....	.....
Between N and E-L Station Youngstown (E-L R. R.).....	35	35	.....	.....	.....	.....
Grade leading to the Coke Plant of YS&T Co., Brier Hill.....	.....	.....	.....	.....	.....	10

NOTE: Medium speed defined as not exceeding 20 miles per hour between Struthers and Girard.



**YOUGHIOGHENY SUBDIVISION**  
(Unless Otherwise Restricted)

PASSENGER, MAIL, EXPRESS, OR DEAD EQUIPMENT TRAINS.....	50
With freight equipped cars.....	40
FREIGHT TRAINS.....	40
EXCEPTING AS FOLLOWS:	
CV—Interlocking.....	20
CV—Crossland.....	15
Crossland—Dickerson Run.....	25
DR—BV.....	30
East end of the first curve east of Youghiogheny River Bridge—Center Street, McKeesport.....	12
Monongahela River Bridge, Homestead.....	20
West End Monongahela River Bridge, Homestead—HM.....	35
HM—CS 1 and 4 Tracks.....	30
Pittsburgh—Between 30th and 26th Streets (Through Tunnel).....	20
Pittsburgh—Between 26th Street and DX.....	40

**MONONGAHELA SUBDIVISION**  
(Unless Otherwise Restricted)

ALL TRAINS.....	35
EXCEPTING AS FOLLOWS:	
Brownsville Jct.—East end Newell Interchange Yard.....	15
NI—1000 feet west of Mile Post 48.....	15
1000 feet west of Mile Post 48—Fayette City.....	25
Elizabeth, through Borough Limits.....	10
Windsor Street, McKeesport—BV.....	12

**ENGINE AND CAR RESTRICTIONS**

Diesel Class DRS applies to single unit.

**EAST YOUNGSTOWN YARD LIMITS**

Location	Name of Track	Restrictions
Cedar Street (LE&ERR)	Republic Steel Corporation (5 Tracks).....	All engines and wrecking cranes.
Cedar Street (LE&ERR)	Harry Bord, side track 200 ft. west of switch.....	All engines and wrecking cranes.
Lansingville (LE&ERR)	Tail Track located on Hillside of Holub Iron & Steel Co. Lead Track.....	All
Youngstown Branch.....	Kaiser and Frazer Plant trestles.....	All engines and wrecking cranes.
Struthers.....	Y.S. & T. Company—Campbell Works (Joint Switching).....	All except DES.
Lowellville.....	Sharon Steel Corporation Ore Trestle at Mary Furnace.....	All engines and wrecking cranes.
Lowellville.....	Falcon Foundry Co. side track.....	All engines restricted from entering building
Bentley.....	Sharon Steel Hoop Company—Mary Furnace.....	All
Johnson Branch.....	Pittsburgh Limestone Corporation tipples tracks 1, 2 & 3 (under washery building and under crusher building).....	All.
Hillsville Switchback.....	Carbon Limestone Company screen track and McCullough trestle track.....	All.
“ Switchback.....	Dust Track (Old Fertilizer 1) west of road crossing.....	All.
“ Switchback.....	Empty track (west of point 130' east of No. 3 crusher).....	All.
“ Switchback.....	Coal trestle track (west of a point 400' from switch in Roasting Track).....	All.
“ Switchback.....	Amiesite Plant and Fertilizer 2 Track.....	All.
“ Switchback.....	Carbon Limestone Co. trestle track.....	All engines and wrecking cranes.
Walford Branch.....	Mahoning Paving Company, 1 tipples track (under tipples).....	All.
Struthers.....	Struthers 2 Freight House side track—pit 150' east of switch.....	All engines and wrecking cranes.

**NEW CASTLE YARD LIMITS**

Location	Name of Track	Restrictions
New Castle.....	City Milling Company.....	All.
New Castle.....	Marshall Brothers.....	All.
New Castle.....	Cudahy Packing.....	All except DES.
New Castle.....	Nut Street (Upper Transfer).....	All except DES.
New Castle.....	United Engineering.....	All except DES.
New Castle.....	Johnson Bronze Cages side track.....	All except DES.
New Castle.....	Johnson Bronze Plow side track.....	All except DES.
New Castle.....	Standard Steel Spring Company 10 track.....	All except DES.
New Castle.....	Standard Steel Spring Company 11.....	All except DES.
New Castle.....	Pennsylvania Engineering Works.....	All except DES.
West Pittsburgh.....	Marcus-Paulson Company Power House trestle, only.....	All.

**BEAVER FALLS YARD LIMITS:**

Location	Name of Track	Restrictions
College.....	Armstrong Cork, J. M. Brooks & 26th St. Team Track.....	All except DES.
Beaver Falls.....	Union Drawn Steel and middle track.....	All except DES.
Fallston.....	Townsend Company Trestle 150' west of Fallston Sta.....	Wrecking Crane.
Beaver.....	Beaver Valley R. R. Yard tracks serving Cook-Anderson.....	All except DES.

**ALIQUIPPA YARD LIMITS:**

Location	Name of Track	Restrictions
Kobuta.....	Turbine Room, Styrene, Benzol Butadiene, Douthern, Chlorex, Casing Head Gas and River Running Track.....	All.
Kobuta.....	Ohio River Branch: Koppers United Rubber Plant.....	All except DES and wrecking crane.
Monaca.....	Pittsburgh Screw & Bolt Company. Sharp curve river end of plant.....	All except DES.
Monaca.....	Interstate Amiesite Hopper Bin under 2 track.....	Wrecking cranes
West Aliquippa.....	Vulcan Crucible Steel Company tracks.....	All except DES.



ENGINE AND CAR RESTRICTIONS

PITTSBURGH YARD LIMITS:

Location	Name of Track	Restrictions
Kendall.....	Continental Roll & Machine Tracks 1 to 6, inclusive.....	All except DES.
McKees Rocks.....	Planing Mill Crossover.....	All except DES.
McKees Rocks.....	Storehouse "A" No. 2 Track.....	All.
McKees Rocks.....	Storehouse "A" No. 1 Track.....	All except DES.
McKees Rocks.....	Boiler and tank new scrap.....	All except DES.
McKees Rocks.....	Machine and erecting shop—west end.....	All except DES.
McKees Rocks.....	Chemical House.....	All except DES.
McKees Rocks.....	Color Shop Track.....	All except DES.
McKees Rocks.....	Power House Track.....	All except DES.
McKees Rocks.....	Power House Track (Under Ash Hoist).....	All.
McKees Rocks.....	Lockhart Iron & Steel Company all tracks.....	All except DES.
McKees Rocks.....	M. of W. 1 and 2 tracks.....	All except DES.
McKees Rocks.....	M. of W. 5 track.....	All except DES.
Pittsburgh.....	North Pole Ice Company, Gasoline side track.....	All.
Pittsburgh.....	Lawrence Paint Co.....	All except DES, Class 11, 13 and 16.
Pittsburgh.....	Depressed Track.....	All except DES.
Pittsburgh.....	Train Shed Tracks 1 and 2.....	DES Nos. 8931 to 8940 Inc.
Pittsburgh.....	Standard Machine Company.....	All.
Pittsburgh.....	Keystone Sand (Third Street).....	All except DES.
Pittsburgh.....	Pittsburgh Terminal Warehouse Tracks 2, 3, 4, 5, and 6.....	All except DES.
Pittsburgh.....	Truscon Steel Building.....	All except DES, with one car only.
Pittsburgh.....	Westinghouse Company.....	All except DES. No car over 48 feet long.
Pittsburgh.....	A. M. Byers Track 68.....	All except DES. No car over 52 feet long.
Pittsburgh.....	A. M. Byers Track 66.....	All except DES, with one car only. No car over 52 feet long.
Pittsburgh.....	A. M. Byers Tracks 64 and 65.....	All except DES, with two cars not over 52 feet long.
Pittsburgh.....	A. M. Byers Tracks 62 and 63.....	All except DES. No car over 52 feet long.
Pittsburgh.....	8th Street Team Track 60.....	All except DES. No car over 52 feet long.
Pittsburgh.....	Rod Mill Yard Tracks 1 and 2.....	All except DES.
Pittsburgh.....	Equitable Gas Co. Tracks 1 and 2.....	All except DES.
Pittsburgh.....	Mackintosh Hemphill Tracks 50 and 51.....	All except DES.
Pittsburgh.....	PESCO Track.....	All except DES.
Pittsburgh.....	Chatfield-Woods Track 11.....	All except DES.
Pittsburgh.....	Chatfield-Woods Track 10.....	All except DES, with one car only.
Pittsburgh.....	J. Eichleay Company.....	All except DES, with one car only.
Pittsburgh.....	Levinson Steel Company.....	All except DES.
Pittsburgh.....	PRR Interchange Tracks 1, 3 and 4.....	All except DES.
Pittsburgh.....	New 23rd Street Yard & General Chemical Company.....	All except DES.
Pittsburgh.....	Iron City Sand Company run-around track west of 22nd Street.....	All except DES.
Pittsburgh.....	23rd Street—Scale track and Houston—Starr track.....	All except DES.
Pittsburgh.....	34th Street Stub Yard, Tracks Nos. 9 to 17, inclusive.....	All except DES.

McKEESPORT YARD LIMITS:

Location	Name of Track	Restrictions
Rankin.....	Bethlehem Steel Company Tracks.....	All except DES.
Rankin.....	McCrary-Rogers.....	All except DES.
Rankin.....	Acheson Manufacturing Company.....	All except DES.
Rankin.....	Wilson Snyder Manufacturing Company 1 & 2 Tks.....	All except DES.
Rankin.....	American Chain Company Tracks.....	All except DES.
Braddock (First Street).....	Dravo side track—(Rutter Bros.).....	All except DES.
Braddock.....	Dash Bros. Timber Coke Unloading Pit in 24 track, Braddock Yard.....	All.
Braddock.....	Rochez Bros. Trestle.....	All.
Braddock.....	Rochez Bros. track except trestle.....	All except DES.
Braddock.....	Rochez Bros.....	All except DES.
Braddock.....	Specialty Steel Products Company 1 Track.....	All except DES.
Braddock.....	Specialty Steel Products Company 2 Shipping Track.....	All except DES.
Braddock.....	Wiseman Company Warehouse Track.....	All except DES.
McKeesport.....	Daily News Company track.....	All
Port Vue.....	Kelsey Hayes Wheel Co., Track 5.....	All except DES.

ENGINE AND CAR RESTRICTIONS

McKEESPORT YARD LIMITS (Cont'd.)

Location	Name of Track	Restrictions
Glassport.....	Coslov Co. Tracks 1 and 2 East of Derails.....	All.
Glassport.....	Pittsburgh Steel Foundry Co. (portion of plant west of trestles).....	All except DES.
Glassport.....	Pittsburgh Steel Foundry Co. (portion of plant east of trestles).....	All except DES.
Glassport.....	Pittsburgh Steel Foundry Co. trestles on 3 & 4 trks.....	Wrecking crane and all engines except DES.
Glassport.....	United States Glass Company (sand trestle).....	Wrecking crane and all engines.
Glassport.....	United States Glass Company (all tracks except trestle).....	All except DES.
Glassport.....	Southwest Compressed Steel Corporation, Tracks 4, 5 and 6 at Compressor Building and side tracks at crane platform beyond east end of platform, Dock Loading Tracks.....	Wrecking crane and all engines.

MONESSEN YARD LIMITS:

Location	Name of Track	Restrictions
Belle Vernon.....	Duquesne Slag Co. Track 1 at Cement Bin.....	All.
Belle Vernon.....	Monessen-Southwestern R. R. Track.....	All.
Newell.....	General Chemical Co. Ore Dock Track: Inside Building.....	All.

JACOBS CREEK YARD LIMITS:

Location	Name of Track	Restrictions
Jacobs Creek.....	All tracks under Banning 1 Tipple.....	All.
Jacobs Creek.....	Loading Tracks 1 and 2 under Banning 3 Tipple.....	All.

DICKERSON RUN YARD LIMITS:

Location	Name of Track	Restrictions
Crossland.....	West Yough. Transfer Bridge.....	Wrecking cranes.
Crossland.....	Koppers Company Wood Preserving locomotive crane track.....	Wrecking crane and all engines.

B. & O. EQUIPMENT RESTRICTIONS

Location	Name of Track or Bridge	Reason	Types Restricted
Crossland.....	West Yough Transfer Bridge.....	Weight	Wrecking Cranes X-45 to X-48, and X-50 and Water Tank Car W-106.



ENGINE AND CAR RESTRICTIONS

Maximum gross weight of cars handled through retarders 240,000 lbs.

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

Wrecking Cranes must be separated from locomotive and any equipment having a gross weight in excess of 160,000 lbs. by at least one car not exceeding 160,000 lbs. gross weight, with minimum truck centers of thirty (30) feet, when moved over the Youghiogheny River Bridge at McKeesport, Monongahela River Bridge at Homestead, and all Branch bridges.

When Diesel locomotives in P&LE service are operated in multiple, not more than four such units will be so operated.

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.

Wrecking Cranes are restricted from Tracks 3, 4 and 6 Pittsburgh Train Shed. Boom of crane must be headed west when using No. 1 Train Shed Track.

Beaver Valley R. R.—Cars longer than 52 feet must not be placed on the Cook Anderson Co. side tracks and 50 foot or 52 foot cars may be placed on these tracks only if coupled to 40 foot cars and handled with extreme care.

Crews must keep not less than three cars in front of caboose and must not come closer than within fifty feet of the loading rack at the American Oil Company plant at Hays.

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

Cars must not pass cement unloading bin in Duquesne Slag Co. No. 1 Track, Belle Vernon.

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

Ore Cars under 25 feet in length may be moved in continuous cuts over the Monongahela and Youghiogheny River Bridges at a speed not to exceed ten (10) miles per hour provided the cars are not loaded in excess of 170,000 lbs. gross weight. Any ore car of this type, when loaded in excess of 170,000 lbs. gross weight, must not be moved over these bridges unless separated from other ore cars of the same type, from locomotive, or from other heavy shipment by at least two cars, each of which must not exceed a gross weight of 210,000 lbs. and have minimum truck centers of thirty (30) feet.

At the Falcon Foundry at Lowellville, the following restrictions are in effect on cars placed in the building:—Cars up to 42 feet in length not to exceed 10 feet 8 inches in extreme width, and cars from 42 feet one inch to 50 feet in length not to exceed 10 feet 6 inches in extreme width, and cars from 50 feet one inch to 65 feet in length not to exceed 9 feet 6 inches in extreme width.

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

P. & L. E. DIVISION

- M. S. L. Johnson Branch
- Michigan Chemical Div. of U. S. Steel Corp.
- M. S. L. Switchback.
- Carbon Limestone Co.

YOUGHIOGHENY SUBDIVISION

- West of Jacobs Creek—Banning No. 3 Mine
- East of Jacobs Creek—Banning No. 1 Mine

CARS 85 FEET OR LONGER

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

Cars must not be moved on the following tracks except as shown:

Tracks	Coupled	Single
East Carson St. Yard, Pittsburgh—		
Yard Tracks #14 and #16.....	Yes	Yes

East Carson St. Yard, Pittsburgh—

All other tracks above #16.....	No	Yes
M/W Tracks at McKees Rocks.....	No	No
All Shop Tracks at McKees Rocks.....	No	Yes
New Castle Branch West of Pennsylvania Crossing.....	No	Yes
Big Run Spur.....	No	Yes
Ellwood City Freight Yard.....	No	Yes
23rd St. Yard, Pittsburgh.....	No	Yes
Braddock Yard.....	No	Yes
Riverton West Yard.....	No	Yes
Monongahela Freight House Tracks.....	No	Yes
Monessen Freight House Tracks.....	No	Yes
Belle Vernon Station Sidings.....	No	Yes

“Coupled” refers to 85 feet or longer cars coupled to each other, if coupled to cars 50 ft. 6 in. or less in length, movement can be made under restrictions shown for single unit.

MOTOR COACH CONNECTIONS

Unless otherwise instructed, trains 266, 267, 273, 274, 277 and 280 will wait at Wampum for Taxicab Connections.

PUSHER ENGINES.

Westward P. & L. E. trains handled by less than three Diesel units with more than 100 cars, including 75 loads, after filling out at Port Perry, will be given assistance over Rankin Viaduct.

All westward trains with more than 75 loaded cars will not pass Signal 113-K until same displays a PROCEED indication, Rule 281.

YARD SWITCHING SIGNAL LIGHTS

Following day and night signal indications govern on lead tracks approaching scales or classification yards at Jacobs Creek and McKees Rocks.

- Yellow.....Proceed toward scales or classification yard.
- White.....Back away from scales or classification yard.
- No lights.....Stop.
- Yellow and White.....Increase speed toward scales or classification yard.

Following day and night signal indications govern on lead tracks approaching scales or classification yards at Newell.

- Green.....Proceed toward scales or classification yard.
- Yellow.....Back away from scales or classification yard.
- No lights.....Stop.
- Yellow and Green.....Increase speed toward scales or classification yard.

GATEWAY YARD

Humping Signals

Humping signals will be located at the crest of the hump and will display the following indications for hump engines.

- Green.....Hump fast.
- Yellow.....Hump slow.
- Red.....Stop.
- Red over Red.....Back up.

These indications will be repeated in the cab of the humping engine.

Trimmer Signals

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

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

Yard Track Indicators

A yard track indicator is provided at entrance to the east end and west end of Receiving Yard to indicate to trains by illuminated numerals, the track to be entered in the Receiving Yard, and are located as follows:

For Westward Trains—On bracket mast of westward home signals RS Interlocking.

For Eastward Trains —Near Car Checkers Building, east of N

OVERHEAD CLEARANCES

P. & L. E. DIVISION

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

Location	Description	Track Name or Number
0.00 Pittsburgh.....	Drawbridges, Roof-overhang Doors, Girders.....	Tracks 3 and 4 inclusive in Central Warehouse.
0.04 Mile west of Pittsburgh.....	Roof, Coach Inspection Pit.....	Inspection Pit Track.
0.76 Mile west of Pittsburgh.....	Doorway.....	W. W. Lawrence Side Track.
0.86 Mile west of Pittsburgh.....	Doorway, Industry Power Wires and Steam Pipe.....	North Pole Cold Storage Track.
0.92 Mile west of Pittsburgh.....	Doorway, 4 Monorail Cranes and Crane Girders.....	McKee Oliver Side Track.
2.34 Miles west of Pittsburgh.....	P&LE Signal Bridge.....	No. 2 Main Track.
0.07 Mile east of McKees Rocks.....	Chartiers Creek Bridge.....	All Tracks.
0.10 Mile west of McKees Rocks.....	Coal Dump Roof.....	Lockhart Iron & Steel Company No. 9 Track.
0.10 Mile west of McKees Rocks.....	Overhead Crane Cab.....	Lockhart Iron & Steel Company No. 4 and No. 9 Tracks.
0.10 Mile west of McKees Rocks.....	Doorways, Roof Truss.....	Lockhart Iron & Steel Company No. 4, No. 9, Box Factory Track, Crane Spur and Hill Track.
0.10 Mile west of McKees Rocks.....	Power Wire.....	M. of W. Track 2.
0.10 Mile west of McKees Rocks.....	Doorway and Crane.....	M. of W. Track 2.
0.20 Mile west of McKees Rocks.....	P&LE Power Wires and Telephone Cable.....	Chemical House Spur.
0.22 Mile west of McKees Rocks.....	P&LE Power and Telephone Wires.....	Color Shop Track.
0.23 Mile west of McKees Rocks.....	P&LE Power Wires and Ash Hoist.....	Power House Track.
0.24 Mile west of McKees Rocks.....	Doorways.....	Paint Shop Tracks 1, 2, and 4.
0.24 Mile west of McKees Rocks.....	Doorway.....	East Side Machine Shop Track.
0.25 Mile west of McKees Rocks.....	Doorway.....	Hill Side Machine Shop Track.
0.27 Mile west of McKees Rocks.....	Power Wire.....	Hill Side Storehouse “A” Track.
0.31 Mile west of McKees Rocks.....	Doorway.....	Blacksmith Shop Track.
0.33 Mile west of McKees Rocks.....	Doorway.....	Boiler and Tank Shop Track No. 3.
0.33 Mile west of McKees Rocks.....	P.C.&Y.R.R. Bridge.....	All Tracks.
0.37 Mile west of McKees Rocks.....	Doorways into New Diesel Shop.....	All Diesel Repair Tracks.
0.46 Mile west of McKees Rocks.....	Doorways into New Diesel Shop.....	All Diesel Repair Tracks.
0.47 Mile west of McKees Rocks.....	Doorway.....	Steel Products Track.
0.52 and 0.54 Mile west of McKees Rocks.....	Doorway into Storehouse “B”.....	Lumber Shed Track.
0.53 and 0.61 Mile west of McKees Rocks.....	Doorway into Freight Car Shop.....	Freight Car Shop Tracks No. 2, 3, 4, 5, and 6.
0.53 Mile west of McKees Rocks.....	Transformer Platform.....	Freight Car Shop Tracks No. 5 and 6.
0.57 and 0.61 Mile west of McKees Rocks.....	Doorway into Woodworking Shop.....	Planing Mill Track.
0.60 Mile west of McKees Rocks.....	Crane and Door Frame Canopy.....	Roscoe Side Track.
0.61 Mile west of McKees Rocks.....	Crane Cab.....	Freight Car Shop Tracks No. 3 and 4.
0.64 Mile west of McKees Rocks.....	P&LE Telephone Wires.....	McKees Rocks Shop Lead West of No. 6.
0.68 Mile west of McKees Rocks.....	McKees Rocks-North Side Highway Bridge.....	Oklahoma Track.
0.69 Mile west of McKees Rocks.....	P&LE Power Wires.....	New Wye Yard Tracks No. 1, 2, 3, 6, 10, East Stripping Lead and Material Track.
1.40 Miles west of McKees Rocks.....	Telephone Cross Arm.....	East Scale Low Grade Track.
1.44 Miles west of McKees Rocks.....	Gantry Crane.....	Davis Island Reclamation Yard Tracks 2, 3, and 4.
1.44 Miles west of McKees Rocks.....	Roof Overhang.....	Davis Island Reclamation Yard Track No. 1.
1.48 Miles west of McKees Rocks.....	Doorway.....	Fort Wayne Corrugated Paper Company Side Track.
Groveton.....	Doorway.....	Equipment Corporation of America Side Track No. 1.
	Doorway.....	Allegheny Pipe and Supply Co.
0.24 Mile west of Groveton.....	Doorway and Steam Pipe.....	Lewis Foundry & Machine Co. No. 1, 2, and 4 Tracks.
0.27 Mile east of Montour Jct.....	Telephone Cable.....	Montour New No. 1 Track.
0.10 Mile east of Montour Jct.....	Coraopolis Highway Bridge.....	Montour Extension Track, No. 1, and 3 Main Tracks.
Montour Jct, Station.....	Footbridge.....	Freight House Track and No. 1, 3, and 4 Main Tracks.
0.25 Mile west of Montour Jct.....	Chestnut St. Footbridge.....	All Main Tracks.



Location	Description	Track Name or Number
0.26 Mile west of Coraopolis.....	Steam Pipe and Doorway.....	Std. Steel Spring No. 1 Plant Side Track.
0.33 Mile west of Coraopolis.....	Doorway.....	Std. Steel Spring No. 3 Plant Siding.
0.33 Mile west of Coraopolis.....	Doorway.....	Homestead Valve Manfg. Co.
0.38 Mile west of Coraopolis.....	Roof of Building.....	Std. Steel Spring No. 3 Plant Siding.
0.61 Mile west of Coraopolis.....	Shed over Coal Hopper.....	Pgh. Forgings Co. No. 2 Track.
0.60 Mile east of Kendall.....	Crane and Crane Runway.....	Pgh. Forgings Co. No. 3 Track.
0.41 Mile east of Kendall.....	Light, Roof Overhang, Power Wires, Telephone Wire.....	Standard Steel Spring No. 2 Plant Side Track.
Kendall		
Continental Roll and Machine Company.....	Doorways.....	No. 2, 3, and 6 Tracks.
	Power Wires.....	No. 1, 2, 4, and 5 Tracks.
	Crane Girder.....	No. 5 Track.
	Telephone Wires.....	No. 4 and 5 Tracks,
	Loading Chutes.....	No. 1 and 4 Tracks,
	Dust Collector.....	No. 4 Track.
0.13 Mile west of Kendall.....	Door Frame.....	Russell Burdsall and Ward Co. No. 1 and 2 Tracks.
0.16 Mile west of Kendall.....	Crane Cab When Over Track.....	Russell Burdsall and Ward Co. No. 2 Track.
0.11 Mile west of Glenwillard.....	Highway Bridge, Locust St.....	All Tracks.
0.46 Mile west of Glenwillard.....	Pipe Line Service Corp., Highway Bridge.....	All Tracks.
0.48 Mile west of Glenwillard.....	Craneway, Doorway.....	Pipe Line Service Corp. Hill Side Track.
0.10 Mile west of South Heights.....	Power Wires.....	River Lead, Miller Coal Co. Side Track.
0.80 Mile east of West Economy.....	Highway Bridge.....	All Tracks.
0.32 Mile west of West Aliquippa.....	Power Wires.....	River Track.
0.38 Mile west of West Aliquippa.....	Light Wires and Telephone Cable.....	Aliquippa Spur Track.
0.38 Mile west of West Aliquippa.....	Door Frame.....	Inside Track, Vulcan Crucible Steel Company.
Colona Station.....	Footbridge.....	All Tracks.
Colona		
Colonial Steel Co.....	Counterweight for door and Canopy on Building.....	No. 2 Track.
	Power Wires.....	No. 4 and 8 Tracks.
	Telephone Wires.....	No. 2 and 4 Tracks.
	Steam Pipe.....	No. 4 Track.
	Door Frame.....	No. 5 and 8 Tracks.
	Crane Cab.....	No. 7 Track.
	Crane When Over Track.....	No. 2 Track.
River Rail Transfer-Colona.....	Loading Chutes.....	Loading Tracks No. 1 and 2.
0.59 Mile east of Monaca.....	Guy Wire.....	Interstate Amiesite Co. No. 1 Track.
0.54 Mile east of Monaca.....	Door Frames.....	Pittsburgh Tube Co. Tracks No. 1, 2, 3, and 4.
0.35 Mile east of Monaca.....	Door Frame and Crane Cab.....	Superior Steel Co. No. 1 Side Track.
0.35 Mile east of Monaca.....	Door Frame.....	Superior Steel Co. No. 2 Side Track.
0.35 Mile east of Monaca.....	Barco Coal Co. Power Wires.....	Team Track.
0.25 Mile east of Monaca.....	Power Wires.....	Monaca Team Track.
0.26 to 0.62 Mile east of Beaver.....	Ohio River Bridge.....	All Tracks.
0.10 Mile east of Fallston.....	Door Frame and Light Wire.....	Rod Track, Townsend Co.
0.08 Mile west of Fallston.....	Plant Walk and Light Wire.....	Trestle Track, Townsend Co.
0.22 Mile east of Beaver Falls-New Brighton.....	Highway Bridge to P&LE Station.....	All Tracks.
0.11 Mile east of Beaver Falls-New Brighton.....	Highway Bridge.....	All Tracks.
Beaver Falls-New Brighton.....	P&LE Telephone Wires.....	Wilkofsky Side Track.
0.15 Mile west of Beaver Falls-New Brighton.....	Doorway.....	Middle Track Republic Steel Co.
0.21 Mile west of Beaver Falls-New Brighton.....	10th. St. Highway Bridge.....	All Tracks.
0.47 Mile west of Beaver Falls-New Brighton.....	Doorway.....	General Material Side Track.
0.91 Mile west of Beaver Falls-New Brighton.....	Doorway.....	New Building Track, Moltrup Steel Co., River Track.

Location	Description	Track Name or Number
1.00 Mile west of Beaver Falls-New Brighton.....	Footbridge.....	No. 2 Moltrup Steel Track, Highgrade and Runaround Tracks.
0.13 Mile east of Wampum.....	Penna. R.R. Bridge.....	All Main Tracks.
Wampum.....	Highway Bridge.....	All Main Tracks.
0.24 Mile east of W. Pittsburgh.....	Light Wires.....	Shaw Perkins Side Track.
0.13 Mile east of W. Pittsburgh.....	Overhead Walk & Steampipes.....	Nut and Rivet Side Track.
0.09 Mile west of W. Pittsburgh.....	Coal Hopper.....	No. 3 (Coal) Track and No. 1 (Service) Track, Penn Power Co.
Lowellville.....	Bell Telephone Wires.....	Lowellville Station Side Track.
0.04 Mile west of Struthers.....	Struthers Highway Bridge.....	All Tracks.
0.89 Mile west of Struthers.....	Youngstown Sheet and Tube Highway Bridge.....	Tracks No. 21 and 22.
1.02 Mile east of N.....	Overhead Collector Frame For Power Lines.....	Center of Turntable.
0.08 Mile west of N.....	Center St. Bridge.....	All Tracks.
0.19 Mile west of N.....	Power Wires and Pipes.....	No. 2 Union Lumber Siding.
0.19 Mile west of N.....	Doorway.....	No. 3 Union Lumber Siding.
0.19 Mile west of N.....	Bell Telephone Wires.....	Union Lumber Co. Lead.
0.23 Mile west of N.....	Doorways.....	Fitzsimmons Straight Track.
0.23 Mile west of N.....	Doorways.....	Lumber Shop Track No. 2.
Youngstown Sheet & Tube Co.....	Car Dumpers.....	7 Main, 35, 202, 203, 237, 238, 239.
Youngstown		
Campbell Works.....	Light Wires.....	7 Main, 28, 29, 238.
	Power Wires.....	6 Main, 7 Main, 38, 68, 74, 204, 226.
	Coke Trestle.....	7 Main, 35, 38.
	Conveyors.....	7 Main, 220, 236.
	Chutes.....	2 Main, 28, 29, 37, 45, 46, 49, 75, 88, 100, 140, 142, 144, 146, 167, 221, 222, 223, 227, 236, 237, 238.
	Signal Lights.....	75.
	Brackets for Wires.....	75, 79.
	Crane Runways.....	35, 75, 77, 113, 114, 181.
	Crane Cabs.....	West Spur, 64, 66, 68, 69, 75, 77, 79, 85, 90, 109, 114, 115, 126, 166, 170, 171, 174, 176, 179, 180, 181, 208.



Location	Description	Track Name or Number
YOUNGSTOWN Campbell Works	Building overhang.....	28, 75, 77, 78, 83, 200, 227.
	Chain for light switch.....	75, 78.
	Door Frames.....	West Spur, East Spur, 24, 25, 26, 40, 41, 43, 60, 61, 67, 71, 77, 78, 82, 85, 90, 91, 102, 103, 104, 105, 106, 108, 109, 112, 116, 118, 126, 129, 133, 147, 148, 164, 166, 174, 176, 180, 208.
	Girders and Beams.....	West Spur, East Spur, 48, 49, 56, 66, 68, 69, 79, 164.
	Building projection.....	77, 140, 142, 144, 168.
	Walks.....	2 Main, 44, 79.
	Pipes.....	2 Main, 28, 44, 45, 68, 83, 84, 113, 114, 131, 220, 221, 222, 223, 227, 237.
	Canopy.....	111.
	Stand Pipes.....	1 Main, W.B., 3 Main, Lead to P. Y. & A. Yd., Lead to B. & O. Yd., 28, 90, 100, 147, 148, 206, 208.
	Cranes.....	Scale Spur, 43, 112, 131, 132, 164.
	Crane Hooks, Buckets, etc.....	24, 25, 44, 59, 70, 71, 108, 137½, 183.
	Crane Platform.....	113.
	Jib Cranes.....	90, 91.
	Stairway Overhang.....	91.
	Platforms (When lowered).....	43, 60, 114½, 178, 200, 213, 229.
	Y. S. & T. Hwy. Br. (North Gate).....	118.
	Y. S. & T. Hwy. Br. (South Gate).....	1 Main, 2 Main, 6 Main.
	Pipe Bridges.....	2 Main, 44, 69, 227.
	Coal Hoist.....	99.
	Sand Spout.....	99.
	Screening Station.....	236, 238, 239.
	Coal Mixer Bins.....	236, 237, 238, 239.
	Lights.....	39, 48, 202, 203, 204, 226, 237, 238, 239.
	Track Hopper.....	204.
	Loading Pipes.....	200.
	Blast Furnace and Casting Spout.....	139, 140, 141, 142, 143, 144, 145.
	Screen House.....	220, 221, 222, 223.
	Thaw House.....	202, 203.
	Coke Hoist.....	226.
	#37 Track Trestle Overhang.....	48.
	Platform.....	49.
	Flue Dust Loader.....	168.
	Ash Loader.....	168.
	Charging Machine Track.....	25.
	Roof Truss.....	26.
	Pipe Supports.....	26.
	Open Hearth; Checker Cleaners.....	28.

BRANCHES

OHIO RIVER BRANCH

Kobuta, Butadiene & Styrene Plant.....	Power Wires.....	Benzol Hill Track, Styrene Rack Track, Coal Storage Extension Track, River Side Loop, Casing Head Gas Rack Track & Butadiene River Track, Butadiene Hill Track & Storehouse Track.
	Pipes.....	Benzol River Track, Styrene Rack Track, Filtration Plant Track, Coal Storage Extension Track, River Side Loop & Casing Head Gas Rack Track, Butadiene River Track, Butadiene Hill Track.
	Telephone Wires.....	Coal Storage Extension, River Side Loop & Casing Head Gas Rack Track.
	Pipe Bridge.....	Filtration Plant Track.

BEAVER VALLEY R.R.

0.17 Mile west of Sharon Road.....	Bell Telephone Wires.....	Main Line.
0.39 Mile west of Sharon Road.....	Door Frame.....	Cook-Anderson Lumber Yard Side Track.
0.40 Mile west of Sharon Road.....	Duquesne Lt. Co. Power Wires.....	Cook-Anderson Coal Yard Track.
0.63 Mile west of Sharon Road.....	1 Duquesne Lt. Co. Power Wire.....	Main Line.
0.78 Mile west of Sharon Road.....	2 Duquesne Lt. Co. Power Wires.....	Main Line.
0.33 Mile west of Buffalo St.....	Ash chute door frame & crane.....	Westinghouse Elec. Corp. Side Track.
1.01 Mile west of Buffalo St.....	Loading pipes (when over trks.).....	Sun Oil Company Side Track.

BRADYS RUN SPUR

Colonial Clay Products Co.....	Coal Conveyor.....	2 Colonial Clay Co.
	Power Wires.....	1 Colonial Clay Co.
General Materials Co.....	Doorway & Power Wires.....	General Materials Co. Sidetrack.
Standard Clay Mfg. Co.....	Power Wires.....	Bradys Run Spur.

Location	Description	Track Name or Number
CLYDESDALE SPUR		
Ellwood Stone Co.....	Power Wires & Bell Tel. Wires.....	Clydesdale 1 Track.
	Pipes.....	Sand Crusher Track.
ELLWOOD CITY BRANCH		
0.47 Mile east of Ellwood City.....	Doorway and Crane.....	Mill "A" Track, Mathews Conveyer Co.
0.45 Mile east of Ellwood City.....	Door Frame and Crane.....	Mill "E" Track, Mathews Conveyer Co.
CRESCENTDALE SPUR		
Medusa Portland Cement Co.....	Roof of Open Sheds.....	Stockhouse Tracks 2, 3, 4 & 5.
	Overhead pipe bridge, Hi-Tension Wires.....	Stockhouse Track 3.
	Stone Chute and Overhead Pipes.....	Stockhouse Track 4.
NEW CASTLE BRANCH		
0.05 Mile west of New Castle Jct.....	Telephone Wires.....	Main Track.
0.09 Mile west of Gardner Ave.....	Crusher.....	Gardner Steel 2 Track.
0.15 Mile west of Gardner Ave.....	Crane Runway.....	11 Standard Steel Spring Track.
0.21 Mile west of Gardner Ave.....	Doorways.....	10 & 11 Standard Steel Spring Tracks.
BIG RUN SPUR		
0.10 Mile west of Gardner Ave.....	Shenango River R.R. Bridge.....	Big Run Spur Track.
	Overhead Footbridge.....	Horn Track (New Castle Refractory Co.)
	Building Canopy Bell Telephone Wires.....	Loading Track (New Castle Refractory Co.)
	Doorways.....	Bosart Co. 3, 4, 5 & 6.
	Industry Power Wires.....	Bosart Co. 1, 12, 13.
	Light Wires.....	Bosart Co. 5.
0.51 Mile east of New Castle.....	Doorway.....	2, 3 and 2 Spur. Penna. Engineering Works
0.51 Mile east of New Castle.....	Support on Crane Runway.....	1 Penna. Engineering Works & George St. Side Track.
0.51 Mile east of New Castle.....	Crane Runway.....	2 Penna. Engineering Works.
0.50 Mile east of New Castle.....	Steam Pipe.....	2 Spur Penna. Engineering Works & George St. Side Track.
0.48 Mile east of New Castle.....	Building Canopy.....	2 Penna. Engineering Works.
0.45 Mile east of New Castle.....	Bell Telephone Wires.....	3 Penna. Engineering Works.
0.40 Mile east of New Castle.....	Crane Runway.....	Penna. Power Co. House Track.
0.36 Mile east of New Castle.....	Water Line.....	Plow Side Track — Johnson Bronze Co.
NEW CASTLE.....	Penna. Power Co. Wires.....	2, 3, 4 Freight House Tracks.
LOWELLVILLE BRANCH		
0.19 Mile east of Lowellville Jct.....	Penna. R.R. Bridge.....	Main Track.
MAHONING STATE LINE R.R.		
Sharon Steel Corp. (East Plant).....	Roof on Open Shed.....	Trestle Tracks 1 and 2.
	Doorway.....	Foundry Track, Pig Machine Track, Ladle House Track.
	Loading Chute.....	Pig Machine Loading Track.
	Light Wire.....	Ladle House Loading Track.
Sharon Steel Corp. (West Plant).....	Doorway.....	Open Hearth No. 1, Pit Furnace Track, Crossover Open Hearth 2 to Old Scale Track, Bar Mill Track, Wall Track, Brick Shed Track, Slab Yard Track, Oil House Tracks 1 and 2.
	Skull Cracker.....	Skull Cracker Track.
	Stripping Crane.....	2 and 3 Ingot Tracks.
	Overhead Crane.....	Old Scale Track, Slab Yard Track, Bar Mill Track.
M.S.L. Switchback (Carbon Spur)		
Carbon Limestone Co.....	Concrete Beams, Tipple and Loading Chutes.....	Roasting Track.
	Conveyor & Loading Chutes.....	Empty Track.
	Loading Chutes.....	Dust Track.
	Conveyors.....	Loading Tracks.
	Bell Telephone Wire.....	Carbon Hill Track.
	Door Frame & Loading Chute.....	Brick Yard Track.



Location	Description	Track Name or Number
<b>JOHNSON SPUR</b>		
Michigan Limestone Co.	Crusher Plants	Johnson Spur Track, Screening Track, 3 Load, Flux Track, oversize Track, 2 Load.
	Conveyor Braces	Screening Track, 3 Load.
<b>YOUNGSTOWN BRANCH</b>		
0.04 Mile west of Struthers	Struthers Highway Bridge	Main Track.
0.04 Mile west of Struthers	Telephone Wires attached to Struthers Highway Bridge	Main Track.
0.06 Mile west of Struthers	Telephone Wires	Main Track.
<b>L.E. &amp; E. R.R.</b>		
0.23 Mile west of Graham	Wire on Sheet & Tube Highway Bridge	All Main Tracks.
Republic Steel Corp.	Pipes	30—1, 2, 3 Main.
Youngstown, Ohio	High Tension Cables	25
	Mahoning River Bridge	100—1 Main Track.
	Conveyor	18, 21, 24.
	Center St. Bridge	104—2, 3 Main Tracks.
	Roof Overhang	139
	Tipple	21, 23, 24.
	Quenching Building	25.
	Door Frames	37, 41, 42, 161, 162.
	Power Wires	30—1, 2 Main Tracks.
	Coal Unloader	14.
1.43 Mile west of Graham		
Holub Iron & Steel Co.	Communication Line	Over Lead or No. 1 Track to Industry.
0.23 Mile west of Cedar St.	South Avenue Bridge	All Main Tracks.
2.01 Miles west of Cedar St.	St. Clair Avenue Bridge	All Main Tracks.
2.07 Miles west of Cedar St.	Crescent Street Bridge	All Main Tracks.
U. S. Steel Co. (Ohio Works),	Platform	Cinderella lead.
Youngstown, Ohio	Telephone Wires and Cables	Lead to Flue Dust Field, New Low Grade Track, Old Low Grade Track, Shear Tracks 1 and 2, Lead to Shear Tracks, Heavy Lumber Yard Track, Lumber Yard Track.
	Power Wires	Lead to Flue Dust Field, Old Low Grade Track, Openhearth Charging Floor Track, Openhearth Gas Producer Main Track, Stock House Trestle Track, New 43" Gas Producer Track, Shear Tracks 1 and 2, Lumber Yard Track.
	Door Frames	Cast House Track, Gas Power House Track, Gas Blowing Room Track, Ladle House Track, Lead to Westend Openhearth, Openhearth Mixer Track, Openhearth Charging Floor Track, Openhearth Gas Producer Main Track, Stock House Trestle Track, Scale Track No. 2, 40" Spur Track, 40" Low Grade Track, Openhearth Gas Producer Storage Track, Bar Piler Track.
	Crane Cabs	Openhearth Mixer Track, Openhearth Charging Floor Track, 40" Spur Track, 40" Low Grade Track, Stockhouse Low Grade Track, Bar Piler Track, New 4" Track, Bessemer Trestle Track.
	Roof Truss	Openhearth Gas Producer Track.
	Lights	Boiler House Tracks 8 and 9, Bessemer Trestle Track, Openhearth Gas Producer Main Track.
	Pipe Bridges	Boiler House Tracks 8 and 9, Lead to West End Openhearth Gas Producer Track, Hot Metal Track to Openhearth Mixer Track, Old 43" Gas Producer Track.
	Conveyor	Openhearth Ash Tracks, Openhearth Gas Producer Main Track.
	Cranes	Furnace Trestle Track No. 1, Bessemer Mold Yard Track, Lead to West End Openhearth, Stock House Trestle Bar Piler Track.
	Girders	Openhearth Charging Floor, Pollock Track, Openhearth Gas Producer Main Track.
	Pipes	Gas Blowing Room Track, Pollock Track, Boiler House Track No. 9, Ladle House Track, Furnace Yard Lead, Openhearth Charging Floor Track, Stock House Trestle Track, Old Low Grade Track.
	Underpass	Crossover Furnace Yard Lead to Westend Openhearth Lead.

Location	Description	Track Name or Number
U. S. Steel Co. (Ohio Works)	Hopper House	Openhearth Gas Producer Main.
Youngstown, Ohio	Chutes	Pig Machine Lead, Pollock Track, Sintering Plant Spur (Hillside).
	Car Shaker	Boiler House Track No. 8.
	Guy Wire	Openhearth Gas Producer Main Track.
Youngstown Sheet & Tube Co.	Crane Girder	1, 2.
Brier Hill Plant.	Foot Bridge	1.
	Light Shade	2
	Chute (in down position)	3.
	Roof Overhang	Emergency Quencher Track.
	Pushing Machines	8.
	Telephone Wire	8, 300, River Track.
	Steam Pipe	8.
	Power Wires	8, L. E. & E. Connecting Track.
	L. E. & E. R. R. Bridge	River Track.
	Sprays	314.
	Door Frame	316.
<b>YOUGHIOGHENY SUBDIVISION</b>		
0.09 Mile east of Pittsburgh	Smithfield St. Bridge	All Tracks.
0.13 Mile east of Pittsburgh	Door in Power House	P. & L. E. Power House Side Track.
0.37 Mile east of Pittsburgh	Mono-Rail Crane	Standard Machine Supply Side Track.
0.42 Mile east of Pittsburgh	Cement Hopper Roof	Keystone Sand Co. Side Track.
0.47 Mile east of Pittsburgh	Doorway, Monorail Cranes Girder	5 Pittsburgh Terminal Warehouse.
0.47 Mile east of Pittsburgh	Doorway, Monorail Cranes Pipe	4 Pittsburgh Terminal Warehouse.
0.49 Mile east of Pittsburgh	Doorway, Monorail Cranes	2, 3 Pittsburgh Terminal Warehouse.
0.56 Mile east of Pittsburgh	Doorway, Crane Girder and overhead light	Truscon Steel Company.
0.63 Mile east of Pittsburgh	Doorway	Westinghouse Track.
0.65 Mile east of Pittsburgh	Power Wire	68 A. M. Byers.
0.75 Mile east of Pittsburgh	Doorways	64, 65, 66 A. M. Byers.
0.76 Mile east of Pittsburgh	Overhead Building and Coal Chutes	63 A. M. Byers.
0.76 Mile east of Pittsburgh	Overhead Building	62 A. M. Byers.
0.84 Mile east of Pittsburgh	Building Overhang	2 Equitable Gas Company.
0.86 Mile east of Pittsburgh	Crane Cab	51 Mackintosh Hemphill Co.
0.88 Mile east of Pittsburgh	Doorway and Power Wires	50 Mackintosh Hemphill Co.
1.09 Mile east of Pittsburgh	Tell Tale Support	Whitehall Lead.
1.24 Mile east of Pittsburgh	Doorway, Pipes, Telephone Wires, Overhead Walk and Crane Girder	PESCO Siding
1.34 Mile east of Pittsburgh	Power Wires	10 Chatfield-Woods Co.
1.38 Mile east of Pittsburgh	Doorway	1 J. Eichleay Co.
1.44 Mile east of Pittsburgh	Doorway and Truss	Levinson Steel Co.
0.14 Mile east of 22nd St.	22nd St. Bridge	8 Freight House Track, Houston Starr Side Track, Republic Gas Co. Side Track.
0.29 Mile east of 22nd St.	Mon.-Conn. R. R. Bridge	All Tracks.
0.38 Mile east of 22nd St.	J. & L. Tunnel	All Tracks.
0.72 Mile east of 22nd St.	Mon. Conn. R. R. Bridge	All Tracks.
0.02 Mile east of BK	Telephone Wires	Pocket Track.
0.45 Mile east of CS	P. R. R. Bridge	All Tracks.
0.57 Mile east of CS	Allegheny Co. Hwy. & St. Ry. Bridge	All Tracks.
0.67 Mile east of CS	Harbison-Walker Refr. Co. Ash Hoist	Door 13 Loading Tracks No. 1 and 2.
0.47 Mile east of Homestead	Union Railroad Bridge	All Tracks.
0.85 Mile east of Homestead	Mon. River Br. Truss	All Tracks.
Bethlehem Steel Co.		
0.28 Mile west of Rankin	Doorways	1, 4, 7, 8, 12.
	Tunnel under Building	5, 6.
	Crane Runway	5, 6.
	Brick Overhead Walk	5.
0.07 Mile west of Rankin	Fire Box Wire and Telephone Wire	Mole Contractor Side Track
0.02 Mile west of Rankin	Doorway, Electric Wires, Wire to Fire Box	Acheson Side Track.
0.05 Mile east of Rankin	Doorway	1, 2. Wilson Snyder Co.
	Crane Cab	2. Wilson Snyder Co.
0.07 Mile east of Rankin	Doorways	1. American Chain Co.
	Guy Wire	1, 3. American Chain Co.
0.12 Mile east of Rankin	Electric Wire	Rutters Side Track.
0.51 Mile east of Rankin	I-Beam	3. American Chain Co.
0.10 Mile west of Braddock	Steel Cable, Electric Wire, Wood Platform Overhang, & Steel Support	McCrary-Rodgers Side Track.
0.03 Mile west of Braddock	Doorway	Scrap Track, Shipping Track, Specialty Steel Products
BV Jct.	Yough. River Bridge	All Tracks.
0.12 Mile east of B. V. Jct.	5th Ave. Bridge, Jerome St.	All Tracks.
0.55 Mile west of MB.	15th St. Hwy. Bridge	All Tracks.



Location	Description	Track Name or Number
Kelsey-Hayes Wheel Co.		
0.37 Mile west of MB.	Chip Hopper.....	West 1 Track.
	Doorway, Overhead Crane, Tell-Tale..	3, 7.
	Overhead Walk.....	5.
2.27 Mile east of MB.	Highway Bridge.....	All Tracks.
1.48 Mile west of Jacobs Creek	Highway Bridge.....	All Tracks.
0.80 Mile west of Jacobs Creek	Coal Tipple (Banning 3 Mine).....	Loading Tracks 1 and 2 and connecting track.
0.66 Mile east of Jacobs Creek	Coal Conveyors.....	1, 2, 3, Banning 1 Mine and Old Eastward Main Track.
0.85 Mile east of Fuller	Highway Bridge.....	All Tracks.
0.23 Mile west of Dickerson Run	Guy Wire and Platform.....	Turntable Track.
0.06 Mile east of Dickerson Run	Highway Bridge.....	All Tracks.
1.64 Mile west of Crossland	Wire Crossing.....	1 Track, Wood Preserving Plant.

BRANCHES

ELWELL BRANCH

0.02 Mile East of Whitsett Jct.	Bell Telephone Wires.....	Main Line.
0.81 Mile East of Perryopolis	Bell Telephone Cable.....	Main Line.

MONONGAHELA SUBDIVISION

0.04 Mile East of B.V. Junction	Tell Tale.....	Eastward & Westward Main.
0.11 Mile East of B.V. Junction	Light Wires.....	Duquesne Light Side Track.
0.20 Mile East of B.V. Junction	Bell Telephone Wires, Duquesne Light Co. Wires and Ind. Power Wires...	McKeesport Lumber Side Track.
0.65 Mile East of B.V. Junction	Bell Telephone & Duquesne Light Co. Wires.....	Gulf Oil Side Track.
0.78 Mile West of Glassport	Bell Telephone Wires.....	Eastward & Westward Main, Coslov Side Track.
0.78 Mile West of Glassport.	Doorway.....	Coslov Side Track.
Pittsburgh Steel Foundry Company		
Glassport	Doorway.....	1 Defense, 1 & 2 Machine Shop Tracks & 1 Foundry Track..
	Pipes.....	2 Defense Track.
	Crane.....	3, 4, 5 & 1 Defense Track.
	Doorway and Crane.....	4 East End Steel Foundry Track.
0.12 Mile East of Glassport	Light Wires, Telephone Wires, Over-head Walk, Power Cables.....	U. S. Glass Co. Sand Track.
0.12 Mile East of Glassport	Power Wires.....	U. S. Glass Co. Loading Track.
0.25 Mile East of Glassport	Duquesne Light Wires & Duquesne Light Cable.....	Glassport Lumber Side Track.
0.31 Mile East of Glassport	Beams, Crane Cab.....	American Barge Line Track.
0.31 Mile East of Glassport	Beams, Doorway, Corrugated Sheeting and Crane Cabs.....	Copperweld 1 Track.....
0.31 Mile East of Glassport	Beams, Gas Pipe, Doorway and Power Wires.....	Shipping Track 1.....
0.31 Mile East of Glassport	Barge Loader Beams with Power Wires attached.....	Shipping Track 2.....
0.91 Mile East of Glassport	P&LE Communication Wires and Cross-arm.....	2 Running Track.

Location	Description	Track Name or Number
0.28 Mile West of Wylie	P&LE Communication Wires.....	Howell Bros. Side Track.
0.04 Mile West of Wylie	Bell Telephone Wires.....	Wylie Station Side Track.
0.03 Mile West of Wylie	Bell Telephone Wire.....	Wylie Station Side Track.
0.10 Mile East of Wylie	Bell Telephone Wire.....	Eastward and Westward Main.
0.20 Mile East of Wylie	Industry Power and Communication Wires.....	Swift Homes Side Track.
0.04 Mile West of Elizabeth	Bell Telephone Wires, Bell Telephone Cable and Guy Wire.....	Main Track.
0.03 Mile West of Elizabeth	Power Wires.....	2 Station Side Track.
0.26 Mile East of Monongahela	Crane Runway and Light Wires.....	Liggett Shipping Track.
0.47 Mile East of Monongahela	Doorway & Overhead Girders in Bldg. and Crane.....	Coshocton Shipping Track.
0.47 Mile East of Monongahela	Light Wires.....	Coshocton Hill Track.
0.39 Mile West of WR	Highway Bridge.....	All Tracks.
0.35 Mile West of WR	Power Wires.....	House Track and Team Track.
Page Steel & Wire Division of American Chain & Cable Co.		
0.96 Mile West of Monessen	West Penn Power Wire.....	Lead Track.
	Tell-tale supports and doors to Warehouse "A".....	1 Shipping Track.
	Door.....	2 Shipping Track.
	Building canopy, pipes, water spout, and crane.....	Main Track.
	Clam Shell.....	Ash Spur.
	Crane and Power Wires.....	Lumber Spur.
	Crane.....	Billet Yard Track.
0.65 Mile West of Monessen	P&LE Communication Wires.....	Johnson Lumber Side Track.
0.58 Mile West of Monessen	P&LE Communication Wires.....	Johnson Flour Side Track.
0.52 Mile West of Monessen	Bell Telephone Wire.....	Eastward & Westward Main & Shepler West Yard Ext. Track.
0.44 Mile West of Monessen	P&LE Communication Wires.....	Lead to Freight House Tracks, 2 Freight House Track.
0.39 Mile East of Monessen	Ind. Telephone and Power Wires.....	Pittsburgh Steel Co. Lead and 11th St. Extension Track.
0.64 Mile East of Monessen	Pipe Line Bridge.....	Pittsburgh Steel Co. Lead.
0.09 Mile West of Belle Vernon	P&LE Communication Wires.....	Main Track.
0.85 Mile West of Newell	Power Wires.....	West Outbound Engine Lead, 1 & 2 Shop Track Lead, Lead to new Diesel Shop.
0.77 Mile West of Newell	Doorways.....	All Engine Tracks.
0.72 Mile West of Newell	Coal Chute and Sand Pipe.....	Eastbound and Inbound Engine Leads.
0.72 Mile West of Newell	Beam.....	Inbound Engine Lead.
0.72 Mile West of Newell	Ash Chute and Light Wires.....	Coal Dock Track.
General Chemical Co.		
0.27 Mile West of Newell	Light Wires.....	3, and Lead in Track.
	Bell Telephone Wires.....	7.
	Pipes.....	2, 3, 7 and Lead in Track.
	Acid Spouts.....	2, 7 and Lead in Track.
	Doorways.....	6, Hill Trestle Track and River Trestle Track.
0.30 Mile West of Newell	Light Wires.....	Caboose Track and Shop Track Lead.
0.27 Mile West of Newell	P&LE Communication Wires.....	Trestle Track Lead.
0.24 Mile West of Newell	Guy Wire.....	Worktrain Track and West Running Track.
0.24 Mile West of Newell	Footbridge.....	All Tracks.
0.97 Mile East of Newell	P&LE Communication Wires.....	All Tracks.

BRANCHES

SPEERS RUN BRANCH

0.20 Mile West of Somers No. 1 Mine	Bell Telephone Wire.....	Main Track.
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A. J. HENDERSON, Superintendent.

H. F. DICKSON, Assistant Superintendent

S. J. FUNKHOUSER, Assistant Superintendent-Labor Relations

W. P. FRENCH,  
Terminal Train Master

P. R. FUNKHOUSER  
Chief Train Dispatcher

J. A. McCONNELL  
W. D. CARNAHAN } Train Masters

F. A. MUELLER  
A. S. ROUSH } Assistant Chief  
H. F. PRESTON } Train Dispatchers

L. C. CUNNINGHAM,  
Supervisor of Train and Engine Crews

S. P. HAWTHORNE  
C. F. FULKERSON  
W. H. FRAYER  
J. P. STAROLIS  
R. E. COLLIE  
W. J. ZANGE  
E. C. MCGINNIS  
G. A. WILSON  
J. F. SIMPSON  
C. J. LUKENAS  
W. SCHAUKOWITSCH  
B. H. MORRISON  
R. J. EBERLE } Train  
Dispatchers

W. T. STOEBER  
H. B. CORBETT  
J. W. O'DONNELL } Road Foremen

E. G. BRISBIN  
Chief Engineer

C. H. DERNER  
Master Mechanic-Locomotive

A. B. BJORK  
Master Mechanic-Car

# PITTSBURGH TO YOUNGSTOWN—WESTWARD—ABS

Mile Post	STATIONS	FIRST CLASS									
		19	17	7	263	267	273	277	9	5	
		B. & O.	B. & O.	B. & O.					B. & O.	B. & O.	
		The Ambassador Passenger	Cleveland Night Express Passenger	The Shenandoah Passenger	College Local Passenger	Youngstown Local Passenger	The Steel King Passenger	The Pittsburgh- Buffalo Express Passenger	Chicago Express Passenger	The Capitol Limited Passenger	
		DAILY	DAILY	DAILY	DAILY EXCEPT Sunday & Holidays	DAILY EXCEPT Sat. Sun. & Holidays	DAILY	DAILY	DAILY	DAILY	
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	PITTSBURGH	12.20	4.05	6.10	3.05	4.20	5.00	9.00	9.15	11.25	
3.5	McKEES ROCKS	12.25	4.10	6.15	\$ 3.11	\$ 4.27	5.05	9.05	9.20	11.30	
5.7	FM	12.27	4.12	6.17	3.13	4.29	5.07	9.07	9.22	11.32	
8.9	TCS No. 3 TRACK } GROVETON				F 3.17						
10.0	TCS } MONTOUR JCT.					\$ 4.35					
10.6	TCS } CORAOPOLIS				\$ 3.21	\$ 4.38	\$ 5.15	\$ 9.15			
11.7	TCS No. 3 TRACK } KENDALL										
14.7	TCS } GLENWILLARD					\$ 4.44					
18.1					\$ 3.30						
19.1					\$ 3.35	\$ 4.51	\$ 5.26	\$ 9.25			
20.3		12.44	4.29	6.34	\$ 3.39	\$ 4.54	5.27	9.26	9.39	11.49	
22.5	DF										
23.4											
24.5	TCS } COLONA				\$ 3.47	\$ 5.00					
25.8	TCS } MONACA				\$ 3.51	\$ 5.04	\$ 5.34	\$ 9.35			
27.9					\$ 3.55						
29.2					\$ 3.59	\$ 5.10	\$ 5.40	\$ 9.41			
29.5	PO										
31.2	TCS No. 3 TRACK } COLLEGE	12.56	4.41	6.46	\$ 4.05	\$ 5.14	5.43	9.44	9.51	12.01	
32.8	TCS } EG										
38.0	TCS No. 3 Track TCS } RP										
40.8				6.56		\$ 5.25	\$ 5.54	\$ 9.55	10.02		
43.4		1.10	4.55	7.00					10.08	12.15	
46.6											
47.3						\$ 5.34	\$ 6.04	\$ 10.05			
55.1						5.42	6.14	10.15			
57.2	TCS } LOWELLVILLE										
58.3	TCS } LOWELLVILLE JCT.										
60.3						5.48	6.23	10.21			
62.7	TCS No. 1 Track TCS } STRUTHERS					5.51	6.26	10.25			
64.2						5.58		10.30			
64.4											
64.5											
64.9							6.35				
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	

No. 7 and No. 9 stop at Wampum to discharge passengers from points east of McKeesport destined Ellwood City and to receive passengers from Ellwood City for New Castle and beyond.

No. 267 will use No. 1 Track N to Youngstown NYC Station.

The term "Holidays" as used in this Time Table applies only to May 30, July 4 and September 4.



## YOUNGSTOWN TO PITTSBURGH—EASTWARD—ABS

Miles from Youngstown	STATIONS	FIRST CLASS									
		6	268	266	280	8	274	32	10	20	
		B. & O.	The College-Pittsburgh Local	Youngstown Pittsburgh Express	The Buffalo-Pittsburgh Express	The Shenandoah	The Steel King	EXPRESS	Washington Express	The Ambassador	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	EXPRESS	Passenger	Passenger	
		DAILY	DAILY EXCEPT Sunday & Holidays	DAILY EXCEPT Sat. Sun. & Holidays	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	
0.4	YOUNGSTOWN E-L STATION										
0.5	HIMROD										
0.7	NK										
2.2	YOUNGSTOWN NYC STATION			5.30	6.03						
4.6	N			5.34	6.06		8.52				
6.6	STRUTHERS			5.37	6.09		8.55				
7.7	LOWELLVILLE JCT.										
9.8	LOWELLVILLE										
17.6	CA			5.42	6.16		9.00				
18.3	NEW CASTLE			S 5.54	S 6.26		S 9.12				
21.5	NEW CASTLE JCT.										
24.1	MO	12.42				7.20		11.57	9.37	11.52	
26.9	WAMPUM			S 6.01	S 6.34	7.23	S 9.20		9.41		
32.1	RP										
33.7	EG										
35.4	COLLEGE	12.55	5.30	S 6.13	6.45	7.33	9.32	12.11	9.52	12.05	
35.7	PO										
37.0	B. FALLS - N. BRIGHTON		S 5.35	S 6.18	6.48		S 9.35				
39.1	FALLSTON		S 5.38	S 6.21							
40.4	BEAVER		S 5.44	S 6.25	6.53		S 9.42				
41.5	MONACA		S 5.48	S 6.29							
42.4	COLONA										
44.6	DF										
45.8	WEST ALIQUIPPA	1.07	S 5.56	S 6.35	7.00	7.46	9.48	12.25	10.06	12.17	
46.8	ALIQUIPPA		S 5.59	S 6.38	7.03		S 9.51				
50.2	WEST ECONOMY		S 6.03								
53.2	GLENWILLARD		F 6.08								
54.3	KENDALL										
54.9	CORAOPOLIS		S 6.15	S 6.49	7.13		S 10.03				
56.0	MONTOUR JCT.		S 6.18	S 6.52							
59.2	GROVETON		F 6.20								
61.4	FM	1.25	6.24	6.59	7.21	8.02	10.10	12.42	10.22	12.35	
64.9	McKEES ROCKS	1.27	S 6.27	S 7.03	7.23	8.04	10.12	12.44	10.24	12.37	
	PITTSBURGH	S 1.32	6.35	7.10	7.30	S 8.10	10.20	S 12.52	S 10.30	S 12.42	
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	

No. 280 stop Saturday, Sunday and Holidays only at Beaver Falls-New Brighton, Beaver, Aliquippa and Coraopolis. Stop daily except Saturday, Sunday and Holidays at Beaver Falls-New Brighton, Beaver, Aliquippa, and Coraopolis to discharge revenue passengers from Wampum and beyond.

No. 8 and No. 10 stop at Wampum to discharge passengers from New Castle and beyond destined Ellwood City, and to receive passengers from Ellwood City for points east of McKeesport.

The term "Holidays" as used in this Time Table applies only to May 30, July 4 and September 4.

## CONNELLVILLE TO PITTSBURGH—WESTWARD—ABS

Miles from Connellsville	STATIONS	FIRST CLASS					
		17	7	21	9	5	19
		B. & O.	B. & O.	B. & O.	B. & O.	B. & O.	B. & O.
		Cleveland Night Express Passenger	The Shenandoah Passenger	Daylight Speedliner Passenger	Washington-Pittsburgh-Chicago Express Passenger	The Capitol Limited Passenger	The Ambassador Passenger
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
1.7	CONNELLVILLE						
2.5	CROSSLAND						
5.6	BROADFORD JCT.						
7.0	DICKERSON RUN						
13.9	DR.						
15.5	FULLER						
17.5	WHITSETT JCT.						
25.2	JACOBS CREEK						
28.9	WEST NEWTON						
41.5	DOUGLASS						
43.0	MB						
43.3	BV						
43.6	McKEESPORT						
48.5	MK	3.20	5.23	3.56	8.23	10.46	11.30
51.4	BRADDOCK		5.31		8.31		
51.6	HOMESTEAD						
53.6	HM						
54.6	CS						
55.5	BK	3.36	5.43	4.13	8.42	11.03	11.47
56.2	DU						
58.3	H						
	PITTSBURGH	S 3.45	S 5.50	4.20	S 8.50	S 11.10	S 11.55
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

No. 7 and No. 9 stop at Braddock to discharge passengers from points east of McKeesport and to receive passengers for New Castle and beyond.

## PITTSBURGH TO CONNELLVILLE—EASTWARD—ABS

Mile Post	STATIONS	FIRST CLASS					
		20	6	8	22	32	10
		B. & O.	B. & O.	B. & O.	B. & O.	B. & O.	B. & O.
		The Ambassador Passenger	The Capitol Limited Passenger	The Shenandoah Passenger	Daylight Speedliner Passenger	EXPRESS	Washington Express Passenger
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
2.1	PITTSBURGH	1.00	1.35	8.30	10.30	1.12	10.55
2.8	H						
3.7	DU						
4.8	BK	1.07	1.42	8.36	10.37	1.19	11.02
6.7	CS						
6.9	HM						
9.8	HOMESTEAD						
14.7	BRADDOCK			8.47			11.13
15.0	MK	1.25	2.00	8.57	10.53	1.37	11.23
15.3	McKEESPORT						
16.8	BV						
29.4	MB						
33.1	DOUGLASS						
40.8	WEST NEWTON						
42.8	JACOBS CREEK						
44.4	WHITSETT JCT.						
51.3	FULLER						
52.7	DR.						
55.8	DICKERSON RUN						
56.6	BROADFORD JCT.						
58.3	CROSSLAND						
	CONNELLVILLE						
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.

No. 8 and No. 10 stop at Braddock to discharge passengers from New Castle and beyond and to receive passengers and U. S. Mail for points east of McKeesport.



BV AND BROWNSVILLE—ABS  
WESTWARD EASTWARD

Miles from Brownsville	STATIONS	Mile Post
39.9	BV	15.0
38.1	US	16.8
37.3	GLASSPORT	17.6
33.2	WYLIE	21.7
32.7	WI	22.2
32.5	TCS { ELIZABETH	22.4
23.7	MONONGAHELA	31.2
19.0	WR	35.9
16.1	MONESSEN	38.8
13.9	EO	41.0
12.8	TCS { SPEERS JUNCTION	42.1
12.5	BELLE VERNON	42.4
7.2	RO	47.7
5.5	NEWELL	49.0
4.7	TCS { NE	50.2
3.4	NI	51.5
1.0	BROWNSVILLE JUNCTION	53.9

Youngstown Branch—ABS

Miles From Struthers	STATIONS
0 0	Struthers
0.6	Graham (L. E. & E. R. R.)

Lowellville Branch—TCS

Miles From Lowellville Junction	STATIONS
0 0	Lowellville Junction
0.5	Bentley

Mahoning State Line Railroad

Miles From Bentley	STATIONS
0 0	Bentley
3.0	Shaw Junction
3.3	Hillsville
3.8	Johnson

Walford Branch

Miles From Shaw Junction	STATIONS
0 0	Shaw Junction
3.3	Walford

The Lake Erie & Eastern Railroad—ABS

Miles from Graham	STATIONS
0 0	Graham
1.5	Lansingville (Yard Office Bldg.)
3.2	Cedar Street
8.3	Girard Tower

New Castle Branch

Miles from New Castle Junction	STATIONS
0 0	New Castle Jct.
1.7	Gardner Ave.
2.9	New Castle

Ferrona Branch

Miles from Gardner Avenue	STATIONS
0 0	Gardner Ave.
1.2	New Castle
11.9	Pulaski
16.9	West Middlesex
19.9	Wheatland
20.9	Farrell
22.4	Sharon (State Street)
23.4	Ferrona

Ellwood City Branch

Miles From W. Ellwood Junction	STATIONS
0 0	W. Ellwood Jct.
0.4	Ellwood City Branch Jct.
1.5	Park Gate
3.0	Ellwood City

Koppel Branch

Miles From Ellwood City Branch Jct	STATIONS
0 0	Ellwood City Branch Junction
1.5	Koppel

Ohio River Branch

Miles From "DF"	STATIONS
0 0	DF
1.6	Monaca
2.0	OR
4.1	TCS { JT
4.7	Josephstown
5.9	Kobuta

Neville Island Branch

Miles From "FM"	STATIONS
0 0	FM
0.3	Connection with P. C. & Y. Ry.

Speers Run Branch

Miles From Speers Junction	STATIONS
0 0	Speers Junction
1.8	Somers

Elwell Branch

Miles From Whitsett Junction	STATIONS
0 0	Whitsett Junction
1.7	Perryopolis
4.0	Star Junction

WESTWARD SYMBOL FREIGHT TRAINS

STATIONS	191 Dickerson Run McKees Rocks	101 Pittsburgh Youngstown	103 McKees Rocks Youngstown	105 Newell Youngstown	111 Newell Youngstown	109 Newell Ferrona
	PD3-PS10 PC1 MC3 BF9-PF5 PW4	BF9 PW4-PS10-MC3	BF9 PW4-PS10-MC3	BF9 PW4-PS10 MC3	PC1 BF9	PF5
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DICKERSON RUN	2.45					
NEWELL				5.00	5.30	6.00
SHEPLER				5.30	6.00	6.30
				5.40	6.10	6.40
WYLIE				6.20	6.50	7.20
				6.30	7.00	7.30
RIVERTON				7.00	7.30	8.00
				7.15	7.45	8.15
BECKS RUN				7.45	8.15	8.45
				8.00	8.30	9.00
PITTSBURGH		6.30				
McKEES ROCKS	5.45		7.30	8.45	9.15	9.30
	6.00			9.15	9.30	10.00
IVANHOE			7.45		9.45	10.15
			8.00		9.55	10.25
ALQUIPPA	6.30	7.10	8.30	9.45	10.25	10.45
	6.35	7.35	9.15	10.00	10.50	11 10
COLLEGE		7.55			11.15	11.30
		8.20			11.35	11.55
NEW CASTLE JCT.		9.00			12.15	12.45
		9.15			12.30	1.30
FERRONA						2.45
GATEWAY YARD	7.30	10.30	11.00	11.15	1.30	
	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.

EASTWARD SYMBOL FREIGHT TRAINS

STATIONS	190 Youngstown to Dickerson Run	174 Youngstown to Pittsburgh	178 Youngstown to Newell	192 Youngstown to Dickerson Run
	WM6	GP1	GP1	WM2
	DAILY	DAILY	DAILY	DAILY
LEAVE	A. M.	A. M.	A. M.	P. M.
GATEWAY YARD	1.15	1.30	3.30	5.15
NEW CASTLE JCT.	2.00	2.15	4.00	
COLLEGE	2.30	3.00	4.30	
ALQUIPPA	2.50	3.45	5.00	
McKEES ROCKS	4.30			8.15
PITTSBURGH		6.00		
BECKS RUN	4.45	6.30		8.45
HOMESTEAD			7.00	
PORT PERRY				
RIVERTON	5.20		7.30	9.30
DICKERSON RUN	9.30			11.30
GLASSPORT			8.00	
MONESSEN			9.00	
NEWELL			11.45	
	A. M.	A. M.	A. M.	P. M.

For information only; not conferring time table superiority.



YOUNGSTOWN TO PITTSBURGH						PITTSBURGH TO CONNELLSVILLE					
STATIONS	Miles from Pitts- burgh	Office Calls	*Train Order Office	*Manual Block Station	Rule 221	STATIONS	Miles from Pitts- burgh	Office Calls	*Train Order Office	*Manual Block Station	Rule 221
Youngstown.....	64.9	XD				Pittsburgh.....	0.0	DI	*		
E-L Station						Open Day and Night					
(Open Day and Night						DE.....		DE			
Himrod (E-L R. R.)..	64.5					Open Day and Night					
NK (E-L R. R.).....	64.4					H.....	2.1				
Youngstown.....	64.2	UY				DU.....	2.8				
NYC Station						BK.....	3.7	BK	*		221-B
N.....	62.7					Open Day and Night					
Struthers.....	60.3					CS.....	4.8				
RS.....	59.8	RS	*		221-B	HM.....	6.7				
Open Day and Night						Homestead.....	6.9				
VR.....	58.9					Braddock.....	9.8				
Lowellville Jct.....	58.3					MK.....	14.7	MK	*		
V.....	57.6					Open Day and Night					
Lowellville.....	57.2					McKeesport—BV.....	15.0	BV	*	*	
CA.....	55.1					Open Day and Night					
New Castle.....	47.3					MB.....	16.8				
New Castle Jct.—J....	46.6					Douglass.....	29.4	DO	*	*	221-A
SD.....	44.9					Open 7:00 A.M. to					
West Pittsburgh.....	44.6					3:00 P.M. Daily					
MO.....	43.4					Except Sat., Sun.					
Wampum.....	40.8					and Holidays.					
RK.....	40.7					West Newton.....	33.1				
RP.....	38.0					Jacobs Creek.....	40.8				
West Ellwood Jct.....	36.7					Whitsett Jct.....	42.8				
EG.....	32.8					Fuller.....	44.4	FR	*		
College—CO.....	31.2					Open 6:30 A.M. to					
PO.....	29.5					2:30 P.M. Daily					
Beaver Falls—						Except Sat., Sun.					
New Brighton.....	29.2					and Holidays.					
Fallston.....	27.9					DR.....	51.3				
Beaver.....	25.8					Dickerson Run—MC...	52.7	MC	*	*	
Monaca.....	24.5					Open Day and Night					
Colona.....	23.4					Broadford Jct.....	55.8				
DF.....	22.5					Crossland.....	56.6				
West Aliquippa—QA...	20.3	QA	*		221-B	Connellsville—CV.....	58.3	CV	*		
Open Day and Night						Open Day and Night					
Aliquippa.....	19.1										
WE.....	18.3										
West Economy.....	18.1										
South Heights.....	16.2										
Glenwillard.....	14.7										
Kendall.....	11.7										
K.....	11.5										
Coraopolis.....	10.6										
Montour Jct.....	10.0										
MR.....	9.8										
Groveton.....	8.9										
FM.....	5.7	FM	*		221-B						
Open Day and Night											
OB.....	4.2										
McKees Rocks—CH...	3.5	CH	*		221-B						
Open Day and Night											
DX.....	0.2	DX	*		221-B						
Open Day and Night											
Pittsburgh.....	0.0	DI	*								
Open Day and Night											
DE.....	0.0	DE									
Open Day and Night											
						BV TO BROWNSVILLE JCT.					
						BV.....	15.0	BV	*		221-B
						Open Day and Night					
						US.....	16.8				
						Glassport.....	17.6				
						Wylie.....	21.7				
						WI.....	22.2				
						Elizabeth.....	22.4				
						Monongahela.....	31.2				
						WR.....	35.9				
						Monessen.....	38.8				
						EC.....	41.0				
						Speers Jct.....	42.1				
						Belle Vernon.....	42.4				
						RC.....	47.7				
						Newell—MH.....	49.0	MH	*		
						Open 7:00 A. M. to					
						11:00 P. M.....					
						NE.....	50.2				
						NI.....	51.5				
						Brownsville Jct.....	53.9				

### LIST OF STATION NUMBERS, STATIONS AND CONNECTIONS

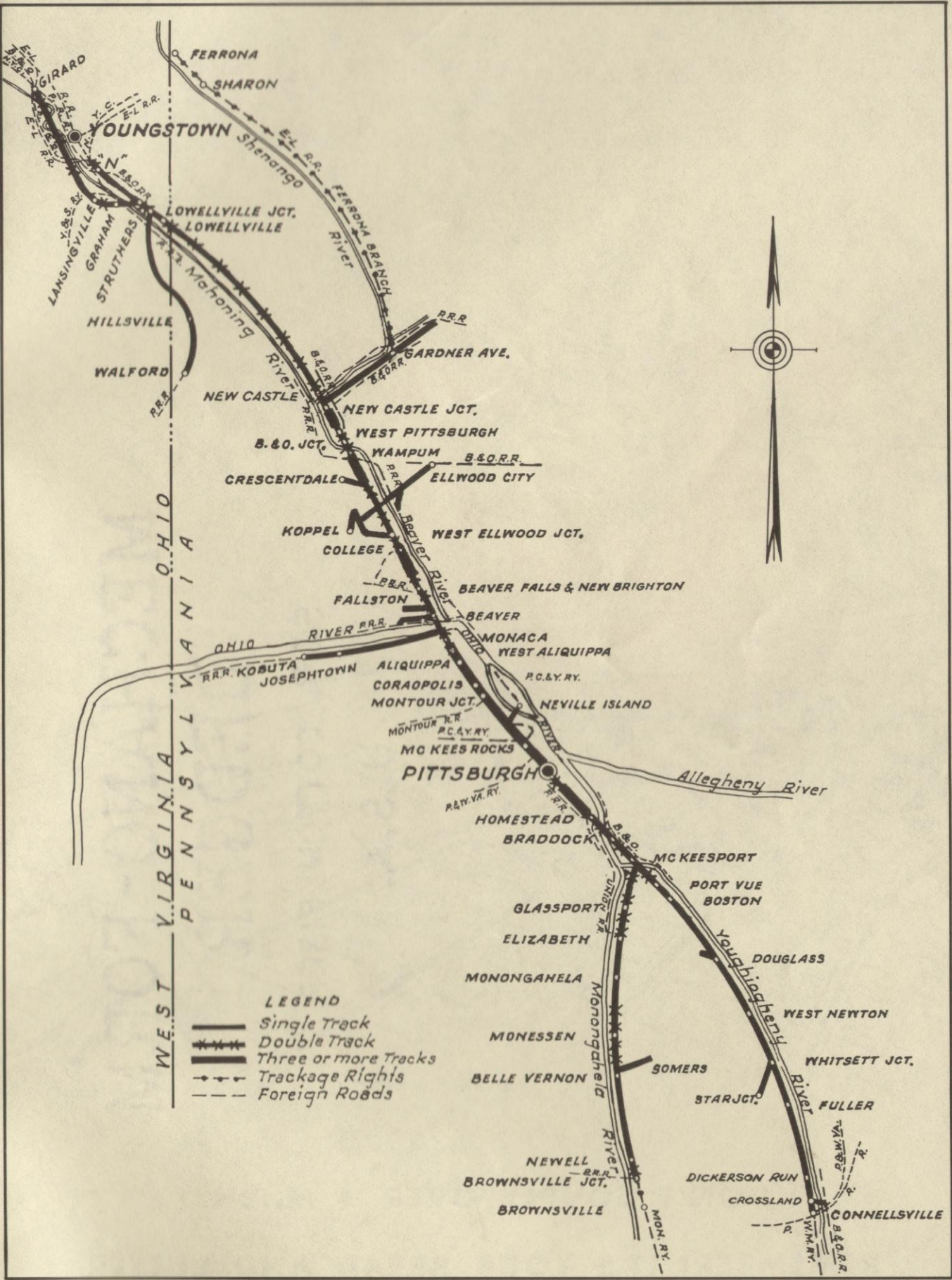
Station Number	STATION	Station Number	STATION	Station Number	STATION	Station Number	STATION
<b>YOUNGSTOWN TO PITTSBURGH 23RD STREET</b>		<b>LOWELLVILLE BRANCH</b>		<b>OHIO RIVER BRANCH</b>		70118 Dickerson Run	
70000 Youngstown		70007 Lowellville Jct. (71000)		70041 Monaca (77000)		70121 Adelaide	
70001 New York Central Jct. . . . *NYC(14038)		71001 Bentley		77003 Josephstown		70121 Broadford Jct.	
70002 Youngstown (Receiving Yard)		<b>MAHONING STATE LINE R. R.</b>		77004 Poor Farm		70122 West Yough Transfer	
70005 Youngstown (Departure Yard)		71004 Shaw Jct.		77005 Kobuta . . . . . PRR		70123 Connellsville	
70007 Lowellville Jct.		71004 Hillsville					
70008 Lowellville				<b>NEVILLE ISLAND BRANCH</b>		<b>ELWELL BRANCH</b>	
70009 Ohio-Pennsylvania State Line		<b>WALFORD BRANCH</b>		70059 P.&O.V. Jct. (78000)		70108 Whitsett Jct. (74500)	
70010 Robinson		71004 Shaw Jct. (72500)		78002 Neville Island . . .	PC&Y PC&Y (via P&OV) P&OV	74502 Perryopolis	
70013 Edenburg		72503 Walford				74504 Star Jct.	
70017 Mahoningtown		<b>NEW CASTLE BRANCH</b>					
70018 New Castle Jct.		70018 New Castle Jct. (72000)		<b>YOUGHIOGHENY SUBDIVISION PITTSBURGH TO CONNELLSVILLE</b>		<b>MONONGAHELA SUBDIVISION BELLE VERNON JUNCTION TO BROWNSVILLE</b>	
70020 West Pittsburgh		72002 New Castle Yard		70067 Pittsburgh 23rd St.		70080 Belle Vernon Jct. (79000)	
70023 Newport		72003 New Castle		70068 Pittsburgh 34th St.		79002 Glassport	
70024 Wampum				70069 Becks Run		79007 Wylie (Clairton)	
70026 Junction, Crescentdale Spur		<b>FERRONA BRANCH</b>		70070 Lucas		79008 Elizabeth	
70028 West Ellwood Jct.		72010 Nashua		70070 Hays		79012 Bunola	
70029 Junction, Ellwood City Branch		72014 Pulaski		70071 Streets Run Transfer		79013 Wallace	
70034 College		72019 West Middlesex		70071 West Homestead		79016 Monongahela	
70035 Beaver Falls		72022 Wheatland		70072 Howard Jct.		79017 Manown	
70037 Fallston		72023 Farrell		70072 Homestead		79020 Webster	
70038 Bridgewater		72024 Sharon		70074 Rankin		79023 Sheppler	
70039 Beaver		72025 Ferrona Yard		70075 Braddock		79024 Monessen	
70041 Monaca				70076 Port Perry		79027 Speers Jct.	
70042 Colona		<b>CRESCENTDALE SPUR</b>		70077 Demmler Transfer		79028 Belle Vernon	
70045 West Aliquippa		70026 Junction, Crescentdale Spur (73000)		70078 Demmler		79030 Fayette City	
70046 Aliquippa		73001 Crescentdale		70079 Riverton		79034 Newell	
70048 West Economy		<b>ELLWOOD CITY BRANCH</b>		70080 McKeesport		79036 East California	
70049 South Heights		70029 Junction, Ellwood City Branch (74000)		70080 Belle Vernon Jct.		79039 Brownsville Jct.	
70051 Glenwillard		74001 Junction, Koppel Branch		70081 Portvue		79040 Brownsville	
70052 Stoops Ferry		74001 Junction, Ellwood Jct. Spur		70083 Sinns			
70053 Kendall		74002 Park Gate		70084 Boston		<b>SPEERS RUN BRANCH</b>	
70054 Coraopolis		74003 Ellwood City . . . B&O		70095 Douglas		79027 Speers Jct. (77500)	
70055 Montour Jct.		<b>ELLWOOD JCT. SPUR</b>		70096 Smithdale		77502 Somers	
70056 Groveton		74001 Junction, Ellwood Jct. Spur (76000)		70098 West Newton			
70059 P.&O.V. Jct.		76001 Ellwood Jct. . . . PRR		70106 Jacobs Creek			
70061 McKees Rocks		<b>KOPPEL BRANCH</b>		70108 Whitsett Jct. (77000) (74500)			
70064 Pittsburgh West End		74001 Junction, Koppel Branch (75000)		70109 Fuller			
70065 Pittsburgh		75001 Koppel		70111 Kier			
(*) Passenger Connection Only.							
<b>L. E. &amp; E. R. R.</b>							
70005 Struthers							
75501 Lansingville							
75508 Brier Hill							



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	0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	2 min. 0 sec.	30.00
0 " 40 "	90.00	0 " 51 "	70.59	1 " 10 "	51.43	2 " 10 "	27.69
0 " 41 "	87.80	0 " 52 "	69.23	1 " 15 "	48.00	2 " 20 "	25.71
0 " 42 "	85.71	0 " 53 "	67.92	1 " 20 "	45.00	2 " 30 "	24.00
0 " 43 "	83.72	0 " 54 "	66.67	1 " 25 "	42.35	2 " 40 "	22.50
0 " 44 "	81.82	0 " 55 "	65.45	1 " 30 "	40.00	2 " 50 "	21.18
0 " 45 "	80.00	0 " 56 "	64.29	1 " 35 "	37.89	3 " 0 "	20.00
0 " 46 "	78.26	0 " 57 "	63.16	1 " 40 "	36.00	3 " 30 "	17.14
0 " 47 "	76.60	0 " 58 "	62.07	1 " 45 "	34.29	4 " 0 "	15.00
0 " 48 "	75.00	0 " 59 "	61.02	1 " 50 "	32.73	5 " 0 "	12.00
0 " 49 "	73.47	1 " 0 "	60.00	1 " 55 "	31.30	6 " 0 "	10.00





MONSTER ON THE RAMPAGE:

**FREIGHT DAMAGE GOBBLES UP RAILROAD DOLLARS**



**DON'T COUPLE OVER 4 M.P.H.**

**REMEMBER! IT'S YOUR BREAD AND BUTTER**