

*Cover*

# THE PENNSYLVANIA RAILROAD

CENTRAL REGION

EASTERN OHIO DIVISION

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## PANHANDLE DIVISION

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### Time-Table No. 13

In effect 12.01 A. M., Sunday, Sept. 25, 1949

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FOR THE GOVERNMENT OF EMPLOYEES ONLY

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EASTERN STANDARD TIME

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W. W. PATCHELL,  
General Manager.

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

J. D. FUCHS,  
General Superintendent.

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

B. W. TYLER,  
Superintendent.

## WHAT IS A PATRON

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

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

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

A Patron is not an outsider to our business – he is part of it.

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

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

Original timetable from the collection of Tim Zukas

scanned by Rob Schoenberg -- robs@railfan.net  
<http://PRR.Railfan.net>  
2021

*Royal House*  
*Outbound - 325-*  
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**CENTRAL REGION**

**EASTERN OHIO DIVISION**

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|--------------|----------------------|---------------|---------------------|--|--------------------------|---|-------|------|
| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                               | Distance from Pittsburgh | Sidings Assigned direction Car Capacity 50 ft. cars |       |      |
|              |                      |               |                     |  |                          | West  | East  | Both |
| X            | X                    | X             |                     | PITTSBURGH (Pgh. Div.).....            | 0.1                      |   |       |      |
|              |                      |               |                     | PH.....                                |                          |   |       |      |
|              |                      |               |                     | DIVISION POST (Pgh. Div.).....         | 0.2                      |   |       |      |
|              |                      |               |                     | FOURTH AVENUE.....                     | 0.5                      |   |       |      |
| X            | X                    | X             |                     | MONON.....                             | 1.0                      |   |       |      |
|              |                      |               |                     | SMITHFIELD ST.....                     | 1.3                      |   |       |      |
|              |                      |               |                     | POINT BRIDGE.....                      | 2.2                      |   |       |      |
|              |                      |               |                     | ELLIOTT.....                           | 3.2                      |   |       |      |
| X            | X                    | X             |                     | COOLISS.....                           | 4.5                      |   |       |      |
|              |                      |               |                     | INGRAM.....                            | 5.4                      |   |       |      |
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|              |                      |               |                     | IDLEWOOD.....                          | 6.7                      |   |       |      |
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|              |                      |               |                     | CH.....                                | 9.4                      |   |       |      |
|              |                      |               |                     | FORT PITT.....                         | 9.8                      |   |       |      |
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| X            |                      |               |                     | OAKDALE.....                           | 14.8                     |   |       |      |
| X            |                      |               |                     | NOBLESTOWN.....                        | 15.7                     |   |       |      |
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|              |                      |               |                     | COLLIER.....                           | 35.6                     |   |       |      |
| X            | X                    |               |                     | CO.....                                | 36.1                     |   |       |      |
| X            |                      |               |                     | NC.....                                | 39.8                     |   |       |      |
| X            | X                    | X             |                     | WEIRTON JCT.....                       | 41.2                     |   |       |      |
| X            |                      |               |                     | SB.....                                | 41.7                     |   |       |      |
| X            |                      |               |                     | STREUBENVILLE.....                     | 43.2                     |   |       |      |
| X            | X                    | X             |                     | HD.....                                | 44.2                     |   |       |      |
| X            | X                    | X             |                     | MINGO JCT.....                         | 46.3                     | 203   | 111   |      |
| X            |                      |               |                     | J.....                                 | 48.1                     |   |       |      |
| X            |                      |               |                     | FERNWOOD.....                          | 52.8                     |   |       |      |
| X            |                      |               |                     | WU.....                                | 56.3                     |   |       |      |
| X            | X                    | X             |                     | WK.....                                | 56.5                     |   |       |      |
|              |                      |               |                     | ACRE.....                              | 57.5                     | 124   | 187   |      |
| X            |                      |               |                     | BROADAORE.....                         | 57.7                     |   |       |      |
|              |                      |               |                     | W.....                                 | 58.5                     |   |       |      |
|              |                      |               |                     | UNIONPORT.....                         | 61.4                     |   |       |      |
|              |                      |               |                     | CADIZ JCT.....                         | 66.0                     |   |       |      |
| X            |                      |               |                     | BA.....                                | 69.0                     |   |       |      |
|              |                      |               |                     | JEWETT.....                            | 69.9                     |   |       |      |
| X            | X                    | X             |                     | CUSTER.....                            | 71.1                     | 193   |       |      |
| X            |                      |               |                     | SOIO.....                              | 75.1                     |   |       |      |
|              |                      |               |                     | BOWERSTON.....                         | 81.2                     |   |       |      |
|              |                      |               |                     | DYKE.....                              | 88.9                     | 126   |       |      |
| X            | X                    | X             |                     | DENNISON.....                          | 90.5                     |   |       |      |
|              |                      |               |                     | UHRIOHVILLE.....                       | 91.8                     |   |       |      |
|              |                      |               |                     | GNADENHUTTEN.....                      | 96.9                     |   |       |      |
|              |                      |               |                     | PORT WASHINGTON.....                   | 101.8                    |   |       |      |
| X            | X                    | X             |                     | PORT.....                              | 102.6                    | 292   | 113   |      |
| X            |                      |               |                     | NEWCOMERSTOWN.....                     | 108.1                    |   |       |      |
| X            |                      |               |                     | RT.....                                | 109.4                    |   |       |      |
| X            |                      |               |                     | CK.....                                | 110.1                    |   |       |      |
| X            |                      |               |                     | ISLETA.....                            | 111.3                    | 195   | 186   |      |
|              |                      |               |                     | RK.....                                | 111.9                    |   |       |      |
| X            | X                    | X             |                     | WEST LAFAYETTE.....                    | 115.8                    |   |       |      |
| X            |                      |               |                     | MORGAN RUN.....                        | 118.2                    | 292   | 292   |      |
|              |                      |               |                     | WV.....                                | 121.7                    |   |       |      |
| X            | X                    | X             |                     | COSHOCKTON.....                        | 122.4                    |   |       |      |
|              |                      |               |                     | TYNDALL.....                           | 127.2                    | 277   | 273   |      |
|              |                      |               |                     | CONESVILLE.....                        | 128.9                    |   |       |      |
| X            |                      |               |                     | NS.....                                | 130.0                    |   |       |      |
|              |                      |               |                     | ADAMS MILL.....                        | 132.4                    |   |       |      |
|              |                      |               |                     | TRINWAY.....                           | 136.1                    |   |       | 113  |
|              |                      |               |                     | FRAZEYSBURG.....                       | 141.9                    |   |       |      |
| X            | X                    | X             |                     | BRICKER.....                           | 142.8                    | 198   | 193   |      |
| X            |                      |               |                     | BLACK RUN.....                         | 144.8                    |   |       |      |
|              |                      |               |                     | HANOVER.....                           | 149.8                    |   |       |      |
| X            | X                    | X             |                     | LICKING.....                           | 155.3                    | 135   | 135   |      |
| X            |                      |               |                     | HK.....                                | 157.2                    |   |       |      |
|              |                      |               |                     | DIV. POST (C. & N. Div.) First St..... | 157.6                    |   |       |      |
| X            | X                    | X             |                     | NEWARK.....                            | 157.8                    | O. & N.   | 157.8 |      |
|              |                      |               |                     | EAST COLUMBUS.....                     | 186.2                    | Div.  | 186.2 |      |
|              |                      |               |                     | COLUMBUS.....                          | 190.9                    | (Cols. Div.)  | 190.9 |      |

NOTE—X indicates in service.

Block stations open continuously, except:

|         |                   |   |
|---------|-------------------|---|
| Acre    | Closed            | Sunday, 7.00 A.M. to 11.00 P.M.                         |
| Tyndall | <del>Closed</del> | <del>6.00 A.M., Sunday, to<br/>6.00 A.M., Monday.</del> |

Interlockings—Remote controlled, operated from:

| Interlocking | Operated from |
|--------------|---------------|
| CH           | Carnegie      |
| Oakdale      | Laurel Hill   |
| Sturgeon     | Laurel Hill   |
| Bulger       | Laurel Hill   |
| CO           | Weirton Jct.  |
| NC           | Weirton Jct.  |
| SB           | Weirton Jct.  |
| HD           | Mingo Jct.    |
| J            | Mingo Jct.    |
| WU           | Acre          |
| WK           | Acre          |
| W            | Acre          |
| BA           | Custer        |
| Scio         | Custer        |
| RT           | Newcomerstown |
| CK           | Newcomerstown |
| Isleta       | Newcomerstown |
| RK           | Newcomerstown |
| WV           | Morgan Run    |
| NS           | Tyndall       |
| Black Run    | Bricker       |
| HK           | Licking       |

Employs in Charge of Sidings of  
Assigned Direction as Follows:

| Siding               | Employee in Charge         | NOTE |
|----------------------|----------------------------|------|
| Sturgeon— Westward   | Signalman<br>Laurel Hill   | 1    |
| Mingo Jct.— Westward | Signalman<br>Mingo Jct.    | 1    |
| Mingo Jct.— Eastward | Signalman<br>Mingo Jct.    | 1    |
| Acre— Westward       | Signalman<br>Acre          | 1    |
| Acre— Eastward       | Signalman<br>Acre          | 1    |
| Custer— Westward     | Signalman<br>Custer        | 1    |
| Dyke— Westward       |                            | 2    |
| Port— Westward       |                            | 2    |
| Port— Eastward       |                            | 2    |
| Isleta— Westward     | Signalman<br>Newcomerstown | 1    |
| Isleta— Eastward     | Signalman<br>Newcomerstown | 1    |
| Morgan Run—Westward  | Signalman<br>Morgan Run    | 1    |
| Morgan Run—Eastward  | Signalman<br>Morgan Run    | 1    |
| Tyndall— Westward    | Signalman<br>Tyndall       | 1    |
| Tyndall— Eastward    | Signalman<br>Tyndall       | 1    |
| Trinway— Eastward    | Signalman<br>Bricker       | 4    |
| Bricker— Westward    | Signalman<br>Bricker       | 1    |
| Bricker— Eastward    | Signalman<br>Bricker       | 1    |
| Licking— Westward    | Signalman<br>Licking       | 1    |
| Licking— Eastward    | Signalman<br>Licking       | 1    |

NOTE—1. Signal indication will be authority for trains to use siding in reverse direction.

NOTE—2. Train order will be authority for trains to use siding in reverse direction.

NOTE—4. Permission of signalman will be authority for trains to use siding in reverse direction.

### SCULLY BRANCH

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                            | Distance from Div. Post. (Mon. Div.) | Sidings Assigned direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|-------------------------------------|--------------------------------------|---|------|------|
|              |                      |               |                     |                                     |                                      | West  | East | Both |
|              |                      |               |                     | DIV. POST..... (Mon. Div.)          |                                      |   |      |      |
| X            | X                    | X             |                     | MONON.....                          | 0.2                                  |   |      |      |
| X            | X                    | X             |                     | ELLIOTT.....                        | 2.4                                  |   |      |      |
| X            | X                    | X             |                     | ESPLEN.....                         | 3.6                                  |   |      |      |
| X            |                      |               |                     | ISLAND AVE. JCT... (O. C. Bridge)   | 4.1                                  |   |      |      |
|              |                      |               |                     | DIV. POST (E. Div.)... East Leg     | 4.6                                  |   |      |      |
|              |                      |               |                     | DIV. POST (E. Div.)... O. C. Bridge |                                      |   |      |      |
|              |                      |               |                     | DIV. POST (E. Div.)... West Leg     | 5.1                                  |   |      |      |
|              |                      |               |                     | DIV. POST (E. Div.)... O. C. Bridge |                                      |   |      |      |
| X            | X                    | X             |                     | DUFF.....                           | 5.4                                  |   |      |      |
| X            | X                    | X             |                     | SCULLY.....                         | 6.7                                  |   |      |      |
| X            |                      |               |                     | RG..... (P.C.&Y.R.R.)               | 8.6                                  |   |      |      |
| X            |                      |               |                     | KY..... (P.C.&Y.R.R.)               | 11.0                                 |   |      |      |
|              |                      |               |                     | ROSSLYN.....                        | 9.6                                  |   |      |      |

NOTE—X indicates in service.

NOTE—The direction from Rosslyn to Div. Post (Mon. Div.) is eastward.

Interlockings—Remote controlled, operated from:

| Interlocking     | Operated from |
|------------------|---------------|
| Elliott          | Esplen        |
| Island Ave. Jct. | Esplen        |
| RG               | Carnegie      |
| KY               | Carnegie      |

### CHARTIERS BRANCH

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS          | Distance from Carnegie | Sidings Assigned direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|-------------------|------------------------|---|------|------|
|              |                      |               |                     |                   |                        | West  | East | Both |
| X            | X                    | X             |                     | CARNEGIE.....     | 0.7                    |   |      |      |
| X            |                      |               |                     | KY.....           | 1.0                    |   |      |      |
|              |                      | X             |                     | GLENN.....        | 1.6                    |   |      |      |
|              |                      |               |                     | LD.....           | 1.9                    |   |      |      |
|              |                      |               |                     | WOODVILLE.....    | 2.8                    |   |      |      |
|              |                      |               |                     | BOWER HILL.....   | 3.4                    |   |      |      |
|              |                      |               |                     | KIRWAN.....       | 3.9                    |   |      |      |
|              |                      |               | X                   | BD.....           | 4.0                    | 40  |      |      |
|              |                      |               |                     | BRIDGEVILLE.....  | 6.4                    |   |      |      |
|              |                      |               |                     | MAYVIEW.....      | 7.6                    |   | 66   |      |
|              |                      |               |                     | BOYCE.....        | 8.5                    |   |      |      |
|              |                      | X             |                     | MO.....           | 8.6                    |   |      |      |
|              |                      |               |                     | HILLS.....        | 11.6                   |   |      |      |
|              |                      |               |                     | VANEMMEN.....     | 12.6                   |   |      |      |
|              |                      |               |                     | MORGANZA.....     | 13.2                   |   |      |      |
|              |                      |               |                     | RICHFOL.....      | 14.2                   |   |      |      |
| X            | X                    | X             |                     | CANONSBURG.....   | 15.3                   | 56  | 67   |      |
|              |                      |               |                     | HOUSTON.....      | 16.0                   |   |      |      |
|              |                      |               | X                   | SHINGISS.....     | 18.0                   |   |      |      |
|              |                      |               |                     | MY.....           | 18.0                   |   |      | 49   |
|              |                      |               |                     | MEADOW LANDS..... | 20.0                   |   |      |      |
|              |                      |               | X                   | ARDEN.....        | 20.7                   |   |      |      |
|              |                      |               |                     | WS.....           | 21.9                   |   |      |      |
|              |                      |               |                     | TYLERDALE.....    | 22.8                   |   |      |      |
|              |                      |               |                     | CHESTNUT ST.....  | 23.5                   |   |      |      |
|              |                      |               | X                   | WH.....           | 23.5                   |   |      |      |
|              |                      |               |                     | WASHINGTON.....   | 23.6                   |   |      |      |

NOTE—X indicates in service.

◆ Block-Limit Station for eastward trains only.

Block stations open continuously, except:

| Block Station | Status | Hours  |
|---------------|--------|--|
| Houston       | Closed | 10.00 P. M., Saturday, to 10.00 P. M., Sunday. |

Block-Limit stations controlled by open block stations:

| Block-Limit Station  | Controlled by  |
|----------------------|--|
| BD                   | Carnegie   |
| MO<br>MY<br>WS<br>WH | Houston—Daily except 10.00 P. M. Saturday to 10.00 P. M. Sunday.<br>Carnegie—10.00 P. M. Saturday to 10.00 P. M. Sunday. |

Block stations—Remote controlled by open block stations:

| Block Station | Controlled by |
|---------------|---------------|
| LD            | Carnegie      |

Interlockings—Remote controlled, operated from:

| Interlocking | Operated from |
|--------------|---------------|
| KY           | Carnegie      |

Employees in Charge of Sidings of Assigned Direction as Follows:

| Siding               | Employee in Charge | NOTE |
|----------------------|--------------------|------|
| Bridgeville—Westward | Signalman Carnegie | 3    |
| Boyce— Eastward      | Signalman Carnegie | 3    |
| Houston— Westward    | Signalman Houston  | 3    |
| Houston— Eastward    | Signalman Houston  | 3    |

NOTE—3. Permission of signalman will be authority for trains to use siding in reverse direction.

### B & M BRANCH

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS           | Distance from Bridgeville | Sidings Assigned direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|--------------------|---------------------------|---|------|------|
|              |                      |               |                     |                    |                           | West  | East | Both |
|              |                      |               |                     | BRIDGEVILLE.....   |                           |   |      |      |
|              |                      |               |                     | SYGAN.....         | 1.6                       |   |      |      |
|              |                      |               |                     | MORGAN.....        | 2.5                       |   |      |      |
|              |                      |               |                     | TREVESKYN.....     | 3.1                       |   |      | 35   |
|              |                      |               |                     | GLADDEN.....       | 4.4                       |   |      |      |
|              |                      |               |                     | END OF BRANCH..... | 4.9                       |   |      |      |

NOTE—The direction from End of Branch to Bridgeville is eastward.

### BURGETTS BRANCH

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS   | Distance from Burgetts | Sidings Assigned direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|------------|------------------------|---|------|------|
|              |                      |               |                     |            |                        | West  | East | Both |
| X            | X                    | X             |                     | BURGETTS   |                        |   |      |      |
|              |                      |               | X                   | CENTER AVE | 0.7                    |   |      |      |
|              |                      |               |                     | CN         | 0.8                    |   |      |      |

NOTE—X indicates in service.

◆ Block-Limit Station for eastward trains only.

Block-Limit stations controlled by open block stations:

| Block-Limit Station | Controlled by |
|---------------------|---------------|
| CN                  | Burgetts      |

### WHEELING BRANCH

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                | Distance from Mile Post 0 | Sidings Assigned direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|-------------------------|---------------------------|---|------|------|
|              |                      |               |                     |                         |                           | West  | East | Both |
| X            | X                    | X             |                     | WEIRTON JCT             |                           |   |      |      |
|              |                      |               |                     | EAST STEUBENVILLE       | 1.6                       |   |      |      |
|              |                      |               |                     | LOWER FERRY             | 2.3                       |   |      |      |
|              |                      |               | X                   | FOLLANSBEE              | 4.1                       |   |      | 22   |
|              |                      |               |                     | FA                      | 4.2                       |   |      |      |
|              |                      |               |                     | LAZARVILLE              | 6.7                       |   |      | 56   |
|              |                      |               |                     | WELLSBURG               | 7.6                       |   |      |      |
|              |                      |               |                     | BROOK                   | 8.6                       |   |      |      |
|              |                      |               | X                   | BEECH BOTTOM            | 12.2                      |   |      | 93   |
|              |                      |               |                     | KR                      | 14.6                      |   |      |      |
|              |                      |               |                     | SHORT CREEK             | 15.1                      |   |      | 54   |
|              |                      |               |                     | EAST WARWOOD            | 19.4                      |   |      |      |
|              |                      |               | X                   | WARWOOD                 | 20.0                      |   |      |      |
|              |                      |               |                     | WD                      | 23.9                      |   |      |      |
|              |                      |               | X                   | WHEELING                | 24.0                      |   |      | 13   |
| X            | X                    | X             | X                   | UN                      | 24.1                      |   |      |      |
|              |                      |               |                     | ZANE                    | 25.2                      |   |      |      |
|              |                      |               |                     | BENWOOD } (Yard Tracks) | 26.5                      |   |      |      |

NOTE—X indicates in service.

NOTE—The distance from Weirton Jct. to Mile Post 0 is 0.7 Mile.

Block-Limit stations controlled by open block stations:

| Block-Limit Station  | Controlled by |
|----------------------|---------------|
| FA<br>KR<br>WD<br>UN | Zane          |

### DIVISION POST (East'n Div.)—KREBS RUN

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                     | Distance from Yellow Creek | Sidings Assigned direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|------------------------------|----------------------------|---|------|------|
|              |                      |               |                     |                              |                            | West  | East | Both |
|              |                      |               |                     | DIVISION POST (East'n. Div.) | 12.6                       |   |      |      |
|              |                      |               |                     | KINGS                        | 13.5                       |   |      |      |
|              |                      |               |                     | STEUBENVILLE                 | 17.4                       |   |      |      |
| X            | X                    | X             |                     | LA BELLE                     | 18.1                       |   |      |      |
|              |                      |               |                     | ROCKVILLE                    | 19.4                       |   |      |      |

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                   | Distance from Yellow Creek | Sidings Assigned direction Car Capacity 50 ft. cars |
|--------------|----------------------|---------------|---------------------|----------------------------|----------------------------|---|
| X            | X                    | X             |                     | ROCKVILLE                  | 19.4                       |   |
|              |                      |               | X                   | MINGO JCT. } (Yard Tracks) | 20.2                       |   |
|              |                      |               |                     | GR                         | 23.6                       |   |

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS         | Distance from Yellow Creek | Sidings Assigned direction Car Capacity 50 ft. cars |
|--------------|----------------------|---------------|---------------------|------------------|----------------------------|---|
|              |                      |               | X                   | GR               | 23.6                       |   |
|              |                      |               |                     | BRILLIANT        | 23.8                       |   |
|              |                      |               |                     | JEFFERSON        | 24.1                       |   |
|              |                      |               |                     | RUSH RUN         | 25.7                       |   |
|              |                      |               |                     | W. & L. E. JCT.  | 26.2                       |   |
|              |                      |               |                     | SHANNON          | 26.6                       | 110   |
|              |                      |               | X                   | RU               | 26.6                       |   |
|              |                      |               |                     | RAYLAND          | 31.0                       |   |
|              |                      |               |                     | TILTONVILLE      | 32.3                       |   |
|              |                      |               |                     | YORKVILLE        | 33.2                       | 105   |
|              |                      |               |                     | OHIO JCT.        | 36.1                       |   |
|              |                      |               | X                   | OJ               | 36.2                       |   |
|              |                      |               |                     | MARTINS FERRY    | 37.7                       |   |
|              |                      |               |                     | AETNAVILLE       | 38.4                       |   |
|              |                      |               |                     | BRIDGEPORT       | 39.7                       |   |
|              |                      |               | X                   | BELLAIRE         | 43.8                       | 145   |
|              |                      |               |                     | BR               | 43.8                       |   |
|              |                      |               |                     | WEST END         | 45.4                       |   |
|              |                      |               | X                   | SHADYSIDE        | 46.8                       |   |
|              |                      |               |                     | AM               | 47.4                       |   |
|              |                      |               |                     | AMBLER           | 47.4                       |   |
|              |                      |               |                     | WEGEE            | 48.6                       |   |
|              |                      |               |                     | WORKMAN          | 49.5                       |   |
|              |                      |               |                     | DILLE            | 51.3                       |   |
|              |                      |               |                     | BELMONT PARK     | 51.9                       |   |
|              |                      |               |                     | AULT             | 52.8                       |   |
|              |                      |               |                     | JOHNSON          | 53.6                       |   |
|              |                      |               |                     | PIPE CREEK       | 53.9                       |   |
|              |                      |               |                     | STEWART          | 56.8                       |   |
|              |                      |               |                     | POWHATAN HEIGHTS | 57.4                       |   |
|              |                      |               |                     | POWHATAN         | 58.6                       |   |
|              |                      |               | X                   | PN               | 58.7                       |   |

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                    | Distance from Yellow Creek | Sidings Assigned direction Car Capacity 50 ft. cars |
|--------------|----------------------|---------------|---------------------|-----------------------------|----------------------------|---|
|              |                      |               |                     | WEST POWHATAN } (Industrial | 59.3                       |   |
|              |                      |               |                     | KREBS RUN } Track)          | 61.6                       |   |

NOTE—X indicates in service.

NOTE—The direction from GR to Division Post (Eastern Div.) is eastward.

◆—Block-Limit Station for westward trains on Powhatan Secondary Track only.

◆—Block-Limit Station for eastward trains only.

Block-Limit Stations controlled by open block stations:

| Block-Limit Station              | Controlled by |
|----------------------------------|---------------|
| GR<br>RU<br>OJ<br>BR<br>AM<br>PN | Rockville     |

| TERMINAL BRANCH |                      |               |                     |               |                         |   |      |      |
|-----------------|----------------------|---------------|---------------------|---------------|-------------------------|---|------|------|
| Interlocking    | Interlocking Station | Block Station | Block-Limit Station | STATIONS      | Distance from Ohio Jct. | Sidings Assigned direction Car Capacity 50 ft. cars |      |      |
|                 |                      |               |                     |               |                         | West  | East | Both |
|                 |                      |               | X                   | OHIO JOT      |                         |   |      |      |
|                 |                      |               | X                   | WT            | 0.1                     |   |      |      |
|                 |                      |               | X                   | MARTINS FERRY | 1.6                     |   |      |      |
|                 |                      |               | X                   | PENINSULA     | 2.7                     |   |      |      |
|                 |                      |               | X                   | CHAPLINE      | 4.4                     |   |      |      |
| X               | X                    | X             | X                   | NY            | 4.5                     |   |      |      |
|                 |                      |               |                     | ZANE          | 5.5                     |   |      |      |

NOTE—X indicates in service.

NOTE—The direction from Zane to Ohio Jct. is eastward.

Block-Limit stations controlled by open block stations:

| Block-Limit Station | Controlled by |
|---------------------|---------------|
| WT<br>NY            | Zane          |

### KOBUTA—WEIRTON JCT.

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                  | Distance from Mile Post 0 | Sidings Assigned direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|---------------------------|---------------------------|---|------|------|
|              |                      |               |                     |                           |                           | West  | East | Both |
|              |                      |               |                     | KOBUTA (Industrial Track) | 34.4                      |   |      |      |
|              |                      |               | X                   | CHESTER                   | 21.7                      |   |      | 29   |
|              |                      |               | X                   | HS▲                       | 21.7                      |   |      |      |
|              |                      |               | X                   | FIRST STREET              | 20.7                      |   |      |      |
|              |                      |               | X                   | NEWELL                    | 19.2                      |   |      | 23   |
|              |                      |               | X                   | N                         | 19.2                      |   |      |      |
|              |                      |               | X                   | KENILWORTH                | 17.2                      |   |      |      |
|              |                      |               | X                   | CONGO                     | 16.6                      |   |      |      |
|              |                      |               | X                   | NC                        | 16.6                      |   |      |      |
|              |                      |               | X                   | ARROYO                    | 13.6                      |   |      |      |
|              |                      |               | X                   | BROWNSDALE                | 12.2                      |   |      |      |
|              |                      |               | X                   | COWL                      | 11.4                      |   |      |      |
|              |                      |               | X                   | MOSCOW                    | 11.2                      |   |      |      |
|              |                      |               | X                   | KI                        | 11.1                      |   |      |      |
|              |                      |               | X                   | GLOBE                     | 10.4                      |   |      |      |
|              |                      |               | X                   | NEW CUMBERLAND            | 7.6                       |   |      |      |
|              |                      |               | X                   | TENBURY                   | 7.1                       |   |      |      |
|              |                      |               | X                   | CU                        | 7.1                       |   |      |      |
|              |                      |               | X                   | EAST TORONTO              | 5.0                       |   |      |      |
|              |                      |               | X                   | KINGS CREEK               | 4.1                       |   |      |      |
|              |                      |               | X                   | EAST WEIRTON              | 2.0                       |   |      |      |
|              |                      |               | X                   | WN                        | 1.8                       |   |      |      |
|              |                      |               | X                   | WEIRTON                   | 1.3                       |   |      |      |
|              |                      |               | X                   | CY◆ (New Cumb. Br.)       | 0.3                       |   |      |      |
| X            | X                    | X             | X                   | WEIRTON JCT.              |                           |   |      |      |

NOTE—X indicates in service.

NOTE—The distance from Weirton Jct. to Mile Post 0 is 0.7 Mile.

NOTE—The direction from Weirton Jct. to WN is eastward.

▲—Block-Limit Station for westward trains only.

◆—Block-Limit Station for eastward trains on Weirton Secondary Track only.

Block-Limit stations controlled by open block stations:

| Block-Limit Station                   | Controlled by |
|---------------------------------------|---------------|
| HS<br>N<br>NC<br>KI<br>CU<br>WN<br>CY | Weirton Jct.  |

| TRINWAY—MORROW |                      |               |                     |                      |                           |   |      |      |
|----------------|----------------------|---------------|---------------------|----------------------|---------------------------|---|------|------|
| Interlocking   | Interlocking Station | Block Station | Block-Limit Station | STATIONS             | Distance from Mile Post 0 | Sidings Assigned direction Car Capacity 50 ft. cars |      |      |
|                |                      |               |                     |                      |                           | West  | East | Both |
| X              | X                    | X             | X                   | TRINWAY              | 0.3                       |   |      |      |
|                |                      |               | X                   | RY▲                  | 0.3                       | 34  | 29   |      |
|                |                      |               | X                   | DRESDEN              | 2.1                       |   |      |      |
|                |                      |               | X                   | ROCK CUT             | 6.9                       |   |      |      |
|                |                      |               | X                   | ELLIS                | 8.5                       |   |      | 32   |
|                |                      |               | X                   | GILBERT              | 10.4                      |   |      |      |
|                |                      |               | X                   | ZANESVILLE           | 16.5                      |   | 18   | 34   |
|                |                      |               | X                   | OHIO CANAL DRAW-BDG. | 16.6                      |   |      |      |
|                |                      |               | X                   | POTNAM               | 17.2                      |   |      | 75   |
|                |                      |               | X                   | FAIR OAKS            | 18.1                      |   |      |      |
|                |                      |               | X                   | SPANGLER             | 18.7                      |   |      |      |
|                |                      |               | X                   | AR                   | 18.7                      |   |      |      |
|                |                      |               | X                   | SO. ZANESVILLE       | 19.4                      |   |      |      |
|                |                      |               | X                   | DARLINGTON           | 21.2                      |   |      |      |
|                |                      |               | X                   | FULTONHAM SPUR       | 22.6                      |   |      |      |
|                |                      |               | X                   | FS                   | 22.7                      |   |      |      |
|                |                      |               | X                   | ROSEVILLE            | 28.9                      |   |      | 99   |
|                |                      |               | X                   | CROOKSVILLE          | 29.7                      |   |      | 78   |
|                |                      |               | X                   | CS                   | 29.7                      |   |      |      |
|                |                      |               | X                   | McLUNEY              | 32.2                      |   |      |      |
|                |                      |               | X                   | GOSTON               | 34.8                      |   |      | 32   |
|                |                      |               | X                   | NA                   | 35.1                      |   |      |      |
|                |                      |               | X                   | WILBREN              | 36.1                      |   |      |      |
|                |                      |               | X                   | NEW LEXINGTON        | 38.3                      | 50  | 27   |      |
|                |                      |               | X                   | JUNCTION CITY        | 42.8                      | 74  | 64   |      |
|                |                      |               | X                   | JU                   | 43.1                      |   |      |      |
|                |                      |               | X                   | FLAGDALE             | 45.9                      |   |      |      |
|                |                      |               | X                   | BREMEN               | 49.9                      |   |      | 38   |
|                |                      |               | X                   | NORTH BERNE          | 54.0                      |   |      | 21   |
|                |                      |               | X                   | WR                   | 58.7                      |   |      |      |
|                |                      |               | X                   | LANCASTER            | 59.7                      |   |      |      |
|                |                      |               | X                   | DEL MOUNT            | 64.6                      |   |      |      |
|                |                      |               | X                   | AMANDA               | 68.8                      |   |      | 32   |
|                |                      |               | X                   | STOUTSVILLE          | 74.2                      |   |      | 28   |
|                |                      |               | X                   | SV                   | 74.2                      |   |      |      |
| X              | X                    | X             | X                   | CIRCLEVILLE          | 81.1                      |   |      |      |
|                |                      |               | X                   | KINDERHOOK           | 87.5                      |   |      | 32   |
|                |                      |               | X                   | WILLIAMSPORT         | 90.1                      |   |      | 16   |
|                |                      |               | X                   | ATLANTA              | 94.1                      |   |      | 20   |
|                |                      |               | X                   | WF                   | 94.1                      |   |      |      |
|                |                      |               | X                   | NEW HOLLAND          | 97.7                      |   |      | 12   |
|                |                      |               | X                   | JOHNSON              | 101.5                     |   |      |      |
|                |                      |               | X                   | KINGFRED             | 102.3                     |   |      | 21   |
|                |                      |               | X                   | G                    | 107.2                     |   |      |      |
| X              | X                    |               | X                   | WASHINGTON O.H.      | 107.7                     | 41  | 20   |      |
|                |                      |               | X                   | JASPER               | 112.2                     |   |      |      |
|                |                      |               | X                   | SR                   | 118.4                     |   |      |      |
| X              | X                    |               | X                   | SABINA               | 118.7                     |   |      | 20   |
|                |                      |               | X                   | REESVILLE            | 121.0                     |   |      |      |
|                |                      |               | X                   | MELVIN               | 123.2                     |   |      | 28   |
|                |                      |               | X                   | GS                   | 129.5                     |   |      |      |
|                |                      |               | X                   | WILMINGTON           | 129.5                     |   |      | 27   |
|                |                      |               | X                   | OGDEN                | 134.3                     |   |      |      |
|                |                      |               | X                   | CLARKSVILLE          | 138.7                     |   |      | 21   |
|                |                      |               | X                   | HICKS                | 144.1                     |   |      |      |
|                |                      |               | X                   | MS◆                  | 148.6                     |   |      | 22   |
|                |                      |               | X                   | MORROW (Cintl Div.)  | 148.9                     |   |      |      |

NOTE—X indicates in service.

NOTE—The direction from New Lexington to Zanesville is eastward.

▲—Block-Limit Station for westward trains only.

◆—Block-Limit Station for eastward trains only.

## Block-Limit stations controlled by open block stations:

| Block-Limit Station       | Controlled by |
|---------------------------|---------------|
| RY<br>AR<br>FS            | Zanesville    |
| CS<br>NA                  | New Lexington |
| JU<br>WR<br>SV            | Bremen        |
| WF<br>G<br>SR<br>GS<br>MS | Circleville   |

Emploees in Charge of Sidings of  
Assigned Direction as Follows:

| Siding                  | Emploee in Charge          | NOTE |
|-------------------------|----------------------------|------|
| RY— Westward            | Signalman<br>Zanesville    | 1    |
| RY— Eastward            | Signalman<br>Zanesville    | 1    |
| Zanesville Eastward     | Signalman<br>Zanesville    | 1    |
| New Lexington— Westward | Signalman<br>New Lexington | 1    |
| New Lexington— Eastward | Signalman<br>New Lexington | 1    |
| Junction City— Westward | Signalman<br>Bremen        | 1    |
| Junction City— Eastward | Signalman<br>Bremen        | 1    |
| Washington CH.—Westward | Signalman<br>Circleville   | 1    |
| Washington CH.—Eastward | Signalman<br>Circleville   | 1    |

NOTE—1. Permission of signalman will be authority for trains to use siding in reverse direction.

## No. 27 SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS               | Distance from Corliss | Sidings Assigned direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|------------------------|-----------------------|--|------|------|
|              |                      |               |                     |                        |                       | West   | East | Both |
| X            | X                    | X             |                     | CORLISS (Main Line)    |                       |  |      |      |
| X            | X                    | X             |                     | ESPLEN (Scully Branch) | 1.3                   |  |      |      |

NOTE—X indicates in service.

## WAYNESBURG SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                   | Distance from Washington | Sidings Assigned direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|----------------------------|--------------------------|--|------|------|
|              |                      |               |                     |                            |                          | West   | East | Both |
|              |                      |               |                     | WASHINGTON (Chartiers Br.) |                          |  |      |      |
|              |                      |               |                     | SUMMIT SIDING              | 4.2                      |  |      |      |
|              |                      |               |                     | BAKER                      | 9.5                      |  |      |      |
|              |                      |               |                     | WEST UNION                 | 17.9                     |  |      |      |
|              |                      |               |                     | WAYNESBURG                 | 28.1                     |  |      |      |

## WESTLAND SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                   | Distance from Houston | Sidings Assigned direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|----------------------------|-----------------------|--|------|------|
|              |                      |               |                     |                            |                       | West   | East | Both |
| X            | X                    | X             |                     | HOUSTON (Chartiers Branch) | 1.0                   |  |      |      |
|              |                      |               |                     | PALANKA JCT.               | 5.0                   |  |      |      |
|              |                      |               |                     | WESTLAND                   |                       |  |      |      |

NOTE—X indicates in service.

## PALANKA SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                                   | Distance from Palanka Jct. | Sidings Assigned direction. Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|--|----------------------------|--|------|------|
|              |                      |               |                     |  |                            | West   | East | Both |
|              |                      |               |                     | PALANKA JCT.<br>(Westland Secondary Track) | 2.7                        |  |      |      |
|              |                      |               |                     | PALANKA                                    |                            |  |      |      |



## CHERRY VALLEY SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                        | Distance from Center Ave. | Sidings Assigned direction<br>Car Capacity<br>50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|---------------------------------|---------------------------|---|------|------|
|              |                      |               |                     |                                 |                           | West  | East | Both |
|              |                      |               |                     | CENTER AVE. (Burgetts Br.)..... | 4.0                       |   |      |      |
|              |                      |               |                     | CHERRY VALLEY.....              |                           |   |      |      |

## ATLASBURG SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                   | Distance from CN | Sidings Assigned direction<br>Car Capacity<br>50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|----------------------------|------------------|---|------|------|
|              |                      |               |                     |                            |                  | West  | East | Both |
|              |                      |               | X                   | CN◇ (Burgetts Branch)..... | 2.0              |   |      |      |
|              |                      |               |                     | LANGELOTH JCT.....         | 4.2              |   |      |      |
|              |                      |               |                     | ATLASBURG.....             |                  |   |      |      |

NOTE—X indicates in service.

◇—Block-Limit Station for eastward trains on Burgetts Branch only.

## STUDA SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS   | Distance from Langeloth | Sidings Assigned direction<br>Car Capacity<br>50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|--|-------------------------|---|------|------|
|              |                      |               |                     |  |                         | West  | East | Both |
|              |                      |               |                     | LANGELOTH JCT.<br>(Atlasburg Secondary Track)..... | 1.4                     |   |      |      |
|              |                      |               |                     | STUDA.....   | 6.3                     |   |      |      |

## CADIZ SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                    | Distance from Cadiz Jct. | Sidings Assigned direction<br>Car Capacity<br>50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|-----------------------------|--------------------------|---|------|------|
|              |                      |               |                     |                             |                          | West  | East | Both |
|              |                      |               |                     | CADIZ JCT. (Main Line)..... |                          |   |      |      |
|              |                      |               |                     | NARVA.....                  |                          |   |      |      |
|              |                      |               |                     | LANDO.....                  |                          |   |      |      |
|              |                      |               |                     | RYEGATE.....                |                          |   |      |      |
|              |                      |               |                     | CADIZ.....                  |                          |   |      |      |

## FULTONHAM SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                                   | Distance from Fultonham Spur | Sidings Assigned direction<br>Car Capacity<br>50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|--|------------------------------|---|------|------|
|              |                      |               |                     |  |                              | West  | East | Both |
|              |                      |               |                     | FULTONHAM SPUR<br>(Zanesville Branch)..... | 3.1                          |   |      |      |
|              |                      |               |                     | FULTONHAM.....                             |                              |   |      |      |

## ROSEVILLE SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                        | Distance from Roseville | Sidings Assigned direction<br>Car Capacity<br>50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|---------------------------------|-------------------------|---|------|------|
|              |                      |               |                     |                                 |                         | West  | East | Both |
|              |                      |               |                     | ROSEVILLE (Zanesville Br.)..... | 2.1                     |   |      |      |
|              |                      |               |                     | ROSEHILL MINE.....              |                         |   |      |      |

| STATIONS                  | FIRST CLASS |              |         |         |
|---------------------------|-------------|--------------|---------|---------|
|                           | ◇41         | ●81          | ◇65     |         |
|                           | DAILY       | #DAILY       | DAILY   |         |
|                           | A. M.       | A. M.        | A. M.   |         |
| PITTSBURGH (Pgh. Div.) #  | 1.52        | # 2.24       | # 2.46  |         |
| FOURTH AVE                |             |              |         |         |
| MONON                     | 1.56        | 2.28         | 2.50    |         |
| SMITHFIELD ST.            |             |              |         |         |
| POINT BRIDGE              |             |              |         |         |
| CORLISS                   | 2.02        | 2.34         | 2.56    |         |
| INGRAM                    |             |              |         |         |
| CRAFTON                   |             |              |         |         |
| IDLEWOOD                  |             |              |         |         |
| ROSSLYN                   |             |              |         |         |
| CARNEGIE                  | 2.08        | 2.40         | 3.02    |         |
| CH.                       | 2.10        | 2.42         | 3.04    |         |
| FORT PITT                 |             |              |         |         |
| WALKERS MILL              |             | Will Not Run |         |         |
| RENNERDALE                |             | Nov. 25,     |         |         |
| GREGG                     |             | Dec. 26.     |         |         |
| OKDALE                    |             |              |         |         |
| NOBLESTOWN                |             |              |         |         |
| STURGEON                  |             |              |         |         |
| LAUREL HILL               | 2.23        | 2.54         | 3.16    |         |
| McDONALD                  |             |              |         |         |
| PRIMROSE                  |             |              |         |         |
| MIDWAY                    |             |              |         |         |
| BULGER                    | 2.29        | 3.01         | 3.23    |         |
| RACOON                    |             |              |         |         |
| BURGETTS                  | 2.33        | 3.05         | 3.27    |         |
| CENTER AVE (Burgetts Br.) |             |              |         |         |
| BURGETTSTOWN              |             |              |         |         |
| BERTHA                    |             |              |         |         |
| HANLIN                    |             |              |         |         |
| COLLIER                   |             |              |         |         |
| CO.                       | 2.47        | 3.19         | 3.41    |         |
| WEIRTON JCT.              | 2.54        | 3.26         | 3.48    |         |
| STEBENVILLE               |             |              |         |         |
| MINGO JCT.                | 3.02        | 3.34         | 3.56    |         |
| AORE                      | 3.16        | 3.47         | 4.10    |         |
| BROADACRE                 |             |              |         |         |
| UNIONPORT                 |             |              |         |         |
| CADIZ JCT.                | 3.26        | 3.56         | 4.19    |         |
| JEWETT                    |             |              |         |         |
| CUSTER                    | 3.32        | 4.02         | 4.25    |         |
| SCIO                      | 3.36        | 4.08         | 4.29    |         |
| BOWERSTON                 |             |              |         |         |
| DYKE                      | 3.50        | 4.20         | 4.43    |         |
| DENNISON                  |             |              | \$ 4.48 |         |
| UHRICHSVILLE              | 3.54        | 4.24         | 4.50    |         |
| GNADENHUTTEN              |             |              |         |         |
| PORT WASHINGTON           |             |              |         |         |
| NEWCOMERSTOWN             | 4.10        | 4.40         | 5.06    |         |
| ISLETA                    | 4.14        | 4.44         | 5.10    |         |
| WEST LAFAYETTE            |             |              |         |         |
| MORGAN RUN                | 4.20        | 4.50         | 5.16    |         |
| COSHOOTON                 |             |              |         |         |
| TYNDALL                   | 4.30        | 5.00         | 5.26    |         |
| TRINWAY                   | 4.38        | 5.08         | 5.34    |         |
| FRAZEYSBURG               |             |              |         |         |
| BRICKER                   | 4.44        | 5.14         | 5.40    |         |
| BLACK RUN                 |             |              |         |         |
| HANOVER                   |             |              |         |         |
| LICKING                   | 4.55        | 5.25         | 5.51    |         |
| NEWARK                    | { C. & N.   | 5.00         | 5.30    | \$ 5.58 |
| EAST COLUMBUS             | { Div.      | 5.35         | 6.05    | 6.33    |
| COLUMBUS (Cols. Div.)     | \$ 5.45     | \$ 6.15      | \$ 6.43 |         |
| Arrive                    | A. M.       | A. M.        | A. M.   |         |
|                           | 41          | 31           | 65      |         |

|  | FIRST CLASS |              |                |          |
|--|-------------|--------------|----------------|----------|
|  | ◇3          | 67           | 806            | ●11      |
|  | DAILY       | #DAILY       | DAILY EX. SUN. | DAILY    |
|  | A. M.       | A. M.        | A. M.          | A. M.    |
|  | \$ 4.06     | \$ 5.08      | \$ 8.15        | \$ 9.45  |
|  |             |              | \$ 8.18        |          |
|  | 4.10        | 5.12         | 8.19           | 9.49     |
|  |             |              |                |          |
|  | 4.16        | 5.18         |                | 9.55     |
|  |             |              |                |          |
|  |             |              |                |          |
|  | 4.22        | 5.24         |                | 10.01    |
|  | 4.24        | 5.26         |                | 10.03    |
|  |             | Will Not Run |                |          |
|  |             | Dec. 26      |                |          |
|  |             |              |                |          |
|  |             |              |                |          |
|  | 4.37        | 5.39         |                | 10.15    |
|  |             |              |                |          |
|  |             |              |                |          |
|  | 4.44        | 5.46         |                | 10.22    |
|  | 4.48        | 5.50         |                | 10.26    |
|  |             |              |                |          |
|  |             |              |                |          |
|  | 5.02        | 6.04         |                | 10.40    |
|  | 5.09        | 6.15         |                | 10.47    |
|  |             | F 6.22       |                | \$ 10.55 |
|  | 5.18        | 6.28         |                | 11.02    |
|  | 5.32        | 6.42         |                | 11.15    |
|  |             |              |                |          |
|  | 5.42        | 6.52         |                | 11.25    |
|  | 5.48        | 6.57         |                | 11.31    |
|  | 5.52        | 7.01         |                | 11.35    |
|  | 6.06        | 7.15         |                | 11.49    |
|  |             | F 7.20       |                | \$ 11.58 |
|  | 6.10        | 7.23         |                | 12.01    |
|  |             |              |                |          |
|  | 6.26        | F 7.41       |                | 12.18    |
|  | 6.30        | 7.45         |                | 12.22    |
|  |             |              |                |          |
|  | 6.36        | 7.51         |                | 12.28    |
|  |             | \$ 7.57      |                |          |
|  | 6.46        | 8.03         |                | 12.40    |
|  | 6.54        | \$ 8.13      |                | 12.49    |
|  |             |              |                |          |
|  | 7.00        | 8.20         |                | 12.55    |
|  |             |              |                |          |
|  | 7.11        | 8.31         |                | 1.07     |
|  |             |              |                |          |
|  | 7.16        | \$ 8.39      |                | \$ 1.20  |
|  | 7.50        | 9.13         |                | 1.55     |
|  |             |              |                |          |
|  | \$ 8.00     | \$ 9.23      |                | \$ 2.05  |
|  | A. M.       | A. M.        | A. M.          | P. M.    |
|  | 3           | 67           | 806            | 11       |







| STATIONS                   | FIRST CLASS       |                    |         |
|----------------------------|-------------------|--------------------|---------|
|                            | 801               | 716                | 26      |
|                            | A. M.             | A. M.              | A. M.   |
| PITTSBURGH (Pgh. Div.)     | \$ 8.45           | \$ 8.50            | \$ 9.20 |
| FOURTH AVE.                | D 8.43            | D 8.48             |         |
| MONON                      | 8.40              | 8.44               | 9.14    |
| SMITHFIELD ST.             |                   | \$ 8.43            |         |
| POINT BRIDGE               |                   |                    |         |
| OORLISS                    |                   | \$ 8.37            | 9.07    |
| INGRAM                     |                   | \$ 8.34            |         |
| CRAFTON                    |                   | \$ 8.31            |         |
| IDLEWOOD                   |                   | \$ 8.28            |         |
| ROSSLYN                    |                   | \$ 8.25            |         |
| CARNEGIE                   |                   | \$ 8.23            | \$ 8.57 |
| CH                         |                   | 8.20               | 8.53    |
| FORT PITT                  |                   |                    |         |
| WALKERS MILL               |                   | \$ 8.17            |         |
| RENNERDALE                 |                   | \$ 8.15            |         |
| GREGG                      |                   | A 8.12             |         |
| OAKDALE                    |                   | \$ 8.09            | \$ 8.42 |
| NOBLESTOWN                 |                   | \$ 8.06            |         |
| STURGEON                   |                   | \$ 8.03            |         |
| LAUREL HILL                |                   | 8.01               | 8.37    |
| McDONALD                   |                   | \$ 8.00            | \$ 8.36 |
| PRIMROSE                   |                   | F 7.57             |         |
| MIDWAY                     |                   | \$ 7.54            |         |
| BULGER                     |                   | \$ 7.50            | 8.27    |
| RACCOON                    |                   | \$ 7.46            |         |
| BURGETTS                   |                   | 7.43               | 8.22    |
| CENTER AVE. (Burgetts Br.) |                   | \$ 7.40            |         |
| BURGETTSTOWN               |                   |                    | \$ 8.20 |
| BERTHA                     |                   |                    | \$ 8.14 |
| HANLIN                     |                   |                    | \$ 8.09 |
| COLLIER                    |                   |                    | \$ 8.03 |
| CO.                        |                   | Will Not Run       | 8.01    |
| WEIRTON JOT.               |                   |                    | 7.54    |
| STEUBENVILLE               |                   | Nov. 24,           | \$ 7.50 |
| MINGO JOT.                 |                   | Dec. 26,           | \$ 7.33 |
| ACRE                       |                   | Jan. 2.            | 7.17    |
| BROADACRE                  |                   |                    | F 7.16  |
| UNIONPORT                  |                   |                    | F 7.09  |
| CADIZ JOT.                 |                   |                    | 7.03    |
| JEWETT                     |                   |                    | \$ 6.57 |
| OUSTER                     |                   |                    | 6.53    |
| SOIO                       |                   |                    | \$ 6.48 |
| BOWERSTON                  |                   |                    | F 6.40  |
| DYKE                       |                   |                    | 6.29    |
| DENNISON                   |                   |                    | \$ 6.26 |
| UHRICHSVILLE               |                   |                    | 6.13    |
| GNADENHUTTEN               |                   |                    | F 6.07  |
| PORT WASHINGTON            |                   |                    | F 6.01  |
| NEWCOMERSTOWN              |                   |                    | \$ 5.54 |
| ISLETA                     |                   |                    | \$ 5.46 |
| WEST LAFAYETTE             |                   |                    | \$ 5.41 |
| MORGAN RUN                 |                   |                    | 5.37    |
| COSHOCTON                  |                   |                    | \$ 5.31 |
| TYNDALL                    |                   |                    | 5.17    |
| TRINWAY                    |                   |                    | 5.08    |
| FRAZEYSBURG                |                   |                    | \$ 5.00 |
| BRICKER                    |                   |                    | 4.55    |
| BLACK RUN                  |                   |                    |         |
| HANOVER                    |                   |                    | \$ 4.47 |
| LICKING                    |                   |                    | 4.40    |
| NEWARK                     | O. & N.<br>Div.   |                    | \$ 4.35 |
| EAST COLUMBUS              |                   |                    | 3.35    |
| COLUMBUS (Cols. Div.)      |                   |                    | \$ 3.20 |
| Leave                      | A. M.             | A. M.              | A. M.   |
|                            | DAILY<br>EX. SUN. | ±DAILY<br>EX. SUN. | DAILY   |
|                            | 801               | 716                | 26      |

|  | FIRST CLASS |          |                   |
|--|-------------|----------|-------------------|
|  | 6           | 12       | 815               |
|  | P. M.       | P. M.    | P. M.             |
|  | \$ 12.15    | \$ 4.45  | \$ 7.40           |
|  |             |          | D 7.38            |
|  | 12.10       | 4.40     | 7.35              |
|  |             |          |                   |
|  | 12.04       | 4.33     |                   |
|  |             |          |                   |
|  |             |          |                   |
|  | 11.58       | E 4.26   |                   |
|  | 11.56       | 4.23     |                   |
|  |             |          |                   |
|  |             |          |                   |
|  | 11.45       | 4.12     |                   |
|  |             |          |                   |
|  |             |          |                   |
|  | 11.38       | 4.05     |                   |
|  | 11.34       | 4.00     |                   |
|  |             |          |                   |
|  |             |          |                   |
|  | 11.20       | 3.46     |                   |
|  | 11.13       | 3.39     |                   |
|  | \$ 11.09    | \$ 3.35  |                   |
|  | 11.02       | 3.19     |                   |
|  | 10.49       | 3.06     |                   |
|  |             |          |                   |
|  |             |          |                   |
|  | 10.40       | 2.57     |                   |
|  |             |          |                   |
|  | 10.34       | 2.51     |                   |
|  | 10.30       | 2.47     |                   |
|  |             |          |                   |
|  | 10.16       | 2.38     |                   |
|  | \$ 10.13    | \$ 2.30  |                   |
|  | 10.06       | 2.22     |                   |
|  |             |          |                   |
|  |             |          |                   |
|  |             |          |                   |
|  | 9.50        | \$ 2.05  |                   |
|  | 9.46        | 1.59     |                   |
|  |             |          |                   |
|  | 9.40        | 1.53     |                   |
|  | \$ 9.34     | \$ 1.47  |                   |
|  | 9.26        | 1.38     |                   |
|  | 9.18        | 1.30     |                   |
|  |             | \$ 1.23  |                   |
|  |             |          |                   |
|  | 9.12        | 1.19     |                   |
|  |             |          |                   |
|  |             |          |                   |
|  | 9.00        | 1.07     |                   |
|  |             |          |                   |
|  | \$ 8.55     | \$ 1.02  |                   |
|  | 8.22        | 12.27    |                   |
|  |             |          |                   |
|  | \$ 8.10     | \$ 12.15 |                   |
|  | A. M.       | P. M.    | P. M.             |
|  | DAILY       | DAILY    | DAILY<br>EX. SUN. |
|  | 06          | 12       | 815               |

| STATIONS                    | FIRST CLASS     |                             |         |
|-----------------------------|-----------------|-----------------------------|---------|
|                             | 204             | 66                          | 4       |
|                             | Arrive<br>P. M. | P. M.                       | P. M.   |
| PITTSBURGH (Pgh. Div.)      | \$ 8.35         | \$ 10.00                    | D 10.40 |
| FOURTH AVE                  |                 |                             |         |
| MONON                       | 8.30            | 9.55                        | 10.35   |
| SMITHFIELD ST.              |                 |                             |         |
| POINT BRIDGE                |                 |                             |         |
| COORLISS                    | 8.23            | 9.49                        | 10.29   |
| INGRAM                      |                 |                             |         |
| ORAFTON                     |                 |                             |         |
| IDLEWOOD                    |                 |                             |         |
| ROSSLYN                     |                 |                             |         |
| CARNEGIE                    | 8.15            | 9.42                        | 10.22   |
| CH.                         | 8.13            | 9.40                        | 10.20   |
| FORT PITT                   |                 | Will Not<br>Run<br>Dec. 25. |         |
| WALKERS MILL                |                 |                             |         |
| RENNERDALE                  |                 |                             |         |
| GREGG                       |                 |                             |         |
| OAKDALE                     |                 |                             |         |
| NOBLESTOWN                  |                 |                             |         |
| STURGEON                    |                 |                             |         |
| LAUREL HILL                 | 8.02            | 9.29                        | 10.08   |
| McDONALD                    |                 |                             |         |
| PRIMROSE                    |                 |                             |         |
| MIDWAY                      |                 |                             |         |
| BULGER                      | 7.55            | 9.22                        | 10.01   |
| RACCOON                     |                 |                             |         |
| BURGETTS                    | 7.50            | 9.18                        | 9.57    |
| CENTER AVE. (Burgetts, Br.) |                 |                             |         |
| BURGETTSTOWN                |                 |                             |         |
| BERTHA                      |                 |                             |         |
| HANLIN                      |                 |                             |         |
| COLLIER                     |                 |                             |         |
| CO.                         | 7.36            | 9.03                        | 9.43    |
| WEIRTON JOT.                | 7.29            | 8.51                        | 9.36    |
| STEUBENVILLE                | \$ 7.25         | \$ 8.46                     |         |
| MINGO JOT.                  | 7.10            | 8.39                        | 9.28    |
| ACRE                        | 6.57            | 8.26                        | 9.14    |
| BROADACRE                   |                 |                             |         |
| UNIONPORT                   |                 |                             |         |
| CADIZ JOT.                  | 6.47            | 8.17                        | 9.04    |
| JEWETT                      |                 |                             |         |
| OSTER                       | 6.41            | 8.11                        | 8.58    |
| SOIO                        | \$ 6.36         | 8.07                        | 8.54    |
| BOWERSTON                   |                 |                             |         |
| DYKE                        | 6.20            | 7.53                        | 8.40    |
| DENNISON                    | \$ 6.17         | \$ 7.50                     |         |
| UHRICHSVILLE                | 6.08            | 7.45                        | 8.36    |
| GNADENHUTTEN                |                 |                             |         |
| PORT WASHINGTON             |                 |                             |         |
| NEWCOMERSTOWN               | \$ 5.51         | 7.29                        | 8.20    |
| ISLETA                      | 5.44            | 7.25                        | 8.16    |
| WEST LAFAYETTE              |                 |                             |         |
| MORGAN RUN                  | 5.38            | 7.19                        | 8.10    |
| OOSHOCTON                   | \$ 5.32         | \$ 7.13                     |         |
| TYNDALL                     | 5.22            | 7.05                        | 8.00    |
| TRINWAY                     | \$ 5.12         | F 6.55                      | 7.52    |
| FRAZEYSBURG                 |                 |                             |         |
| BRICKER                     | 5.02            | 6.46                        | 7.46    |
| BLACK RUN                   |                 |                             |         |
| HANOVER                     |                 |                             |         |
| LICKING                     | 4.50            | 6.35                        | 7.35    |
| NEWARK { O. & N.            | \$ 4.45         | \$ 6.30                     | 7.30    |
| EAST COLUMBUS { Div.        | 4.06            | 5.57                        | 7.00    |
| COLUMBUS (Cols. Div.)       | \$ 3.53         | # 5.45                      | # 6.50  |
| Leave                       | P. M.           | P. M.                       | P. M.   |
|                             | DAILY           | #DAILY                      | DAILY   |
|                             | ◇204            | 66                          | ◇4      |

|  | FIRST CLASS |   |          |
|--|-------------|---|----------|
|  | 40          | 30                                      | 64       |
|  | P. M.       | A. M.                                   | A. M.    |
|  | \$ 11.47    | \$ 1.18                                 | \$ 1.42  |
|  | 11.42       | 1.13                                    | 1.37     |
|  | 11.36       | 1.07                                    | 1.30     |
|  |             |   |          |
|  | 11.29       | 12.59                                   | 1.23     |
|  | 11.27       | 12.57                                   | 1.21     |
|  |             | Will Not<br>Run<br>Nov. 24,<br>Dec. 25. |          |
|  |             |   |          |
|  | 11.16       | 12.46                                   | 1.10     |
|  |             |   |          |
|  | 11.09       | 12.39                                   | 1.03     |
|  | 11.05       | 12.34                                   | 12.58    |
|  |             |   |          |
|  | 10.51       | 12.20                                   | 12.44    |
|  | 10.44       | 12.13                                   | 12.37    |
|  | \$ 10.40    |   | T 12.33  |
|  | 10.34       | 12.05                                   | 12.25    |
|  | 10.21       | 11.51                                   | 12.11    |
|  |             |   |          |
|  | 10.12       | 11.42                                   | 12.02    |
|  |             |   |          |
|  | 10.06       | 11.36                                   | 11.56    |
|  | 10.02       | 11.32                                   | 11.52    |
|  | 9.48        | 11.18                                   | 11.38    |
|  | 9.44        | 11.14                                   | 11.34    |
|  |             |   |          |
|  | 9.28        | 10.58                                   | 11.18    |
|  | 9.24        | 10.54                                   | 11.14    |
|  |             |   |          |
|  | 9.18        | 10.48                                   | 11.08    |
|  |             |   | G 11.08  |
|  | 9.08        | 10.37                                   | 10.56    |
|  | 9.00        | 10.29                                   | 10.47    |
|  |             |   |          |
|  | 8.54        | 10.23                                   | 10.41    |
|  |             |   |          |
|  | 8.43        | 10.11                                   | 10.30    |
|  |             |   |          |
|  | \$ 8.38     | \$ 10.06                                | \$ 10.25 |
|  | 8.08        | 9.36                                    | 9.55     |
|  |             |   |          |
|  | \$ 7.58     | # 9.25                                  | # 9.40   |
|  | P. M.       | P. M.                                   | P. M.    |
|  | DAILY       | #DAILY                                  | DAILY    |
|  | ◇40         | ●30                                     | ◇64      |

| STATIONS                  | FIRST CLASS                    |                                     |                                 |
|---------------------------|--------------------------------|-------------------------------------|---------------------------------|
|                           | <del>761</del><br>SATS<br>ONLY | 763<br>#DAILY<br>EX. SAT.<br>& SUN. | 765<br>#DAILY<br>EX. SUN.       |
| Leave                     | P. M.                          | P. M.                               | P. M.                           |
| PITTSBURGH (Pgh. Div.)    | \$ 1.01                        | \$ 5.25                             | \$ 5.52                         |
|                           |                                | Will Not Run                        | Will Not Run                    |
|                           |                                | Nov. 24,<br>Dec. 26,<br>Jan. 2.     | Nov. 24,<br>Dec. 26,<br>Jan. 2. |
| CARNEGIE                  | \$ 1.30                        | \$ 5.45                             | \$ 6.20                         |
| KY.                       | 1.31                           | 5.46                                | 6.21                            |
| GLENN                     | F 1.32                         |                                     | \$ 6.23                         |
| WOODVILLE                 | S 1.35                         |                                     | \$ 6.25                         |
| BOWER HILL                | S 1.37                         |                                     | \$ 6.27                         |
| KIRWAN                    |                                |                                     | F 6.29                          |
| BRIDGEVILLE               | S 1.42                         | \$ 5.51                             | \$ 6.35                         |
| MAYVIEW                   | S 1.47                         |                                     | \$ 6.42                         |
| BOYCE                     | F 1.49                         |                                     | F 6.45                          |
| HILLS                     | S 1.52                         | 5.58                                | S 6.48                          |
| MORGANZA                  | F 1.57                         |                                     | \$ 6.55                         |
| RIOFOL                    | F 1.59                         |                                     | \$ 6.57                         |
| CANONSBURG                | S 2.03                         | \$ 6.09                             | \$ 7.06                         |
| HOUSTON                   | S 2.06                         | \$ 6.12                             | \$ 7.09                         |
| SHINGISS                  |                                |                                     | F 7.10                          |
| MEADOW LANDS              | F 2.11                         | 6.16                                | S 7.15                          |
| ARDEN                     |                                |                                     | F 7.18                          |
| TYLERDALE                 | S 2.17                         | \$ 6.23                             | \$ 7.22                         |
| CHESTNUT ST.              | S 2.20                         | \$ 6.26                             | \$ 7.27                         |
| WASHINGTON                | S 2.25                         | \$ 6.30                             | \$ 7.30                         |
| Arrive                    | P. M.                          | P. M.                               | P. M.                           |
|                           | <del>761</del>                 | 763                                 | 765                             |
| CHARTIERS BRANCH—EASTWARD |                                |                                     |                                 |
| STATIONS                  | FIRST CLASS                    |                                     |                                 |
|                           | 760                            | 762                                 |                                 |
| Arrive                    | A. M.                          | A. M.                               |                                 |
| PITTSBURGH (Pgh. Div.)    | \$ 8.15                        | \$ 8.35                             |                                 |
|                           |                                | Will Not Run                        | Will Not Run                    |
|                           |                                | Nov. 24,<br>Dec. 26,<br>Jan. 2.     | Nov. 24,<br>Dec. 26,<br>Jan. 2. |
| CARNEGIE                  | \$ 7.50                        | \$ 8.10                             |                                 |
| KY.                       |                                | 7.45 8.08                           |                                 |
| GLENN                     | S 7.43                         |                                     |                                 |
| WOODVILLE                 | F 7.41                         |                                     |                                 |
| BOWER HILL                | S 7.39                         |                                     |                                 |
| KIRWAN                    | S 7.37                         |                                     |                                 |
| BRIDGEVILLE               | S 7.35                         | \$ 8.03                             |                                 |
| MAYVIEW                   | S 7.28                         |                                     |                                 |
| BOYCE                     | S 7.24                         |                                     |                                 |
| HILLS                     | S 7.22                         | 7.55                                |                                 |
| MORGANZA                  | S 7.15                         |                                     |                                 |
| RIOFOL                    | F 7.12                         |                                     |                                 |
| CANONSBURG                | S 7.10                         | \$ 7.47                             |                                 |
| HOUSTON                   | S 7.04                         | \$ 7.44                             |                                 |
| SHINGISS                  | F 7.01                         |                                     |                                 |
| MEADOW LANDS              | S 6.58                         | 7.40                                |                                 |
| ARDEN                     |                                |                                     |                                 |
| TYLERDALE                 | S 6.50                         |                                     |                                 |
| CHESTNUT ST.              | S 6.48                         | \$ 7.33                             |                                 |
| WASHINGTON                | S 6.45                         | \$ 7.30                             |                                 |
| Leave                     | A. M.                          | A. M.                               |                                 |
|                           | #DAILY<br>EX. SUN.             | #DAILY<br>EX. SUN.                  |                                 |
|                           | 760                            | 768                                 | SAT                             |

| STATIONS                   | FIRST CLASS     |  |  |
|----------------------------|-----------------|--|--|
|                            | +701<br>#DAILY  |  |  |
| Leave                      | A. M.           |  |  |
| WEIRTON JOT                | \$ 6.30         |  |  |
| EAST STEUBENVILLE          | \$ 6.35         |  |  |
| LOWER FERRY                |                 |  |  |
| FOLLANSBEE                 | \$ 6.43         |  |  |
| LAZEARVILLE                | 6.47            |  |  |
| WELLSBURG                  | \$ 6.56         |  |  |
| BEECH BOTTOM               | 7.06            |  |  |
| SHORT CREEK                | 7.10            |  |  |
| EAST WARWOOD               |                 |  |  |
| WARWOOD                    | B 7.19          |  |  |
| WHEELING                   | \$ 7.30         |  |  |
| ZANE                       | Will Not Run    |  |  |
| BENWOOD                    | Dec. 26.        |  |  |
| Arrive                     | A. M.           |  |  |
|                            | 701             |  |  |
| ZANESVILLE BRANCH—WESTWARD |                 |  |  |
| STATIONS                   | FIRST CLASS     |  |  |
|                            | 637<br>N. Y. C. |  |  |
| Leave                      | DAILY<br>P. M.  |  |  |
| NEW LEXINGTON              | \$ 8.58         |  |  |
| JUNCTION CITY              | \$ 9.07         |  |  |
| FLAGDALE                   |                 |  |  |
| BREMEN                     | \$ 9.18         |  |  |
| Arrive                     | P. M.           |  |  |
|                            | 637             |  |  |



| STATIONS               | FIRST CLASS |  |  |
|------------------------|-------------|--|--|
|                        | 702         |  |  |
| Arrive                 | P. M.       |  |  |
| WEIRTON JCT.....       | \$ 8.40     |  |  |
| EAST STEUBENVILLE..... | \$ 8.35     |  |  |
| LOWER FERRY.....       |             |  |  |
| FOLLANSBEE.....        | 8.31        |  |  |
| LAZEARVILLE.....       | 8.28        |  |  |
| WELLSBURG.....         | \$ 8.23     |  |  |
| BEECH BOTTOM.....      | 8.13        |  |  |
| SHORT CREEK.....       | 8.09        |  |  |
| EAST WARWOOD.....      |             |  |  |
| WARWOOD.....           |             |  |  |
| WHEELING.....          | \$ 7.55     |  |  |
| ZANE.....              | Will Not    |  |  |
| BENWOOD.....           | Run         |  |  |
|                        | Dec. 25.    |  |  |
| Leave                  | P. M.       |  |  |
|                        | ‡DAILY      |  |  |
|                        | +702        |  |  |

## ZANESVILLE BRANCH—EASTWARD

| STATIONS           | FIRST CLASS |  |  |
|--------------------|-------------|--|--|
|                    | 626         |  |  |
| Arrive             | P. M.       |  |  |
| NEW LEXINGTON..... | \$ 5.30     |  |  |
| JUNCTION CITY..... | \$ 5.18     |  |  |
| FLAGDALE.....      |             |  |  |
| BREMEN.....        | \$ 5.07     |  |  |
| Leave              | P. M.       |  |  |
|                    | DAILY       |  |  |
|                    | N. Y. C.    |  |  |
|                    | 626         |  |  |

### HIGHWAY BUS SERVICE BETWEEN TRINWAY AND ZANESVILLE TO CONNECT WITH THE FOLLOWING TRAINS:

| STATIONS               | WESTWARD |           |
|------------------------|----------|-----------|
|                        | 67       | 13<br>204 |
|                        | DAILY    | DAILY     |
|                        | A. M.    | P. M.     |
| LEAVE TRINWAY.....     | 8.25     | 5.55      |
| LEAVE DRESDEN.....     | 8.33     | 6.03      |
| ARRIVE ZANESVILLE..... | 9.05     | 6.35      |

| STATIONS              | EASTWARD |           |
|-----------------------|----------|-----------|
|                       | 67       | 13<br>204 |
|                       | DAILY    | DAILY     |
|                       | A. M.    | P. M.     |
| ARRIVE TRINWAY.....   | 8.05     | 5.05      |
| LEAVE DRESDEN.....    | 7.57     | 4.57      |
| LEAVE ZANESVILLE..... | 7.25     | 4.25      |

NOTE—Conductor on train 204 will report from Newark, and conductors on trains 67 and 13 will report from Dennison when they have more than twelve passengers for Zanesville. This information necessary in order that additional bus service may be provided.

### FREIGHT SERVICE BETWEEN WAYNESBURG AND WASHINGTON

Freight service on Waynesburg secondary track between Washington and Waynesburg represented by motor car the movement of which is authorized as Track Car Extra on following schedule which conveys no time-table authority:

| STATIONS           | EASTWARD           | WESTWARD           |
|--------------------|--------------------|--------------------|
|                    | Mon. & Thurs. Only | Mon. & Thurs. Only |
|                    | A. M.              | P. M.              |
| WAYNESBURG.....    | Lv. 7.55           | Ar. 8.15           |
| WEST UNION.....    | 9.00               | 2.05               |
| BAKER.....         | 10.00              | 1.05               |
| SUMMIT SIDING..... | 10.45              | 12.25              |
| WASHINGTON.....    | Ar. 11.15          | Lv. 11.35          |
|                    | A. M.              | A. M.              |

On the days this car is authorized to operate no movements between Washington and Waynesburg will be made before first arranging with driver of freight motor car for proper protection.

Departing and arriving time at Waynesburg will be recorded by motor car driver each day on form provided for the purpose and at the end of each month mailed to Division Operator, Panhandle Division, Penna. Station, Pittsburgh, Pa. At Washington it will be reported by telephone to signalman at Houston for block sheet record.

### TICKET OFFICES OPEN FOR SALE OF TICKETS

| Daily Except Sunday |                       | STATIONS  | Sunday             |                       |
|---------------------|-----------------------|---|--------------------|-----------------------|
| Open for Train No.  | Close after Train No. |   | Open for Train No. | Close after Train No. |
| All Trains          | .....                 | * Pittsburgh.....<br>* Fourth Avenue.....<br>* Corliss.....<br>* Ingram.....<br>* Crafton.....<br>(a) Carnegie.....<br>* Oakdale.....<br>* McDonald.....<br>* Midway.....<br>* Burgettstown.....<br>.....<br>Steubenville.....<br>* Mingo Junction.....<br>* Jewett.....<br>(b) Dennison.....<br>Dennison.....<br>Newcomerstown.....<br>.....<br>Coshocton.....<br>Trinway.....<br>.....<br>Newark.....<br>.....<br>(c) Bridgeville.....<br>* Mayview.....<br>* Hills.....<br>* Morganza.....<br>(d) Canonsburg.....<br>* Chestnut Street.....<br>* Washington.....<br>.....<br>* Follansbee.....<br>* Wellsburg.....<br>* Wheeling.....<br>(e) Zanesville..... | All Trains         | .....                 |
| 713                 | 765                   |   | All Trains         | .....                 |
| 712                 | 713                   |   | .....              | .....                 |
| 712                 | 716                   |   | .....              | .....                 |
| 712                 | 713                   |   | .....              | .....                 |
| 712                 | 717                   |   | .....              | .....                 |
| 712                 | 26                    |   | .....              | .....                 |
| 712                 | 26                    |   | .....              | .....                 |
| 712                 | 716                   |   | .....              | .....                 |
| 716                 | 713                   |   | .....              | .....                 |
| All Trains          | .....                 |   | .....              | .....                 |
| 26                  | 13                    |   | .....              | .....                 |
| 26                  | 205                   |   | .....              | .....                 |
| 67                  | 67                    |   | .....              | .....                 |
| 11                  | 66                    |   | .....              | .....                 |
| 26                  | 204                   | .....   | .....              |                       |
| All Trains          | .....                 | .....   | .....              |                       |
| 67                  | 13                    | .....   | .....              |                       |
| All Trains          | .....                 | .....   | .....              |                       |
| 760                 | 763                   | .....   | .....              |                       |
| 760                 | 760                   | .....   | .....              |                       |
| 760                 | 760                   | .....   | .....              |                       |
| 760                 | 760                   | .....   | .....              |                       |
| 760                 | 763                   | .....   | .....              |                       |
| 760                 | 762                   | .....   | .....              |                       |
| 760                 | 762                   | .....   | .....              |                       |
| 701                 | 701                   | .....   | .....              |                       |
| 701                 | 701                   | .....   | .....              |                       |
| 702                 | 702                   | .....   | .....              |                       |
| .....               | .....                 | .....   | .....              |                       |

\* Closed for all trains Saturday and Holidays.

- (a) Open for No. 26, Closed after No. 713, Saturday and Holidays.  
 (b) Open for No. 11, Closed after No. 66, Saturday and Holidays.  
 (c) Open for No. 760, Closed after No. 761, Saturday and Holidays.  
 (d) Open for No. 760, Closed after No. 761, Saturday and Holidays.  
 (e) Tickets on sale, bus service to and from Trinway Daily, for connecting trains as shown on page 31.

### TRAINS WAIT FOR CONNECTION

| Junction | Train No. | Due At    | Wait Until | For Train | From                   | Due At                 |
|----------|-----------|-----------|------------|-----------|------------------------|------------------------|
| Trinway  | Bus       | 8.25 A.M. | Indef.     | 67        | Pittsburgh             | 8.13 A.M.              |
|          | Bus       | 5.55 P.M. | Indef.     | 204<br>13 | Columbus<br>Pittsburgh | 5.12 P.M.<br>5.48 P.M. |

### U. S. MAIL WORK

| STATIONS                                    | Westward |       |        |      |      | Eastward |    |      |      |      |      |
|---|----------|-------|--------|------|------|----------|----|------|------|------|------|
|   | 65       | 67    | 205    | 11   | 13   | 202      | 32 | 28   | 12   | 204  | 64   |
| Carnegie                                    |          |       | 2 CD   | 1 CD |      | 4-6 D    |    | 4 E  | 4 E  |      |      |
| Oakdale                                     |          |       | 2-5 CD |      | 5 CD |          |    | 4 E  |      |      |      |
| Noblestown                                  |          |       | 2-5 CD | 7 CD | 5 CD |          |    |      |      |      |      |
| Sturgeon                                    |          |       | 2-5 CD | 7 CD | 5 CD |          |    |      |      |      |      |
| McDonald                                    |          |       | 2-5 D  | 7 D  |      |          |    | 4 E  |      |      |      |
| Midway                                      |          |       | 2-5 CD | 7 CD | 5 CD |          |    | 4 E  |      |      |      |
| Burgettstown                                |          |       | 2-4 CD | 7 CD | 5 CD |          |    | 4 E  |      |      |      |
| Hanlin                                      |          |       | 2-5 CD | 1 CD | 5 CD |          |    | 5 CD |      |      |      |
| Steubenville                                |          |       | 2 E    | E    | E    | E        | E  | 4 E  |      |      | 4 E  |
| Steubenville just east of Washington Avenue | MD       | 2 MD  |        |      |      |          |    | E    | E    | E    | E    |
| Mingo Junction                              |          |       | N      |      |      |          |    |      |      |      | 5 E  |
| Scio  |          |       |        |      |      |          |    |      |      |      |      |
| Bowerston                                   |          |       |        |      |      |          |    |      |      |      |      |
| Dennison                                    |          | E     | 2-5 E  | E    | E    | E        | L  | 4 E  | 4 E  | 4 E  |      |
| Gnadenbutten                                |          |       | 2-4 CD | 1 CD | 5 D  |          |    | 9 E  |      |      | 5 CD |
| Port Washington                             |          |       | 2-5 CD | 7 CD | 5 CD |          |    | 4 D  | 5 D  | 5 CD |      |
| Newcomerstown                               | 3-4 D    |       | 2 E    | 1 CD | 4 CD |          |    | 4 E  | E    | 4 E  |      |
| Ialeta                                      |          |       |        |      | 4 CD |          |    | 9 E  |      |      |      |
| West Lafayette                              |          |       | 2-4 CD | 1 CD |      |          |    | 4 CD | 4 CD | 4 CD |      |
| Coshocton                                   | 4 D      | 2-4 E | 2 E    | 1 E  | E    | D        | D  | E 4  | E    | 4 E  | 4 M  |
| Conesville                                  |          |       |        |      |      |          |    | 4 D  |      |      |      |
| Adams Mill                                  |          |       |        |      | 4 CD |          |    | 9 E  |      |      |      |
| Trinway                                     |          | 2-5 E | 2-5 CD | 1 E  | 5 E  |          |    | 4 CD |      |      |      |
| Frasysburg                                  |          |       | 2-5 CD | 7 CD |      |          |    | 5 E  |      | 5 E  |      |
| Hanover                                     |          |       | 2-5 CD | 1 CD | 5 CD |          |    | 4 E  |      |      |      |

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

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

L—Stop on notification by agent at Newark to discharge U. S. Mail.

M—Reduce speed to 5 miles per hour to exchange mail.

N—Stop on request R. P. O. Clerk to discharge U. S. Mail.

1—Mondays.

2—Daily, except Mondays.

3—Sundays.

4—Daily, except Sundays.

5—Daily, except Sundays and Holidays.

6—Daily, except Saturday.

7—Mondays, except when Monday is a holiday.

8—Daily, except Mondays and Holidays.

9—Saturdays.

Trains delivering U. S. Mail at stations where they do not stop, will reduce speed or stop for that purpose when a passing train interferes with the safe delivery of the mail.

Conductors will ascertain from the mail clerk the amount of mail to be discharged at stations where speed should be reduced, and instruct engineman accordingly.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instruction \*1201 or 1202.

## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

| STATIONS      | PH-11<br>(2) | PH-7<br>(1) | CB-7<br>(2) | ZB-3<br>(3) | WC-3<br>(1) | SW-1<br>(1) | WC-7<br>(3) | PH-9<br>(1) | ZB-1<br>(2) | VL-3<br>(1) | VL-5<br>(1) | VL-11<br>(1) | 2nd<br>PH-7<br>(1) | CIN-1<br>(1) | VL-7<br>(1) | PW-17<br>(6) |
|---------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------------|--------------|-------------|--------------|
|               | A. M.        | A. M.       | A. M.       | A. M.       | A. M.       | A. M.       | A. M.       | A. M.       | A. M.       | P. M.       | P. M.       | P. M.        | P. M.              | P. M.        | P. M.       | P. M.        |
| Leave         |              |             |             |             |             |             |             |             |             |             |             |              |                    |              |             |              |
| CARNEGIE      | 12.20        | 2.10        | 2.15        |             |             | 5.50        |             | 10.20       | 11.55       | 12.30       | 1.05        | 5.15         | 7.45               | 8.45         | 9.45        | 11.45        |
| WEIRTON JOT.  | 1.50         | 4.00        |             |             | 5.30        | 7.10        |             | 11.40       | 2.00        | 2.20        | 2.40        | 7.00         | 9.20               | 10.05        | 11.05       | 4.30         |
| MINGO JOT     | 2.05         | 4.28        |             |             | 6.00        | 7.20        | 8.00        | 11.50       | 2.30        | 2.45        | 3.05        | 7.35         | 9.45               | 10.15        | 11.15       |              |
| UHRICHSVILLE  | 3.35         | 6.20        |             |             | 8.30        | 8.40        | 10.00       | 1.10        | 1.45        | 4.35        | 4.55        | 9.30         | 11.35              | 11.25        | 12.25       |              |
| TRINWAY       | 5.55         | 7.45        |             | 3.00        | 10.45       | 10.00       | 12.45       | 2.30        | 6.30        | 6.10        | 6.35        | 11.20        | 1.10               | 12.45        | 1.45        |              |
| LIOKING       | 6.25         | 8.15        |             | 4.00        | 11.45       | 10.25       | 1.15        | 2.55        |             | 6.40        | 7.05        | 12.00        | 1.40               | 1.10         | 2.10        |              |
| EAST COLUMBUS | 7.45         | 10.00       |             | 6.00        | 1.30        | 11.30       | 3.00        | 4.00        |             | 8.00        | 8.30        | 1.30         | 3.10               | 2.15         | 3.15        |              |
| WASHINGTON    |              |             | 6.45        |             |             |             |             |             |             |             |             |              |                    |              |             |              |
| BENWOOD       |              |             |             |             |             |             |             |             |             |             |             |              |                    |              |             | 6.00         |
| ZANESVILLE    |              |             |             | 1.00        |             |             |             |             | 9.00        |             |             |              |                    |              |             |              |
| OIOLEVILLE    |              |             |             |             |             |             |             |             | 2.00        |             |             |              |                    |              |             |              |
| Arrive        | A. M.        | A. M.       | A. M.       | A. M.       | P. M.       | A. M.       | P. M.       | P. M.       | P. M.       | P. M.       | P. M.       | A. M.        | A. M.              | A. M.        | A. M.       | A. M.        |

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday.

## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

| STATIONS      | CIN-2<br>(1) | SW-8<br>(1) | CG-8<br>(1) | WC-4<br>(1) | SW-30<br>(1) | NW-88<br>(1) | VL-6<br>(1) | WC-8<br>(1) | ZB-2<br>(2) | PH-10<br>(1) | NW-82<br>(1) | LM-4<br>(1) | VL-2<br>(1) | PW-16<br>(2) | NW-86<br>(1) | CB-8<br>(6) | ZB-4<br>(6) |
|---------------|--------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|--------------|-------------|-------------|
|               | A. M.        | P. M.       | P. M.       | P. M.       | P. M.        | P. M.        | P. M.       | P. M.       | A. M.       | P. M.        | P. M.        | A. M.       | A. M.       | A. M.        | A. M.        | A. M.       | A. M.       |
| Arrive        |              |             |             |             |              |              |             |             |             |              |              |             |             |              |              |             |             |
| CARNEGIE      | 10.36        | 12.10       | 2.08        |             | 5.16         | 5.30         | 7.05        |             | 10.00       | 10.05        | 10.25        | 3.15        | 2.51        | 4.15         | 3.36         | 3.00        |             |
| WEIRTON JOT.  | 9.30         | 10.50       | 1.07        | 6.30        | 8.51         | 4.09         | 5.30        | 10.00       | 8.00        | 8.25         | 9.05         | 1.55        | 1.45        | 12.01        | 2.30         |             |             |
| MINGO JOT.    | 9.21         | 10.40       | 12.59       | 5.45        | 3.41         | 4.00         | 5.20        | 9.00        | 7.45        | 8.15         | 8.55         | 1.45        | 1.36        |              | 2.21         |             |             |
| UHRICHSVILLE  | 8.10         | 9.25        | 11.54       | 2.45        | 2.26         | 2.43         | 3.50        | 6.30        | 3.30        | 6.45         | 7.30         | 12.01       | 12.25       |              | 1.10         |             |             |
| TRINWAY       | 7.07         | 8.25        | 10.58       | 12.40       | 1.26         | 1.42         | 2.40        | 4.00        | 1.30        | 5.40         | 6.10         | 9.30        | 11.22       |              | 12.07        |             | 3.30        |
| LIOKING       | 6.42         | 8.00        | 10.37       | 12.05       | 1.01         | 1.15         | 2.15        | 3.30        |             | 5.15         | 5.45         | 8.50        | 10.57       |              | 11.42        |             |             |
| EAST COLUMBUS | 5.45         | 7.00        | 9.45        | 10.30       | 12.01        | 12.15        | 1.15        | 2.00        |             | 4.05         | 4.30         | 7.00        | 10.00       |              | 10.45        |             | 11.00       |
| WASHINGTON    |              |             |             |             |              |              |             |             |             |              |              |             |             |              |              |             | 11.00 P. M. |
| BENWOOD       |              |             |             |             |              |              |             |             |             |              |              |             |             | 10.30        |              |             |             |
| ZANESVILLE    |              |             |             |             |              |              |             |             | 12.01       |              |              |             |             |              |              |             | 5.00        |
| OIOLEVILLE    |              |             |             |             |              |              |             |             | 4.00        |              |              |             |             |              |              |             |             |
| Leave         | A. M.        | A. M.       | A. M.       | A. M.       | P. M.        | P. M.        | P. M.       | P. M.       | P. M.       | P. M.        | P. M.        | P. M.       | P. M.       | P. M.        | P. M.        | P. M.       | P. M.       |

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday.

# SPECIAL INSTRUCTIONS

Note—Five-point star symbol (★) indicates Special Instruction of System application.

## STANDARD TIME

★ 1101. Eastern Standard Time applies on this Division.

## LETTERS AND CHARACTERS

★ 1201. The following letters and characters in schedules indicate:

- §—Regular stop.
  - F—Stop on signal to receive or discharge passengers.
  - A—Stop on signal to receive passengers.
  - B—Stop on signal to discharge passengers.
  - C—Regular stop to receive passengers.
  - D—Regular stop to discharge passengers.
  - E—Regular stop for express, mail or newspapers.
  - G—Regular stop, Saturday only.
  - H—Regular stop, Saturday only, to receive passengers.
  - J—Regular stop, Saturday only, to discharge passengers.
  - K—Regular stop, Sunday only.
  - L—Stop on signal, Sunday only, to receive or discharge passengers.
  - M—Regular stop daily except Saturday and Sunday.
  - N—Regular stop daily except Sunday.
  - No baggage service.
  - ⊕—No baggage service Sunday.
  - ✦—Passenger train—rail motor car.
  - \*—Passenger train—with passenger and freight equipment.
  - ◇—Passenger train—No train baggageman.
  - ‡—Will not Run on specified dates or Holidays shown on schedule pages.
- 1202.
- T—Regular stop to discharge passengers and to receive passengers for points east of Pittsburgh.
  - V—Regular stop to discharge passengers from points east of Pittsburgh and to receive passengers.
  - X—Stop to receive passengers for Columbus and beyond.
  - #—Train may leave in advance of schedule leaving time when station work is completed.
  - §—Regular stop, Saturday only, for mail.

## COLOR SIGNALS

1301. ....

## HAND, FLAG AND LAMP SIGNALS

1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

## ENGINE WHISTLE SIGNALS

1501. Rule 14(r) will apply:

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

| Direction | Sound engine whistle signal passing | Indication Stop will be made at |
|-----------|-------------------------------------|---------------------------------|
| Eastward  | Bricker                             | Conesville                      |
| "         | Morgan Run                          | Newcomerstown                   |
| "         | Newcomerstown                       | Dennison                        |
| "         | Custer                              | Acre                            |
| "         | Acre                                | Collier                         |
| "         | Burgetts                            | Raccoon or McDonald             |
| "         | Laurel Hill                         | Scully                          |
| Westward  | Esplen                              | Scully                          |
| "         | Carnegie                            | McDonald                        |
| "         | Burgetts                            | Collier                         |
| "         | Mingo Jct.                          | Acre                            |
| "         | Acre                                | Dennison                        |
| "         | Morgan Run                          | Conesville                      |
| "         | Bricker                             | Licking                         |

When stops are to be made for water by passenger trains with Diesel engines:

| Direction | Sound engine whistle signal passing | Indication Stop will be made at |
|-----------|-------------------------------------|---------------------------------|
| Eastward  | Newcomerstown                       | Dennison                        |
| Westward  | Custer                              | Dennison                        |

When stops are to be made by passenger trains for exchange of engines:

| Sound engine whistle signal passing first Block Station after it is known that an exchange of engines will be necessary. | Indication Stop will be made at |
|--|---------------------------------|
| Eastward or Westward Trains  | Dennison                        |

Operator will notify train dispatcher promptly.

1502. Rule 14(dc) and 14(ec) will apply:

| Track                        | Between                               | And                               |
|------------------------------|---------------------------------------|-----------------------------------|
| O. C. Bridge No. 1 and No. 2 | Esplen                                | Division Post, (Eastern Division) |
| O. C. Bridge No. 3 and No. 4 | Island Ave. Jct.                      | Division Post, (Eastern Division) |
| Scully No. 1 and No. 2       | Division Post, (Monongahela Division) | Rosslyn                           |

### Chartiers Branch

| Track           | Between  | And |
|-----------------|----------|-----|
| No. 1 and No. 2 | Carnegie | KY  |

### Burgetts Branch

| Track  | Between  | And |
|--------|----------|-----|
| Single | Burgetts | CN  |

### New Cumberland Branch

| Track  | Between      | And |
|--------|--------------|-----|
| Single | Weirton Jct. | CY  |

### Wheeling Branch

| Track  | Between      | And               |
|--------|--------------|-------------------|
| Single | Weirton Jct. | East Steubenville |

Rule 14(d) and 14(e) will apply:

| Powhatan Secondary Track |         |     |
|--------------------------|---------|-----|
| Track                    | Between | And |
| Secondary                | GR      | OJ  |

**Rule 14 (d) and 14 (e) will apply:****Zanesville Secondary Track**

| Track     | Between | And        |
|-----------|---------|------------|
| Secondary | RY      | Zanesville |

**Morrow Secondary Track**

| Track     | Between | And |
|-----------|---------|-----|
| Secondary | Bremen  | MS  |

**1503. Referring to Rule 14 (l):**

Enginemen will sound engine whistle signal, Rule 14 (l) approaching tunnels Nos. 5, 6, 7, 8 and 10 and prolong or repeat it until entrance to tunnel is reached.

At the following public grade crossings it will not be necessary to prolong this whistle warning until crossing is reached:

| Carnegie      | All crossings | Newcomerstown | All crossings |
|---------------|---------------|---------------|---------------|
| McDonald      | "             | Coshocton     | "             |
| Staubenville  | "             | Newark        | "             |
| Scio          | "             | Martins Ferry | "             |
| Dennison      | "             | Wellsburg     | "             |
| Uhrichtsville | "             | Wheeling      | "             |

At Jewett engine whistle signal must not be sounded or prolonged beyond a point 780 feet west of Center Street for eastward trains or beyond a point 780 feet east of Cadiz Street for westward trains.

Enginemen of Diesel engines will sound Engine Whistle Signal Rule 14 (l) approaching track gangs and other points where men may be at work on or about the track.

1504. Loud whistling within the city limits of Wellsburg W. Va., and Scio, Ohio, must be reduced to a minimum. When recalling flagman in this territory, whistle should be sounded only loud enough to insure it being heard by him.

**COMMUNICATING SIGNALS**

1601. ....

**TRAIN SIGNALS**

1701. Night Signals will be displayed on rear of trains and engines while passing through tunnels.

1702. Referring to Rule 19, B. & O. R. R. Trains between Zanesville and Fair Oaks may display B. & O. R. R. Standard Red and Green markers.

1703. New York Central eastward trains between Bremen and New Lexington may display two white flags in addition to two white lights by night, in the place provided for that purpose on the front of the engine.

**USE OF SIGNALS****Fusees And Torpedoes**

1801. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1802. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

|                             | Fusees | Torpedoes |
|-----------------------------|--------|-----------|
| Passenger Service           | 6      | 6         |
| Freight Service             | 12     | 12        |
| Engines in Road Service     | 3      | 4         |
| Engines in Shifting Service | 3      | 4         |
| Track Cars                  | 2      | 3         |

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

1803. Placing fusees between short rail head signal bonds and fish plates is prohibited account of damage which has resulted to rail head bonds from this practice.

**Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors**

1804. Switch stands at the following locations are not equipped either with lighted lamps or reflectors:

| Location          | Main, secondary track or siding              | Switch       |
|-------------------|--|--------------|
| Licking           | Westward siding                              | All trailing |
|                   | Eastward siding                              | All trailing |
| Cadiz Jct.—Cadiz  | Secondary track between Cadiz Jct. and Cadiz | All switches |
| Zanesville Branch | Main track Between Circleville and Morrow    | All Switches |

**Fouling Point Signs**

1805. Sign displaying letters FP indicates the fouling point of main track of the track on which it is located.

**Slide Protection Fence**

\* 1851. The letters SP on a signal mast indicate the signal is connected with a slide protection fence and the most restrictive indication on such signal may be caused by a slide.

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

**1852. Slide protection fences in service:**

West end of No. 10 tunnel west of Bowerston.

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

**SUPERIORITY OF TRAINS**

\* 1901. Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

**GENERAL ORDERS, BULLETIN BOARDS,  
EMPLOYEES' REGISTERS, STANDARD CLOCKS**

\*2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

| Bulletin Board | Employees' Register | Standard Clock | Location  | Other Divisions   |
|----------------|---------------------|----------------|---|---|
| X              |                     |                | P. O. & Y. R. R.—McKees Rocks                             |   |
| X              |                     |                | N. Y. C. R. R.—Bucyrus                                    |   |
| X              |                     |                | N. Y. C. R. R.—Corning                                    |   |
| X              |                     |                | N. Y. C. R. R.—West Columbus                              |   |
| X              |                     |                | N. Y. C. R. R.—Hobson                                     |   |
| X              | X                   | X              | Scully—Yard Master's Office                               | Pittsburgh<br>Monongahela<br>Eastern<br>Conemaugh<br>Buffalo<br>O. & N. Div.,<br>B. & O. R. R.<br>Columbus          |
| X              | X                   |                | Carnegie—Callers Office                                   | Pittsburgh<br>Monongahela<br>Conemaugh<br>Eastern   |
| X              | X                   | X              | Washington—Engine House                                   | Pittsburgh<br>Monongahela<br>Conemaugh<br>Eastern   |
| X              | X                   | X              | Burgettstown—Engine House<br>Burgettstown—Freight Station | Pittsburgh<br>Pittsburgh  |
| X              | X                   | X              | Weirton Jct.—Yard Master's Office                         | Pittsburgh<br>Monongahela<br>Eastern<br>Conemaugh<br>O. & N. Div.,<br>B. & O. R. R.                                 |
| X              | X                   | X              | Weirton—Freight Station                                   |   |
| X              | X                   | X              | Chester—Freight Station                                   |   |
| X              | X                   | X              | Mingo Jct.—Engine House                                   | Cleveland<br>Eastern<br>Pittsburgh<br>Monongahela<br>Conemaugh<br>O. & N. Div.<br>B. & O. R. R.<br>W. & L. E. R. R. |
| X              | X                   |                | Mingo Jct.—Scale Office                                   |   |
| X              | X                   | X              | Benwood—Engine House                                      | Conemaugh<br>Monongahela<br>Eastern<br>Pittsburgh   |
| X              | X                   |                | Martins Ferry—Yard Master's Office                        |   |
| X              | X                   | X              | Dennison—Engine House                                     | Pittsburgh<br>Monongahela<br>Conemaugh<br>Eastern<br>Columbus<br>O. & N. Div.,<br>B. & O. R. R.                     |
| X              | X                   | X              | Coshocton—Freight Station                                 |   |
| X              | X                   |                | Newark—Passenger Station                                  | O. & N. Div.<br>B. & O. R. R.   |
| X              | X                   | X              | Zanesville—Block Station                                  |   |
| X              | X                   |                | Putnam—Engine House                                       | O. & N. Div.<br>B. & O. R. R.<br>Columbus   |
| X              | X                   | X              | Lancaster—Freight Station                                 |   |
| X              | X                   |                | Circleville—Freight Station                               |   |
| X              | X                   | X              | Morrow—Block Station                                      |   |

NOTE—X indicates in service.

**2002. Standard Clocks At Other Points:**

Train dispatchers' office.

Open Block Stations.

**GENERAL ORDER ZONES**

\*2101. General Order Zones of this Division are as follows:

|        |  |
|--------|--|
| Zone A | <b>Main Line:</b><br>Division Post (Pgh. Div.) to Walkers Mill.  |
|        | <b>Branches:</b><br>Scully, Chartiers and B. & M;<br><b>Secondary Tracks:</b><br>Waynesburg, Westland and Palanka.                                     |
| Zone B | <b>Main Line:</b><br>Walkers Mill to Dennison.   |
|        | <b>Branches:</b><br>Burgetts and New Cumberland.<br><b>Secondary Tracks:</b><br>Cherry Valley, Studa, Atlasburg, Weirton,<br>New Cumberland and Cadiz. |
| Zone C | <b>Main Line:</b><br>Dennison to Division Post (C. & N. Div.)  |
| Zone D | <b>Branches:</b><br>Zanesville.  |
|        | <b>Secondary Tracks:</b><br>Zanesville, Fultonham, Roseville and Morrow.   |
| Zone E | <b>Branches:</b><br>Wheeling and River.  |
|        | <b>Branches:</b><br>Terminal.<br><b>Secondary Tracks:</b><br>Powhatan.   |

**Qualification Of Conductor Or Engineman**

2102. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

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

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

2103. The Conductor or Engineman of B. & O. and N. Y. C. R. R. trains at Zanesville, Fair Oaks and Spangler will report to the train dispatcher at Zanesville before entering main track, for general order information and block indication.

**TRACK ASSIGNMENTS**

**2201. Single Track**

| Track                 | Between      | And           |
|-----------------------|--------------|---------------|
| Chartiers Branch      | Houston      | WH            |
| B. & M. Branch        | Bridgeville  | End of Branch |
| Burgetts Branch       | Burgetts     | CN            |
| Wheeling Branch       | Weirton Jct. | Zane          |
| Terminal Branch       | WT           | Zane          |
| New Cumberland Branch | Weirton Jct. | WN            |
| Zanesville Branch     | Zanesville   | Bremen        |

| 2202. Two or More Tracks  |                                |                                |                                |                          |                          |  |
|---|--------------------------------|--------------------------------|--------------------------------|--------------------------|--------------------------|--|
| Current of traffic is as follows:   |                                |                                |                                |                          |                          |  |
| Main Line<br>Between:   | No. 4<br>Track                 | No. 3<br>Track                 | No. 2<br>Track                 | No. 1<br>Track           |                          |  |
| Division Post (Pittsburgh Division) and Monon.  |                                |                                | West'd                         | East'd                   |                          |  |
| Monon and Elliott   | West'd<br>Pgr.                 | East'd<br>Pgr.                 |                                |                          |                          |  |
| Elliott and Rosslyn   |                                |                                | West'd                         | East'd                   |                          |  |
| Rosslyn and CH  | West'd<br>Frt.                 | East'd<br>Frt.                 | West'd<br>Pgr.                 | East'd<br>Pgr.           |                          |  |
| CH and Oakdale  |                                |                                | West'd                         | East'd                   |                          |  |
| Oakdale and CO  |                                | West'd<br>Pgr.                 | East'd<br>Pgr.                 | East'd<br>Frt.           |                          |  |
| CO and Weirton Jct.   | West'd<br>Frt.                 | West'd<br>Pgr.                 | East'd<br>Pgr.                 | East'd<br>Frt.           |                          |  |
| Weirton Jct. and Custer   |                                |                                | West'd                         | East'd                   |                          |  |
| Custer and Scio   |                                | West'd<br>Pgr.                 | East'd<br>Pgr.                 | East'd<br>Frt.           |                          |  |
| Scio and Division Post (C & N Division)   |                                |                                | West'd                         | East'd                   |                          |  |
| Chartiers Branch<br>Between:<br>Carnegie and Houston  |                                |                                | West'd                         | East'd                   |                          |  |
| River Branch<br>Between:<br>Division Post (Eastern<br>Division) and Rockville                 |                                |                                | West'd                         | East'd                   |                          |  |
| OC<br>Bridge<br>No. 4<br>Track  | OC<br>Bridge<br>No. 3<br>Track | OC<br>Bridge<br>No. 2<br>Track | OC<br>Bridge<br>No. 1<br>Track | Scully<br>No. 2<br>Track | Scully<br>No. 1<br>Track |  |
| Division Post (Mon. Div.) and Rosslyn via Scully  |                                |                                |                                | West'd<br>Frt.           | East'd<br>Frt.           |  |
| Esplen and Div. Post (Eastern Div.) West Leg O. C. Bridge                                     |                                |                                | West'd                         | East'd                   |                          |  |
| Div. Post (Eastern Div.) East Leg O. C. Bridge and Island Ave. Junction                       | East'd                         | West'd                         |                                |                          |                          |  |
| <b>NOTE—Tracks are numbered from south to north or east to west.</b>                          |                                |                                |                                |                          |                          |  |
| Tracks in Tunnels No. 1 and No. 2 operated as a gauntlet, see Special Instructions 3004.      |                                |                                |                                |                          |                          |  |
| All tracks between Rockville and GR (River Branch) under direction of Yard Master, Mingo Jct. |                                |                                |                                |                          |                          |  |

| 2203. Secondary Tracks of Assigned Direction   |               |         |                    |               |                                      |      |
|--|---------------|---------|--------------------|---------------|--------------------------------------|------|
| Track  | From          | To      | Assigned Direction | Controlled by | Reverse Movements on Permission from | Note |
| No.101   | Corliiss      | Elliott | Eastward           | Corliiss      |                                      | 1    |
| No. 27   | Corliiss      | Esplen  | Eastward           | Corliiss      |                                      | 2    |
| No.105   | KY            | RG      | Eastward           | Carnegie      |                                      | 3    |
| No.103   | Laurel Hill   | Bulger  | Westward           | Laurel Hill   |                                      | 4    |
| No.101   | Uhrichs-ville | Dyke    | Eastward           | Uhrichs-ville | Uhrichs-ville                        | 5    |
| <p>NOTE 1. Eastward movements made on signal indication at Corliiss, westward movements made on signal indication at Elliott. Permission must be obtained from Corliiss to use this track at any point between Corliiss and Elliott.</p> <p>NOTE 2. Eastward movements made on signal indication at Corliiss, westward movements made on signal indication at Esplen. Permission must be obtained from Corliiss to use this track at any point between Corliiss and Esplen.</p> <p>NOTE 3. Eastward movements made on signal indication at KY, westward movements made on signal indication at RG. Permission must be obtained from Carnegie to use this track at any point between KY and RG.</p> <p>NOTE 4. Westward movements made on signal indication at Laurel Hill, eastward movements made on signal indication at Bulger. Permission must be obtained from Laurel Hill to use this track at any point between Laurel Hill and Bulger.</p> <p>NOTE 5. Eastward movements made on signal indication at Uhrichsville. Permission must be obtained from Uhrichsville to use this track at any point between Uhrichsville and Dyke, except as provided in Special Instructions 2701.</p> |               |         |                    |               |                                      |      |

**2204. Secondary Tracks of No Assigned Direction**

| Track              | Between        | And           | Controlled by | Note |
|--------------------|----------------|---------------|---------------|------|
| Waynesburg (E)     | Waynesburg     | WH            | Houston       | 1    |
| Westland (W)       | Houston        | Westland      | Houston       |      |
| Palanka (W)        | Palanka Jct.   | Palanka       | Houston       |      |
| Cherry Valley (E)  | Center Ave.    | Cherry Valley | Burgetts      |      |
| Studa (W)          | Langeloth Jct. | Studa         | Burgetts      |      |
| Atlasburg (W)      | CN             | Atlasburg     | Burgetts      |      |
| Powhatan (W)       | GR             | Wegee         | Rockville     | 2    |
|                    | Wegee          | Johnson       | Rockville     | 3    |
|                    | Johnson        | PN            | Rockville     | 2    |
| New Cumberland (E) | WN             | HS            | WeirtonJct.   | 2    |
| Weirton (E)        | CY             | WN            | WeirtonJct.   | 2    |
| Cadiz (W)          | Cadiz Jct.     | Cadiz         | Acre          |      |
| Zanesville (W)     | RY             | Zanesville    | Zanesville    | 2    |
| Fultonham (W)      | Fultonham Spur | Fultonham     | Zanesville    |      |
| Roseville (W)      | Roseville      | Rosehill Mine | Zanesville    |      |
| Morrow             | Bremen         | Circleville   | Bremen        | 2    |
|                    | Circleville    | MS            | Circleville   | 2    |

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

NOTE 1. At Waynesburg employes will not be required to comply with last paragraph of **Rule 105a**.

NOTE 2. **Rules 105a** and **105b** will not apply. All other Operating, Signal and Interlocking Rules, and Supplemental Instructions as they apply to main tracks and sidings, except **Rules 201 to 223** inclusive, are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the Superintendent; authority for the movement of passenger extras must be in writing.

NOTE 3. Note 2 applies except that **Rule 105b** is in effect between Wegee and Johnson and trains and engines will not protect against following movements between these points.

**2206. North Spur Yard Track, Weirton Junction, under jurisdiction of signalman at Weirton Jct. and must not be used or blocked without permission.**

Signal Aspect **Rule 290, Figure B** will be authority for trains or engines to enter and use this track in either direction.

**2207. Industrial track between Chester and Kobuta under jurisdiction of signalman at Weirton Junction.**

Permission from signalman at Weirton Junction must be obtained for trains or engines to use this track in either direction and they must be reported clear to him when movement has been completed.

**MOVEMENT OF TRACK CARS**

**2301. Track cars will be governed as specified by Rule 80 on portions of the division as follows:**

Entire Division.

**2302. Track cars will display night signals while passing through tunnels.**

**MOVEMENT OF TRAINS**
**2401. Location of Train Dispatchers—**
**Pittsburgh**

Train Dispatchers in charge as follows:

Main Line PH to Division Post, (C. & N. Div.)

**Branches:**

Scully  
Chartiers  
B. & M.  
Burgetts  
Wheeling  
New Cumberland  
Terminal

**Secondary Tracks:**

Powhatan  
New Cumberland  
Weirton.

Monongahela Division Train Dispatchers in charge of Scully Branch No. 1 and No. 2 tracks east of Esplen.

Eastern Division Train Dispatchers in charge of O. C. Bridge No. 1, No. 2, No. 3 and No. 4 tracks (Scully Branch) and River Branch east of Rockville.

**Zanesville**

Train Dispatchers in charge as follows:

**Branches:**

Zanesville

**Secondary Tracks:**

Zanesville  
Morrow

\* **2402. Rule S-83:** Except on portions of the railroad where **Rule 261** is in effect, the information as to the arrival or departure of superior trains will be furnished on form C.T. 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Except: At Burgetts a Proceed Signal displayed for westward trains will indicate that all trains due which are superior have arrived or left.

\* **2403. Rule D-83:** Except on portions of the railroad where **Rules 251** or **261** are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

**2405. Normal Position of Switches and Crossovers at Specified Locations**

| Switch Located at | Connecting               | With                          | Normal Position is for Movements |
|-------------------|--------------------------|-------------------------------|----------------------------------|
| Corliass          | No. 27 Secondary track   | Former West'd siding          | On No. 27 Secondary track        |
| Houston           | Palanka Secondary track  | Westland Secondary track      | To Palanka Secondary track       |
| Center Ave.       | Burgetts Br.             | Cherry Valley Secondary track | On Burgetts Br.                  |
| Zane              | Single track             | Yard tracks                   | Westward                         |
| Zane              | Terminal Br.             | Yard tracks                   | To Terminal Br.                  |
| Tiltonville       | P. R. R. track           | W.&L.E.R.R. track             | On W. & L. E. R. R.              |
| Ohio Jct.         | Powhatan Secondary track | Terminal Br.                  | On Powhatan Secondary track      |
| CY                | New Cumberland Branch    | Weirton Secondary track       | On New Cumberland Branch         |
| CY                | Weirton Secondary track  | No. 55 Yard Track             | To No. 55 Yard track             |
| Trinway           | Eastward Siding          | West Leg of Wye               | To West Leg of Wye               |
| RY                | East Leg of Wye          | Zanesville Secondary track    | To Zanesville Secondary track    |



**2408. Switch tenders are stationed at and have charge of main track switches as indicated:**

| Location | Switches                   |
|----------|----------------------------|
| Newark   | First Street, all switches |

**2409. Signalmen in charge of main track hand-operated switches when block station is open:**

| Location      | Switches                                       |
|---------------|--|
| Zane          | Switches from yard tracks to Wheeling Br.      |
| Bremen        | Switch at Junction P. R. R. and N. Y. C. R. R. |
| New Lexington | Switch at Junction P. R. R. and N. Y. C. R. R. |

#### Hand-Operated Switches Equipped With Electric Locks

**2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:**

| Location         | Switch  | Controlled By    |
|------------------|---|------------------|
| Corliiss         | Switch leading to yard track from No. 101 secondary track                           | Corliiss         |
|                  | Switch leading to yard track 2057 feet west of Elliott from No. 101 secondary track | Corliiss         |
| CH               | Switch to Superior Mill from No. 1 track  | Carnegie         |
| Collier          | Switch to west end of yard from No. 4 track   | Weirton Jct.     |
| Weirton Jct.     | Switch to No. 29 yard track from New Cumberland Branch track                        | Weirton Jct.     |
|                  | Switch to "Pull in" track from New Cumberland Branch track                          | Weirton Jct.     |
| Custer           | Switch leading from No. 1 track to Fulton Mine 1435 feet west of Custer             | Custer           |
| Washington C. H. | Switch to eastward siding   | Washington C. H. |

To enter Collier Yard, trains or engines must occupy track circuit which extends 150 feet west of switch, before switch can be opened.

The following switches are equipped with electric lock, not controlled by signalman:

| Location | Switch   |
|----------|--|
| Bulger   | Facing crossover between No. 2 and No. 1 tracks. |

**NOTE**—The switch lock on these switches must not be removed from keeper until after permission has been obtained from signalman. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.

#### 2412. Spring Switches Located:

| Location | Normal Position                              | Route for Which Sprung  | Note  |
|----------|--|---|-------|
| Duff     | For Eastward movement on Scully No. 1 track. | For Eastward movement from Eastward departure yard to Scully No. 1 track. | ..... |

#### Yards and Yard Instructions

**2417. Yards indicated by yard limit boards located at:**

|   |  |
|---|--|
| <b>Chartiers Branch:</b><br>Houston and Mile Post 17<br>WS and Washington                                       | <b>Weirton Secondary Track:</b><br>CY and WN   |
| <b>B. &amp; M. Branch:</b><br>Bridgeville and Mile Post 2   | <b>New Cumberland Secondary track:</b><br>New Cumberland<br>Chester  |
| <b>Burgetts Branch:</b><br>Burgetts and CN  | <b>Powhatan Secondary Track</b><br>Ohio Jct. and Wegee<br>Johnson and PN   |
| <b>Wheeling Branch:</b><br>Weirton Jct. and Mile Post 9<br>Zane and Mile Post 18                                | <b>Zanesville Secondary Track:</b><br>Trinway and Mile Post 4<br>Zanesville                                      |
| <b>Terminal Branch:</b><br>Ohio Jct. and Zane   | <b>Morrow Secondary track:</b><br>Bremen<br>Lancaster<br>Circleville<br>Washington C. H.<br>Wilmington<br>Morrow |
| <b>New Cumberland Branch:</b><br>Weirton Jct. and WN  |  |
| <b>Zanesville Branch:</b><br>Zanesville<br>Roseville<br>Crooksville<br>New Lexington<br>Junction City<br>Bremen |  |

#### Operation Of Pusher Engines In State of Ohio

**2420. The operation of pusher engines behind occupied cabin cars of assembled freight trains in the State of Ohio is prohibited.**

In the State of Ohio, employes and others are prohibited from riding on a cabin car when a pusher engine is operated behind a cabin car of an assembled freight train; they may ride on the pusher engine. The train shall be stopped to cut off the pusher engine.

### Non-interlocked Railroad Crossings At Grade

2427. Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

| Location  | Signals, Etc. Governing Movements over Crossings |   | Requirements               | Note |
|---|--|---|----------------------------|------|
|   | Type   | Indication or Position                    |                            |      |
| Newark:<br>B. & O. R. R.<br>(Eastward trains<br>on No. 1 track<br>and<br>Westward trains<br>on No. 2 track) | Target<br>Position light<br>Signal               | Vertical<br>More favor-<br>able than stop | Cross without<br>stopping. | 1    |
| Newark:<br>B. & O. R. R.<br>(Eastward trains<br>on No. 2 track<br>and<br>Westward trains<br>on No. 1 track) | Target   | Vertical                                  | Stop before<br>crossing.   | ...  |
| Zanesville:<br>B. & O. R. R.  | Target   | Vertical                                  | Stop before<br>crossing    | ...  |
| Darlington:<br>N. Y. C. R. R.   | Position light<br>Signal                         | More favor-<br>able than stop             | Cross without<br>stopping. | 2    |
| Crookville:<br>N. Y. C. R. R.   | Target   | Vertical                                  | Stop before<br>crossing.   | 3    |
| Junction City:<br>B. & O. R. R.   | Target   | Vertical                                  | Cross without<br>stopping. | 4    |
| Lancaster:<br>C. & O. R. R.   | Target   | Vertical                                  | Stop before<br>crossing.   | ...  |
| Tiltonville:<br>W. & L. E. R. R.  | Target   | Horizontal                                | Stop before<br>crossing.   | 5    |
| Bridgeport:<br>B. & O. R. R.  | Target   | Horizontal                                | Stop before<br>crossing.   | 6    |
| Bellaire:<br>B. & O. R. R.  | Target   | Horizontal                                | Stop before<br>crossing.   | 7    |

NOTE 1. Eastward trains on No. 1 track and Westward trains on No. 2 track must not exceed a speed of 15 miles per hour and be prepared to stop approaching crossing, and upon receiving proper automatic block signal and target indication may proceed over crossing without stopping.

NOTE 2. Movements over the N. Y. C. R. R. crossing are governed by Fixed Signals Rules 281 Fig. A and Rule 292 Fig. A.

When Signal Aspect Rule 292 Fig. A is displayed and no train on or approaching the crossing on the N. Y. C. R. R., trains will be governed as follows:

If signal does not indicate proceed after train or engine has been stopped three minutes and no N. Y. C. train or engine approaching or using crossing, conductor or engineman will go to crossing, unhook box located on post and be governed as follows:

Turn handle of time release, stencilled above, "P. R. R. Time Release", to the right as far as can, hold in this position ten seconds, let go of handle and when release runs down, that is, stops clicking, which will be about two minutes, wait about twenty seconds and if signal does not indicate proceed, repeat the same operation. If signal does not then indicate Proceed and no N. Y. C. train or engine approaching, conductor or engineman will send out a flagman in each direction on N. Y. C. R. R., a sufficient distance to afford proper protection, after which, train or engine may pass over the crossing.

Time Release box must be closed and locked after being used.

NOTE 3. Target at Crookville controlled by levers on ground equipped with switch lock and will be operated by trainmen.

NOTE 4. At Junction City trains on Pennsylvania Railroad tracks may proceed over B. & O. R. R. Crossing without stopping, at a speed not to exceed 15 miles per hour, when target is in vertical position.

Slow boards located 4350 feet East and 3440 feet West of B. & O. R. R. crossing.

INDICATION:—Approach crossing prepared to stop. A train exceeding one-half its maximum authorized speed at point involved must at once reduce to not exceeding that speed.

Target controlled by crank equipped with mechanical time release.

Normal position of target will be for Pennsylvania Railroad trains. Trainmen of B. & O. R. R. trains, after determining that no P. R. R. trains are approaching the crossing will change position of target for their movement over crossing and restore it to normal position after movement has been made

NOTE 5. The normal position of target at Tiltonville will be for W. & L. E. R. R. trains. W. & L. E. cross-over switches will be locked with P. R. R. and W. & L. E. switch locks. Trainmen of P. R. R. trains will be required to change the position of the target, throw the cross-over switches for their movement over the crossing, and return switches to normal position after cross-over movement is completed.

W. & L. E. Railway trains will approach crossing under full control, prepared to stop; but will proceed over the crossing at a speed not exceeding 15 miles per hour if target is set for them and crossing seen to be clear.

NOTE 6. Target at B. & O. R. R. crossing west of Bridgeport station will be operated by trainmen and left in position last used.

NOTE 7. Target at B. & O. R. R. crossing east of Bellaire station will be operated by trainmen and left in position last used.

### Drawbridges—Not Part of an Interlocking.

2428. Movement of trains or engines over Ohio Canal Draw-bridge, Zanesville, will be governed as follows:

Position light type fixed signals govern movement. These signals will display aspects Rule 292, Fig. B and Rule 290, Fig. B.

One signal governs eastward movement and is located twenty (20) feet west of Muskingum Avenue (Dug Road).

Two signals govern westward movement. One located thirty (30) feet east of Ohio Canal Draw Bridge and the other twelve (12) feet west of Main Street.

When signal west of Main Street displays stop indication, trains will stop east of Main Street.

### Automatic Highway Crossing Signals

\* 2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14(1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by Rules 14(1) and 30.

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

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

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

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

|   |                      |
|---|----------------------|
| College Ave.....  | } Canonsburg         |
| Pike Street.....  |                      |
| Central Ave.....  |                      |
| Jefferson Ave.....  |                      |
| Strabane Ave.....   |                      |
| Main Street.....  | } Houston            |
| Pike Street (Palanka Secondary track)....                     |                      |
| Lee's Crossing (New Cumb. Branch) West of CY                  |                      |
| Eastport Road, Scio   | } Scio Station       |
| { For movements with current of traffic on No. 2 track only   |                      |
| Eastport Road, Main Street,                                   | } Scio Water Station |
| { For movements with current of traffic on (No. 1 track only) |                      |
| State Street.....   | Bowerston            |
| Kirk Street.....  | West Lafayette       |
| Third Street (State Route No. 77).....                        | Trinway              |
| Public Road Crossing.....                                     | Yorkville            |

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

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

Cut-out and cut-in devices for operation of Automatic highway crossing signals and short arm gates at:

|                     |                |
|---------------------|----------------|
| Franklin Ave.....   | } Steubenville |
| Ross Street.....    |                |
| Logan Street.....   |                |
| North Street.....   |                |
| Washington Ave..... |                |
| Market Street.....  |                |
| Adams Street.....   |                |
| South Street.....   |                |
| Slack Street.....   |                |

controlled by watchmen in towers located at North and at Market Streets.

Except at Market Street, cars or engines must not be permitted to stand within a distance of 70 feet from either side of any crossing.

After stopping en-route on main tracks clear of a crossing, or before proceeding over a crossing on a yard or an industrial track, movement in either direction over the crossing must not be made until it is known gates are down or a member of crew is placed on crossing to protect movement over it.

### Protection For Public Highway Crossings At Grade

2455. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

| Track                    | Crossing          | Location      | No crossing watchman on Duty Between the Hours of   | Note |
|--------------------------|-------------------|---------------|---|------|
| Chartiers Branch         | Main Street       | Washington    | 7:30 P.M. and 5:30 P.M. Daily Except Saturday and Sunday. Saturday and Sunday Continuously. | 1    |
| Chartiers Branch         | Malden Street     | Washington    | 8:00 A.M. and 5:30 P.M. Daily Except Saturday and Sunday. Saturday and Sunday Continuously. | 2    |
| Chartiers Branch         | Wheeling Street   | Washington    | 8:00 A.M. and 5:30 P.M. Daily Except Saturday and Sunday. Saturday and Sunday Continuously. | 2    |
| Chartiers Branch         | West Wylie Avenue | Washington    | 8:40 PM and 4:40 AM Daily   |      |
| Wheeling Branch          | 12th Street       | Wellsburg     | Continuously  | 3    |
| Wheeling Branch          | 25th Street       | Wellsburg     | Continuously  | 4    |
| Terminal Branch          | Eoff Street       | Wheeling      | 10:00 PM and 2:00 PM Daily Except Sunday Sunday Continuously                                | 5    |
| Terminal Branch          | Chapline Street   | Wheeling      | 10:00 PM and 2:00 PM Daily Except Sunday Sunday Continuously                                | 5    |
| Powhatan Secondary Track | Hanover Street    | Martins Ferry | 10:00 PM and 2:00 PM Sunday Continuously  | 6    |
| Powhatan Secondary Track | Center Street     | Martins Ferry | 10:00 PM and 2:00 PM Sunday Continuously  | 6    |
| Cleveland Div.           | State Street      | Newcomertown  | 7:15 PM and 11:15 AM Sunday Continuously  |      |
| Zanesville Branch        | Main Street       | Zanesville    | Sundays 7:00 AM and 11:00 PM  |      |
| Zanesville Branch        | Dug Road          | Putnam        | 11:30 PM and 7:30 AM Daily Except Sunday Sunday Continuously                                |      |
| Zanesville Branch        | Cooper Mill       | Putnam        | 11:30 PM and 7:30 AM Daily Except Sunday Sunday Continuously                                |      |

NOTE 1. For all eastward regular passenger trains departing from Main Street Station, front brakeman will flag train over crossing.

No. 761 must station a trainman on crossing to protect the movement before passing over it.

No. 763 will be flagged over crossing by crossing Watchman.

No. 765 will be flagged over crossing by crossing Watchman daily Except Saturday. On Saturday a trainman must be stationed on crossing to protect the movement before passing over it.

All other trains and engines in either direction, including extra passenger trains, must station a trainman on crossing to protect the movement before passing over it.

**NOTE 2.** Crossing watchman will remain on duty until after No. 762 and No. 765 have departed, Except Saturday.

Between the hours of 8:00 A. M. and 5:30 P. M. also after departure of No. 765 until 11:00 P. M. daily except Saturday and Sunday all trains and engines including passenger extras, must station a trainman on crossings to protect the movement before passing over them.

On Saturday and Sunday between the hours of 6:00 A. M. and 10:00 P. M. All trains and engines must station a trainman on crossings to protect the movement before passing over them.

**NOTE 3.** All trains and engines in either direction, including extra passenger trains between the hours of 8:30 A. M. and 4:30 P. M. must station a trainman on crossing to protect the movement before passing over it.

**NOTE 4.** Between the hours of 8:30 A. M. and 4:30 P. M., daily except Sunday, trains and engines must stop before passing over crossing and a member of crew must protect crossing in advance of each movement.

**NOTE 5.** Trains and engines passing over these crossings between the hours of 2:00 P. M. and 10:00 P. M. on Sunday must stop before passing over crossings and a member of crew must protect each crossing in advance of each movement.

**NOTE 6.** Trains and engines moving over these crossings between the hours of 5:00 A. M. and 2:00 P. M., daily except Sunday, and during all hours on Sunday, must be brought to a full stop and a member of crew provide protection before passing over them.

**2456.** Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

| Track   | Crossing   | Location   |
|---|--|--|
| Chartiers Branch<br>Maher Brick Co.<br>track  | Rogers Avenue  | Bridgeville  |
| Chartiers Branch<br>Chartiers Gas and<br>Coal Co.                                   | Adams Avenue<br>Street Car Line<br>and all other<br>Crossings                        | Richfol  |
| Chartiers Branch<br>Hazel Mine tracks   | State Route No. 519  | Canonsburg   |
| Cherry Valley<br>Secondary Track  | Noblestown Road  | Two miles east of<br>Center Avenue,<br>Burgettstown    |
| New Cumberland<br>Secondary Track   | Chester Street   | New Cumberland   |
| State Line Industrial<br>track  | State Route No. 2  | Brook<br>444 feet from<br>point of switch              |
| Powhatan<br>Secondary Track<br>B. & O. interchange<br>Wheeling Steel Co.<br>furnace | First Street<br>Second Street  | Martins Ferry  |
| Terminal Branch   | Fulton Road  | About 2 miles east of<br>18th Street Sta.,<br>Wheeling |
| Zanesville Branch<br>Rush Creek Clay Co.  | State Route No. 37   | Junction City  |
| Morrow Secondary Track<br>Lancaster Industrial<br>track                             | State Route No. 33   | Lancaster  |
| Morrow<br>Secondary Track   | Fayette Street<br>Main Street  | Washington C.H.  |
| Morrow<br>Secondary Track   | Grant Street<br>Sugartree Street<br>Walnut Street<br>South Street<br>Mulberry Street | Wilmington   |

**2457.** Weirton Steel Company and Pennsylvania trains operating on Weirton Steel Company slag track between Strip Steel crossovers and Slag Dump west of Standard Slag Company plant at west end Weirton Junction Yard, must approach grade crossings on this track over lead to Cove Valley Lumber Company, Weirton Junction enginehouse wye track, leads to Scott Lumber Company plant and Standard Slag Company plant, prepared to stop clear of crossings and not cross until it is known crossings are clear.

Vehicles in both directions on highway crossing over Weirton Steel Company slag track opposite yard office east end of Weirton Junction Yard must be stopped clear of track and not be permitted to proceed until it is known it is safe to cross.

**2458.** On tracks and branches below indicated enginemen and trainmen will, when weather conditions are such that flangeways of road crossings or switches may be obstructed with snow or ice, assure themselves that road crossings and switches are in safe condition to use. If necessary, trains and engines will be stopped and road crossings inspected by member of engine or train crew before passing over them:

**Main Line:**

L. B. Foster Co. Industrial track, Carnegie

**Wheeling Branch:**

Bloch Bros. Industrial track, Wheeling  
Wheeling Electric Co. Industrial track, 42nd Street, Wheeling  
Terminal Cold Storage Industrial track, Wheeling

**State Line Industrial track:**

All Crossings

**Terminal Branch:**

La Belle Lead, Wheeling  
B. & O. Connection Peninsula

**Zanesville Branch:**

Fultonham Secondary track  
Roseville Secondary track

**Zanesville Secondary track:**

Mill Run Industrial track

**Morrow Secondary track:**

Between Circleville and Morrow

**New Cumberland Secondary track:**

East Toronto to Chester,  
All Crossings

**M. & O. Industrial track.**

**Cherry Valley Secondary track:**

Between Center Ave., Burgettstown and Cherry Valley

**Atlasburg Secondary track:**

Between .CN and Atlasburg.

**Studa Secondary track:**

Between Langeloth Jct. and Studa

**Cadiz Secondary track:**

Between Cadiz Jct. and Cadiz.

**Royal Southern Industrial track.**

**Westland Secondary track:**

Between Houston and Westland.

**Palanka Secondary track:**

Between Houston and Palanka,  
(Including Wye tracks at Houston.)

**Kobuta Industrial track:**

Between Chester and Kobuta.

**2459.** Attention is called to the following extract from an order issued by the Pennsylvania Public Utility Commission, State of Pennsylvania.

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

2478. While a freight train is passing an open block or interlocking station, a member of the crew must be stationed on the rear of the train to receive or deliver messages.

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

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

2479. In the application of Rule 107: At Dennison, all westward trains on No. 2 track and eastward trains running against the current of traffic on No. 2 track, must approach prepared to stop clear of station platform expecting to find an eastward passenger train receiving and discharging traffic.

Eastward passenger trains on No. 1 track stopping at Dennison station will not be required to protect against westward trains.

2480. Carnegie—All westward passenger trains making regular stops at Carnegie on No. 2 westward passenger track will stop with engine clear of crossing near west end of platform.

2481. Carnegie—Signal aspect Rule 290, Fig. B, will be authority for trains to make movements against current of traffic on No. 3 eastward freight track between Rosslyn and Carnegie.

2482. Oakdale—Trains on No. 1 eastward freight track receiving a stop signal at Oakdale, must not pass a point 700 feet west of highway crossing until indication of the home signal has been changed to proceed or proper authority has been received to pass it in stop position.

2483. Hanlin—Jefferson Coal Company: Hand operated derailed on loading track must be kept locked in normal position except while switching.

2484. Dennison—Conductors of all passenger trains stopping at Dennison will report by telephone to signalman at Uhrichville before departing from that point.

2485. Newark—When the fixed signal located 110 feet east of B. & O. Railroad Crossing, Newark, governing westward movement on No. 2 track displays a "stop" indication, trains with steam engines will stop just before engine reaches Bridge 157.53 and will not proceed until the signal displays an indication more favorable than "stop."

#### Wheeling Branch

2486. (a) Lower Ferry—Account fire hazard the following restrictions apply in plant of Koppers Company Tar and Chemical Division beyond restriction boards:

#### PROHIBITED

- (1) Engines, unless equipped with spark arrestors placed in proper position on stack.
- (2) Cleaning fires, shaking grates, or putting coal in fire box of engines.
- (3) Smoking or using open flame lights.

(b) Wellsburg—Cars or engines must not be left standing within 80 feet of Highway Crossings at 5th and 19th Streets, Wellsburg.

#### River Branch

2487. Mingo Jct.—Trains moving from Yard tracks to Main Line at Mingo Junction that will obstruct State Street Crossing when stopped at dwarf signal will stop west of State Street and not proceed until signal displays aspect Rule 287 Fig. A.

#### Terminal Branch

2488. (a) Martins Ferry—Trains using connection between Terminal Junction yard and Martins Ferry switching track must stop before crossing B. & O. R. R. track leading to Wheeling Steel Corporation Plant unless proceed signal is received from trainman of such train or engine stationed at crossing to protect the movement.

(b) Trains using track leading from Martins Ferry Furnace Yard to B. & O. R. R. Interchange track at First Street, Martins Ferry must stop before crossing B. & O. R. R. track unless proceed signal is received from trainman of such train or engine stationed at crossing to protect the movement.

(c) Trains using tracks of City Electric plant, Martins Ferry, must protect against B. & O. R. R. movements and must not pass the north east corner of this structure while B. & O. R. R. equipment is standing or moving on the adjoining track.

#### New Cumberland Branch

2489. A blue light displayed at Acid Unloading Station on rear end No. 7 track in 54-inch Strip Mill, Weirton Steel Company, Weirton, indicates tank cars are connected for unloading and must not be coupled to or moved.

#### New Cumberland Secondary Track

2490. (a) Cars on Mill and Storage tracks, Chester, must not be left standing between 5th Street Crossing and a point indicated by yellow mark painted on rails 100 feet from either side of crossing.

(b) Gates across both legs of "Wye Track" also No. 3 track in Taylor, Smith and Taylor Company, plant Chester, are equipped with switch locks. These gates must be kept closed and locked except while tracks are being used for switching or other train movement.

#### Kobuta Industrial Track

2491. Kobuta—Account fire hazard, the use of open flame lights is prohibited beyond restriction boards in plant of Koppers United Co.

Smoking is prohibited within the gates of this plant.

#### Zanesville Branch

2492. (a) Zanesville—B. & O. and N. Y. C. R. R. trains will enter and leave main track from switch No. 4.

(b) Eastward freight trains will stop west of Main Street and keep clear of street crossing unless route is clear over B. & O. R. R. crossing and into yard.

(c) B. & O. R. R. trains Nos. 55 and 56 will run passenger extra between Zanesville and Fair Oaks.

### MOVEMENT BY TRAIN ORDERS

2501. Trains must not leave their initial station without train orders or notice from Operator or Signalman that there are no orders.

### MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

★ 2601. Rules 251, 253 and 254 in effect:

|                  | Track                         | Between      | And          |
|------------------|-------------------------------|--------------|--------------|
| Main Line        | No. 1 and No. 2               | PH           | Monon        |
|                  | No. 3 and No. 4               | Monon        | Elliott      |
|                  | No. 1 and No. 2               | Elliott      | Rosslyn      |
|                  | No. 1, No. 2, No. 3 and No. 4 | Rosslyn      | CH           |
|                  | No. 1 and No. 2               | CH           | Oakdale      |
|                  | No. 1, No. 2 and No. 3        | Oakdale      | Weirton Jct. |
|                  | No. 1 and No. 2               | Weirton Jct. | Custer       |
|                  | No. 1, No. 2 and No. 3        | Custer       | Scio         |
| Chartiers Branch | No. 1                         | KY           | Carnegie     |
|                  | No. 2                         | Carnegie     | LD           |

### OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

★ 2602. Rules 261, 262, 263 and 264 in effect:

|           | Track | Between | And          |
|-----------|-------|---------|--------------|
| Main Line | No. 4 | CO      | Weirton Jct. |

★2603. Where Rules 261, 262, 263 and 264 are in effect, signal indication or permission of the signalman will be authority for a train to proceed as an extra.

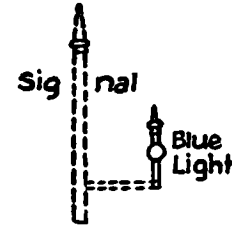
When a train is to run as a Passenger Extra it will be notified by the signalman.

### FIXED SIGNALS

2701. Signal aspects not in conformity with the typical aspects, in service:

#### Wheeling Branch

On distant switch signal J-19 at East Steubenville.



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

NAME —Signal mast bracket marker.

The following block stations are provided with an illuminated sign arranged to display white cross upon black background.



INDICATION—Take siding as herein directed.

NAME —Take siding indicator.

This indication will be displayed for trains, and will be found on the front of the tower near the train order signal location. When displayed to approaching train, Enginemen will acknowledge sign by two short blasts of engine whistle, Rule 14 (g).

Take siding indication will be displayed at the following locations:

| Main Line | Location | Take Siding at |
|-----------|----------|----------------|
| Westward— | Custer   | Dyke           |

Trains receiving a take-siding indication will call for instructions from Signalman before entering siding.

Illuminated sign located on front of Laurel Hill Block and Interlocking Station near train order signal location indicates at what point helping engines on rear of westward freight trains will cut off. When the letter "B" is displayed, helping engines will cut off at Bulger. When no indication is displayed, they will cut off at Dinsmore.

The track number to be used by eastward trains pulling in Dennison eastward yard will be displayed by indicator on the front of tower at Uhrichsville, except that when the Figure 4 is displayed, eastward trains will pull in on No. 101 track at Jewett Street, Dennison.

**CAB SIGNALS**

2751. Cab Signal Rules 295 to 298, inclusive, are in effect as follows:

For movements with current of traffic.

|                 | Track                         | Between                     | And          |
|-----------------|-------------------------------|-----------------------------|--------------|
| Main Line       | No. 1 and No. 2               | PH                          | Monon        |
|                 | No. 3 and No. 4               | Monon                       | Elliott      |
|                 | No. 1 and No. 2               | Elliott                     | Rossllyn     |
|                 | No. 1, No. 2, No. 3 and No. 4 | Rossllyn                    | CH.          |
|                 | No. 1 and No. 2               | CH                          | Oakdale      |
|                 | No. 1, No. 2 and No. 3        | Oakdale                     | CO           |
|                 | No. 1, No. 2, No. 3 and No. 4 | CO                          | Weirton Jct. |
|                 | No. 1 and No. 2               | Weirton Jct.                | Custer       |
|                 | No. 1, No. 2 and No. 3        | Custer                      | Scio         |
| No. 1 and No. 2 | Scio                          | Division Post, (C.&N. Div.) |              |

For movements against current of traffic.

|           | Track | Between      | And |
|-----------|-------|--------------|-----|
| Main Line | No. 4 | Weirton Jct. | CO  |

2752. Cutting-in-Section Located:

|                       | Track  | Between  | And                                |
|-----------------------|--|--|------------------------------------|
| Main Line             | No. 2  | Westward Trains<br>Interlocking signal west of Washing-Street foot bridge PH (Pgh. Div.) | Home signal east of No. 1 tunnel   |
|                       | (Mon. Div.) No. 1                                      | Westward distant signal at Monon   | Westward home signal Monon         |
| Secondary Track       | No. 27   | 600 feet east of westward home signal for Corliis  | East of Corliis interlocking       |
| Scully Branch         | Scully No. 2   | Block signal D-51 east of Rossllyn   | Block signal D-57 east of Rossllyn |
| River Branch          | No. 2<br>NOTE—For westward trains enroute to Main Line | 5060 feet east of westward home signal for Rockville.                                    | Westward home signal Rockville.    |
| New Cumberland Branch | Single   | 1358 feet east of westward home signal No. N-11  | Weirton Jct. interlocking          |
| Wheeling Branch       | Single   | Eastward Trains  |                                    |
|                       |  | Mile Post 2 west of East Steubenville  | Weirton Jct. interlocking          |
| Burgetts Branch       | Single   | 486 feet west of eastward distant signal No. B-04  | Burgetts interlocking              |
| Chartiers Branch      | No. 1  | Eastward distant signal No. W-16   | Carnegie interlocking              |

2753. Testing sections, in addition to those at terminals, located:

At Trinway on Zanesville Secondary track at a point 350 stand on feet east of RY block-limit Station. Location designated by a stand on north side of track, equipped with a light. Engineers on trains moving to Main Line at Trinway will make test of Cab Signals at this point.

**MANUAL BLOCK SYSTEM**

2801. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

|                       | Track           | Between                       | And        |
|-----------------------|-----------------|-------------------------------|------------|
| Chartiers Branch      | No. 1           | KY                            | Houston    |
|                       | No. 2           | LD                            | Houston    |
|                       | Single          | Houston                       | WH         |
| Burgetts Branch       | Single          | Burgetts                      | CN         |
| River Branch          | No. 1 and No. 2 | Division Post, (Eastern Div.) | Rockville  |
| Powhatan              | Secondary       | GR                            | PN         |
| Wheeling Branch       | Single          | Weirton Jct.                  | Zane       |
| Terminal Branch       | Single          | WT                            | Zane       |
| New Cumberland Branch | Single          | Weirton Jct.                  | WN         |
| Weirton               | Secondary       | CY                            | WN         |
| New Cumberland        | Secondary       | WN                            | HS         |
| Zanesville            | Secondary       | RY                            | Zanesville |
| Zanesville Branch     | Single          | Zanesville                    | Bremen     |
| Morrow                | Secondary       | Bremen                        | MS         |

2802. Rule 316 will apply: *CLEAR BLOCK ONLY*  
**For Movements Against Current of Traffic**  
 Main Line—Between PH and Uhrichsville, except on No. 4 track between Weirton Jct. and CO.

2803. Rule 317 will apply:  
 On Single track;  
 On Secondary Tracks between points listed under Special Instruction 2801.  
 For movements with the current of traffic between points listed under Special Instruction 2801.

**For Movements Against Current of Traffic**

Main Line—Between Uhrichsville and Division Post, (C. & N. Div.).  
 Scully Branch—Between all points.  
 Chartiers Branch—Between Carnegie and Houston on No. 1 and No. 2 tracks.  
 River Branch—Between Division Post (Eastern Div.) and Rockville on No. 1 and No. 2 tracks.

2804. When authorized by the signalman, and, at reduced speed, an engine may pass stop-block signal or enter a block occupied by a passenger train for the purpose of switching that train.

### AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic.

|                  | Track                        | Between                      | And                          |
|------------------|------------------------------|------------------------------|------------------------------|
| Scully Branch    | Scully No. 1 and No. 2       | Division Post (Monon. Div.)  | Rosslyn                      |
|                  | O. C. Bridge No. 1 and No. 2 | Esplen                       | Division Post (Eastern Div.) |
|                  | O. C. Bridge No. 3 and No. 4 | Division Post (Eastern Div.) | Island Ave. Jct.             |
| Chartiers Branch | No. 1                        | KY                           | Carnegie                     |
|                  | No. 2                        | Carnegie                     | LD                           |

2915. Rules 501 to 518, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic.

|                 | Track                         | Between                      | And          |
|-----------------|-------------------------------|------------------------------|--------------|
| Main Line       | No. 1 and No. 2               | PH                           | Monon        |
|                 | No. 3 and No. 4               | Monon                        | Elliott      |
|                 | No. 1 and No. 2               | Elliott                      | Rosslyn      |
|                 | No. 1, No. 2, No. 3 and No. 4 | Rosslyn                      | CH           |
|                 | No. 1 and No. 2               | CH                           | Oakdale      |
|                 | No. 1, No. 2 and No. 3        | Oakdale                      | CO           |
|                 | No. 1, No. 2, No. 3 and No. 4 | CO                           | Weirton Jct. |
|                 | No. 1 and No. 2               | Weirton Jct.                 | Custer       |
|                 | No. 1, No. 2 and No. 3        | Custer                       | Scio         |
| No. 1 and No. 2 | Scio                          | Division Post (C. & N. Div.) |              |

For movements against current of traffic.

|           | Track | Between | And          |
|-----------|-------|---------|--------------|
| Main Line | No. 4 | CO      | Weirton Jct. |

2916. Rule 515—following exceptions authorized:

(a) Between Pittsburgh and Monon, Monongahela Division passenger engines and switching movements are authorized to move as non-equipped trains.

(b) Between Fourth Ave. and Carnegie; Burgetts and CO; CO and Weirton Jct.; Laurel Hill and Burgetts; Dennison and Port; Morgan Run and Tyndall; trains in switching and transfer service are authorized to move as non-equipped trains.

(c) Between Weirton Jct. and Mingo Jct., trains in switching and transfer service and Wheeling Branch freight engines are authorized to move as non-equipped trains.

*1/2 PASSENGER SPEED NOT OVER 30 MPH INTERLOCKING MEDIUM SPEED*

3002. Emergency Signals—Whistle or Horn, in service as follows:

Monon  
Esplen  
Scully  
Carnegie  
Weirton Jct.

3003. At Zane Interlocking Station there are no distant signals in connection with home signals. Trains must approach the home signals at this point prepared to stop.

3004. Gauntlet in No. 1 tunnel just west of PH Block Station and in No. 2 tunnel just west of Corliss Block Station are within the interlocking limits at those points.

3006. Rule 605—in effect:

|                        | Track      | Between                 | And                                       |
|------------------------|------------|-------------------------|---|
| Main Line              | No. 1      | CH                      | Home signal 890 feet west of Mile Post 11 |
|                        | No. 1      | Mingo Jct.              | East end Mingo Jct. eastward siding.      |
| Main Line—River Branch | Connection | Main Line at Mingo Jct. | River Branch at Rockville                 |

### SPEEDS

\*3101.

### SPEED TABLE

| Time per Mile |      | Miles per Hour | Time per Mile |      | Miles per Hour | Time per Mile |      | Miles per Hour | Time per Mile |      | Miles per Hour |
|---------------|------|----------------|---------------|------|----------------|---------------|------|----------------|---------------|------|----------------|
| Min.          | Sec. |                | Min.          | Sec. |                | Min.          | Sec. |                | Min.          | Sec. |                |
| 0             | 36   | 100            | 0             | 48   | 75             | 1             | 12   | 50             | 2             | 24   | 25             |
| 0             | 38   | 95             | 0             | 51   | 70             | 1             | 20   | 45             | 3             | 00   | 20             |
| 0             | 40   | 90             | 0             | 55   | 65             | 1             | 30   | 40             | 4             | 00   | 15             |
| 0             | 42   | 85             | 1             | 00   | 60             | 1             | 43   | 35             | 6             | 00   | 10             |
| 0             | 45   | 80             | 1             | 05   | 55             | 2             | 00   | 30             | 12            | 00   | 5              |



**3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED  
PASSENGER TRAINS AND FREIGHT TRAINS**

| MAIN LINE   | Single Track   |      | No. 4 Track |      | No. 3 Track |      | No. 2 Track |      | No. 1 Track |      |    |
|---|----------------|------|-------------|------|-------------|------|-------------|------|-------------|------|----|
|   | Pgr.           | Frt. | Pgr.        | Frt. | Pgr.        | Frt. | Pgr.        | Frt. | Pgr.        | Frt. |    |
|   | Miles per Hour |      |             |      |             |      |             |      |             |      |    |
| <b>BETWEEN:</b>   |                |      |             |      |             |      |             |      |             |      |    |
| Division Post (Pgh. Div.) and Monon                               |                |      | 60          | 40   | 60          | 40   | 60          | 40   | 60          | 40   |    |
| Monon and Elliott   |                |      |             |      |             |      | 60          | 40   | 60          | 40   |    |
| Elliott and Rosslyn   |                |      |             |      |             |      | 60          | 40   | 60          | 40   |    |
| Rosslyn and CH  |                |      | 30          | 30   | 30          | 30   | 60          | 40   | 60          | 40   |    |
| CH and Oakdale  |                |      |             |      |             |      | 60          | 40   | 60          | 40   |    |
| Oakdale and Laurel Hill   |                |      |             |      | 60          | 40   | 60          | 40   | 30          | 30   |    |
| Laurel Hill and CO  |                |      |             |      | 60          | 50   | 60          | 50   | 30          | 30   |    |
| CO and Weirton Jet.   |                |      | 30          | 30   | 60          | 50   | 60          | 50   | 30          | 30   |    |
| Weirton Jet. and Custer   |                |      |             |      |             |      | 60          | 50   | 60          | 50   |    |
| Custer and Seio   |                |      |             |      | 60          | 50   | 60          | 50   | 20          | 20   |    |
| Seio and Dennison   |                |      |             |      |             |      | 60          | 50   | 60          | 50   |    |
| Dennison and Division Post (C.&N.Div.)                            |                |      |             |      |             |      | 70          | 50   | 70          | 50   |    |
| <b>Chartiers Branch</b>   |                |      |             |      |             |      |             |      |             |      |    |
| <b>Between:</b>   |                |      |             |      |             |      |             |      |             |      |    |
| Carnegie and Houston  |                |      |             |      |             |      | 50          | 35   | 50          | 35   |    |
| Houston and Washington  | 50             | 35   |             |      |             |      |             |      |             |      |    |
| <b>B. &amp; M. Branch</b>   |                |      |             |      |             |      |             |      |             |      |    |
| <b>Between:</b>   |                |      |             |      |             |      |             |      |             |      |    |
| Bridgeville and End of Branch                                     | 15             | 15   |             |      |             |      |             |      |             |      |    |
| <b>Burgetts Branch</b>  |                |      |             |      |             |      |             |      |             |      |    |
| <b>Between:</b>   |                |      |             |      |             |      |             |      |             |      |    |
| Burgetts and CN   | 15             | 15   |             |      |             |      |             |      |             |      |    |
| <b>Wheeling Branch</b>  |                |      |             |      |             |      |             |      |             |      |    |
| <b>Between:</b>   |                |      |             |      |             |      |             |      |             |      |    |
| Weirton Jet. and Zane   | 50             | 45   |             |      |             |      |             |      |             |      |    |
| <b>River Branch</b>   |                |      |             |      |             |      |             |      |             |      |    |
| <b>Between:</b>   |                |      |             |      |             |      |             |      |             |      |    |
| Div. Post (Eastern Div.) and Rockville                            |                |      |             |      |             |      | 35          | 35   | 35          | 35   |    |
| <b>Terminal Branch</b>  |                |      |             |      |             |      |             |      |             |      |    |
| <b>Between:</b>   |                |      |             |      |             |      |             |      |             |      |    |
| WT and Zane   | 20             | 20   |             |      |             |      |             |      |             |      |    |
| <b>New Cumberland Branch</b>                                      |                |      |             |      |             |      |             |      |             |      |    |
| <b>Between:</b>   |                |      |             |      |             |      |             |      |             |      |    |
| Weirton Jet. and WN   | 20             | 20   |             |      |             |      |             |      |             |      |    |
| <b>Zanesville Branch</b>  |                |      |             |      |             |      |             |      |             |      |    |
| <b>Between:</b>   |                |      |             |      |             |      |             |      |             |      |    |
| Zanesville and New Lexington                                      | 30             | 30   |             |      |             |      |             |      |             |      |    |
| New Lexington and Bremen  | 50             | 40   |             |      |             |      |             |      |             |      |    |
| <b>Scully Branch</b>  |                |      |             |      |             |      |             |      |             |      |    |
| <b>Between:</b>   |                |      |             |      |             |      |             |      |             |      |    |
| Division Post (Mon. Div.) and Rosslyn                             |                |      |             |      |             |      |             | 20   | 20          | 20   | 20 |
| Eapen and Division Post (Eastern Div.)                            |                |      |             |      | 10          | 10   | 10          | 10   |             |      |    |
| Division Post (Eastern Div.) and Jacks Run (Eastern Div.)         |                |      |             |      | 20          | 20   | 20          | 20   |             |      |    |
| Island Ave. Jet. and Division Post (Eastern Div.)                 | 10             | 10   | 10          | 10   |             |      |             |      |             |      |    |
| Division Post (Eastern Div.) and Pennsylvania Ave. (Eastern Div.) | 20             | 20   | 20          | 20   |             |      |             |      |             |      |    |

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

**WRECK TRAINS**

|  | Boom Trailing  | Boom Forward |
|--|----------------|--------------|
|  | Miles per Hour |              |
| <b>Main Line</b>                                 |                |              |
| <b>Between:</b>                                  |                |              |
| Division Post (Pgh. Div.) and Uhrichsville.....  | 40             | 30           |
| Uhrichsville and Division Post (C. & N. Div.)... | 50             | 30           |
| <b>Chartiers Branch</b>                          |                |              |
| <b>Between:</b>                                  |                |              |
| Carnegie and WH .....                            | 30             | 30           |
| <b>B. &amp; M. Branch</b>                        |                |              |
| <b>Between:</b>                                  |                |              |
| Bridgeville and End of Branch.....               | 15             | 15           |
| <b>Burgetts Branch</b>                           |                |              |
| <b>Between:</b>                                  |                |              |
| Burgetts and CN.....                             | 15             | 15           |
| <b>Wheeling Branch</b>                           |                |              |
| <b>Between:</b>                                  |                |              |
| Weirton Junction and Zane.....                   | 40             | 30           |
| <b>River Branch</b>                              |                |              |
| <b>Between:</b>                                  |                |              |
| Division Post (Eastern Div.) and Rockville.....  | 35             | 30           |
| <b>Terminal Branch</b>                           |                |              |
| <b>Between:</b>                                  |                |              |
| WT and Zane.....                                 | 20             | 20           |
| <b>Zanesville Branch</b>                         |                |              |
| <b>Between:</b>                                  |                |              |
| Zanesville and Bremen .....                      | 30             | 30           |
| <b>Powhatan Secondary Track</b>                  |                |              |
| <b>Between:</b>                                  |                |              |
| GR and Bellaire .....                            | 35             | 30           |
| Bellaire and PN .....                            | 25             | 25           |
| <b>New Cumberland Secondary Track</b>            |                |              |
| <b>Between:</b>                                  |                |              |
| WN and HS .....                                  | 20             | 20           |
| <b>Weirton Secondary Track</b>                   |                |              |
| <b>Between:</b>                                  |                |              |
| CY and WN .....                                  | 20             | 20           |
| <b>Zanesville Secondary Track</b>                |                |              |
| <b>Between:</b>                                  |                |              |
| RY and Zanesville .....                          | 30             | 30           |
| <b>Morrow Secondary Track</b>                    |                |              |
| <b>Between:</b>                                  |                |              |
| Bremen and MS .....                              | 25             | 25           |

| WORK TRAINS   |                  |                 |              |
|---|------------------|-----------------|--------------|
|   | Boom<br>Trailing | Boom<br>Forward | On<br>Curves |
|   | Miles per Hour   |                 |              |
| <b>Main Line</b><br>Between:<br>Division Post (Pgh. Div.) and<br>Division Post (C. & N. Div.) . . . . .   | 40               | 30              | 25           |
| <b>Chartiers Branch</b><br>Between:<br>Carnegie and WH . . . . .  | 30               | 20              | 20           |
| <b>B. &amp; M. Branch</b><br>Between:<br>Bridgeville and End of Branch . . . . .                          | 15               | 15              | 15           |
| <b>Burgetts Branch</b><br>Between:<br>Burgetts and CN . . . . .   | 15               | 15              | 15           |
| <b>Wheeling Branch</b><br>Between:<br>Weirton Junction and Zane . . . . .                                 | 30               | 20              | 20           |
| <b>River Branch</b><br>Between:<br>Div. Post (Eastern Div.) and Rockville . . . . .                       | 30               | 20              | 20           |
| <b>Terminal Branch</b><br>Between:<br>WT and Zane . . . . .   | 20               | 20              | 20           |
| <b>New Cumberland Branch</b><br>Between:<br>Weirton Junction and WN . . . . .                             | 20               | 20              | 20           |
| <b>Zanesville Branch</b><br>Between:<br>Zanesville and Bremen . . . . .                                   | 30               | 20              | 20           |
| <b>Pawhatan Secondary Track</b><br>Between:<br>GR and PN . . . . .<br>Bellaire and Powhatan . . . . .     | 30<br>25         | 20<br>20        | 20<br>20     |
| <b>New Cumberland Secondary<br/>Track</b><br>Between:<br>WN and HS . . . . .                              | 20               | 20              | 20           |
| <b>Weirton Secondary Track</b><br>Between:<br>CY and WN . . . . .   | 20               | 20              | 20           |
| <b>Zanesville Secondary Track</b><br>Between:<br>RY and Zanesville . . . . .                              | 30               | 20              | 20           |
| <b>Morrow Secondary Track</b><br>Between:<br>Bremen and Lancaster . . . . .<br>Lancaster and MS . . . . . | 30<br>25         | 20<br>20        | 20<br>20     |

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

| VARIOUS   |                    |
|---|--------------------|
| MAIN LINE   | Miles<br>per Hour  |
| Circus Trains . . . . .   | 45                 |
| Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc; moving on own wheels—see Instruction 4155-A of Supplemental Instructions to Operating, Signal and Interlocking Rules. . . . .<br>—on straight track . . . . .<br>—on curves . . . . . | 30<br>20           |
| Snow Plows in service . . . . .<br>Snow Flangers in service . . . . .<br>Passing station platforms and trains on adjacent tracks . . . . .  | 35<br>20<br>5      |
| NOTE—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.  |                    |
| Operating against current of traffic, except where Rule 261 is in effect—   |                    |
| Main Line<br>—Passenger Trains . . . . .<br>—Freight Trains . . . . .   | 50<br>40           |
| Chartiers Branch<br>—Passenger Trains . . . . .<br>—Freight Trains . . . . .  | 40<br>30           |
| Trains consisting of 50 per cent or more P.R.R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type . . . . .   | 65                 |
| NOTE—For purposes of identification, P.R.R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.   |                    |
| Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.   |                    |
| When handling such cars, conductors must know that enginemen have been so advised.  |                    |
| (Entire Division)<br>Track Cars—unless otherwise restricted . . . . .<br>—when hauling track cars or trailers . . . . .<br>—hand cars operated under Rule 80 . . . . .<br>—through crossovers and turnouts, and over highway and railroad crossings . . . . .                                     | 20<br>10<br>8<br>5 |

### Cars Carrying Major Calibre Gun Barrels

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

|  | Breach End Forward | Breach End Trailing |
|--|--------------------|---------------------|
|  | Miles per Hour     |                     |
| <b>Main Line</b><br>Between:<br>Division Post (Pgh. Div.) and Uhrichsville.<br>Passenger tracks..... | 30                 | 20                  |
| Freight tracks.....  | 20                 | 10                  |
| Uhrichsville and Division Post<br>(C. & N. Div.).....  | 40                 | 20                  |
| <b>Chartiers Branch</b><br>Between:<br>Carnegie and Washington.....                                  | 30                 | 20                  |
| <b>B. &amp; M. Branch</b><br>Between:<br>Bridgeville and End of Branch.....                          | 15                 | 10                  |
| <b>Burgetts Branch</b><br>Between:<br>Burgetts and CN.....   | 15                 | 10                  |
| <b>Wheeling Branch</b><br>Between:<br>Weirton Junction and Zane.....                                 | 30                 | 20                  |
| <b>River Branch</b><br>Between:<br>Div. Post (Eastern Div.) and Rockville...                         | 30                 | 20                  |
| <b>Terminal Branch</b><br>Between:<br>WT and Zane.....   | 20                 | 10                  |
| <b>New Cumberland Branch</b><br>Between:<br>Weirton Junction and WN.....                             | 20                 | 10                  |
| <b>Zanesville Branch</b><br>Between:<br>Zanesville and Bremen.....                                   | 25                 | 15                  |
| <b>Powhatan Secondary Track</b><br>Between:<br>GR and Bellaire.....                                  | 30                 | 20                  |
| Bellaire and Powhatan.....   | 25                 | 15                  |
| <b>New Cumberland Secondary Track</b><br>Between:<br>WN and Chester.....                             | 20                 | 10                  |
| <b>Weirton Secondary Track</b><br>Between:<br>CY and WN.....   | 20                 | 10                  |
| <b>Zanesville Secondary Track</b><br>Between:<br>RY and Zanesville.....                              | 25                 | 15                  |
| <b>Morrow Secondary Track</b><br>Between:<br>Bremen and Lancaster.....                               | 25                 | 15                  |
| Lancaster and Morrow.....  | 15                 | 10                  |

When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions.

When handling such cars, conductors must know that enginemen have been so advised.

### 3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED TURNOUTS

#### ENTIRE DIVISION

#### Spring Switches

| Spring Switch Location   | Movement Involving Spring Switch          | Miles Per Hour |
|--|---|----------------|
| Duff   | Trailing—Springing Switch through turnout | 10             |
|  | Facing                                    | 10             |
|  | Trailing—Not Springing Switch             | 20             |
| Non-Interlocked turnouts—diverging movements, except Class I, J, M, N, Q, S and T engines over No. 8 crossovers or turnouts. |   | 10             |

|  | Miles per Hour |          |
|--|----------------|----------|
|  | Forward        | Backward |
| Class I, J, M, N, Q, S and T engines through No. 8 crossovers or turnouts must not exceed speed indicated: | 10             | 5        |

This will apply to all hand-operated crossovers and turnouts and the following interlocked crossovers or turnouts:

Monon  
Esplen  
Scully

### 3103A. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED APPROACHING A DRAWBRIDGE ON A TRACK NOT PROTECTED BY BOTH A HOME SIGNAL AND A DISTANT SIGNAL

| Location                                     | Miles per Hour |
|--|----------------|
| <b>Zanesville Branch:</b><br>Ohio Canal..... | 15             |



| New Cumberland Branch:  | Miles<br>per Hour |
|---|-------------------|
| Approaching Lee's crossing, west of CY .....  | 15                |
| Crossover at WN leading from single track to New Cumberland secondary track .....   | 10                |
| <b>New Cumberland Secondary Track:</b>  |                   |
| Between a point 2200 feet west of Mile Post 3 and Mile Post 4, west of Kings Creek .....  | 10                |
| Between a point one half mile east of Mile Post 8 and a point 1600 feet east of Mile Post 9 .....   | 15                |
| Between a point 1600 feet east of Mile Post 9 and east switch of Union Brick plant west of Mile Post 10 .....                                     | 10                |
| Between east switch Union Brick Plant and Mile Post 10, west of Globe .....   | 15                |
| Between a point 2000 feet east of Mile Post 15 and Mile Post 16, west of Congo .....  | 15                |
| West switch Globe Brick Works, Kenilworth and a point 1000 feet east .....  | 5                 |
| Mile Post 15 and a point one half mile east of Mile Post 17, reduce speed and run prepared to stop short of track obstruction by landslides ..... |                   |
| <b>Chester-Kobuta, Industrial Track:</b>  |                   |
| One mile east of Shippingport Sand Company's Plant, along hillside, 8 miles east of Chester .....   | 10                |
| <b>Zanesville Secondary Track:</b>  |                   |
| Between Mile Post 1 and Mile Post 4 .....   | 15                |
| Dresden, within corporate limits .....  | 8                 |
| Zanesville, within corporate limits .....   | 15                |
| Zanesville, curves between switches 3 and 4 .....   | 10                |
| <b>Zanesville Branch:</b>   |                   |
| Zanesville, with corporate limits .....   | 15                |
| Zanesville, curves between switches 3 and 4 .....   | 10                |
| Curves between switch 4, Zanesville and Fair Oaks .....   | 15                |
| South Zanesville, Main Street Crossing .....  | 15                |
| Crooksville, Main Street crossing .....   | 10                |
| West end of Bridge 32.58, west of McLuney .....   | 5                 |
| McLuney, between a point 1930 feet west of Mile Post 33 and 2100 feet west thereof .....  | 20                |
| Junction City B. & O. R. R. Crossing .....  | 15                |
| Bremen, within corporate limits .....   | 10                |
| <b>Morrow Secondary Track:</b>  |                   |
| Bremen, within corporate limits .....   | 10                |
| Between Bridge 60.84 one mile west of Lancaster and Mile Post 68 one half mile east of Amanda .....   | 20                |
| Stoutsville, between a point one-half mile east of Mile Post 74 and a point one-half mile west thereof .....                                      | 25                |
| Circleville, Clinton Street, and N. & W. R. R. Crossing ..  | 10                |
| Circleville, between a point one-half mile east of Mile Post 83, west of Circleville and a point one-half mile west thereof ..                    | 25                |
| New Holland, within corporate limits .....  | 8                 |
| Sabina, within corporate limits .....   | 15                |
| Sabina, Howard Street crossing .....  | 5                 |
| Wilmington, within corporate limits .....   | 8                 |
| Clarksville, 2.75 miles east of, over Pyles crossing, westward trains .....   | 15                |
| Hicks, between a point 2700 feet west of Mile Post 142 and 3000 feet west thereof .....   | 15                |
| Morrow, within corporate limits .....   | 15                |

### 3105. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED ENGINES

| Class<br>Steam Engines   | Miles per Hour |                    |                        |
|--------------------------|----------------|--------------------|------------------------|
|                          | Backward       | Forward—<br>Light  | Forward—<br>with train |
| B.....                   | 20             | 20                 | 20                     |
| C.....                   | 20             | 20                 | 20                     |
| E.....                   | 25             | 50                 | 70                     |
| G.....                   | 40             | 50                 | 70                     |
| H.....                   | 35             | 40                 | 50                     |
| I.....                   | 25             | 40                 | 45                     |
| J.....                   | 25             | 40                 | 50                     |
| K.....                   | 25             | 50                 | 70                     |
| L.....                   | 25             | 40                 | 50                     |
| M.....                   | 25             | 50                 | 70                     |
| N.....                   | 20             | 40                 | 45                     |
| Q.....                   | 25             | 40                 | 50                     |
| S-2.....                 | 10             | 50                 | 70                     |
| T.....                   | 25             | 50                 | 70                     |
| Rail-Motor Cars.....     | 60             | 60                 | 60                     |
| Class<br>Diesel Engines  | Miles per Hour |                    |                        |
|                          | Forward—Light  | Forward—with train |                        |
| <b>Road</b>              |                |                    |                        |
| AF-3.....                | 50             | 50                 |                        |
| AF-4.....                | 50             | 50                 |                        |
| AP-3.....                | 50             | 70                 |                        |
| BF-3.....                | 50             | 50                 |                        |
| BF-4.....                | 50             | 50                 |                        |
| BP-1, Psgr. Service..... | 50             | 70                 |                        |
| BP-1, Frt. Service.....  | 50             | 50                 |                        |
| BP-3.....                | 50             | 70                 |                        |
| EF-3.....                | 50             | 50                 |                        |
| EF-4.....                | 50             | 50                 |                        |
| EP-3.....                | 50             | 70                 |                        |
| FF-2.....                | 50             | 50                 |                        |
| FF-3.....                | 50             | 50                 |                        |
| FP-3.....                | 50             | 70                 |                        |
| <b>Yard</b>              |                |                    |                        |
| AS-6.....                | 40             | 40                 |                        |
| AS-10.....               | 40             | 40                 |                        |
| BS-6.....                | 40             | 40                 |                        |
| BS-10.....               | 40             | 40                 |                        |
| ES-6.....                | 40             | 40                 |                        |
| ES-10.....               | 40             | 40                 |                        |
| FS-10.....               | 40             | 40                 |                        |
| FS-20.....               | 40             | 50                 |                        |
| GS-4.....                | 35             | 35                 |                        |

## NOTE—

**Road Diesel Engines**

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

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

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

**Yard Diesel Engines**

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

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For Example:

"A"—American Locomotive Company.

"S"—Shifting Service.

"6"—600 or 660 horsepower.

## 3106. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

## SECONDARY TRACKS AND SIDINGS

| Track               | Between             | And                | Miles per Hour |
|---------------------|---------------------|--------------------|----------------|
| 101.....            | Corliss.....        | Elliott.....       | 15             |
| 27.....             | Corliss.....        | Esplen.....        | 15             |
| 105.....            | KY.....             | RG.....            | 15             |
| 103.....            | Laurel Hill.....    | Bulger.....        | 20             |
| 101.....            | Uhrichsville.....   | Dyke.....          | 15             |
| Waynesburg.....     | Waynesburg.....     | Washington.....    | 10             |
| Westland.....       | Houston.....        | Westland.....      | 5              |
| Palanka.....        | Palanka Jet.....    | Palanka.....       | 15             |
| Cherry Valley.....  | Center Ave.....     | Cherry Valley..... | 15             |
| Studa.....          | Langeloth Jet.....  | Studa.....         | 15             |
| Atlasburg.....      | CN.....             | Atlasburg.....     | 15             |
| Powhatan.....       | GR.....             | Bellaire.....      | 35             |
| Powhatan.....       | Bellaire.....       | PN.....            | 25             |
| Weirton.....        | CY.....             | WN.....            | 20             |
| New Cumberland..... | WN.....             | HS.....            | 25             |
| Cadiz.....          | Cadiz Jet.....      | Cadiz.....         | 15             |
| Zanesville.....     | RY.....             | Zanesville.....    | 30             |
| Fultonham.....      | Fultonham Spur..... | Fultonham.....     | 15             |
| Roseville.....      | Roseville.....      | Rosehill Mine..... | 10             |
| Morrow.....         | Bremen.....         | MS.....            | 30             |
| All Sidings.....    |                     |                    | 20             |

★3107. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed, except:

Industrial Track between Chester and Kobuta 20 miles per hour, unless otherwise specified.

## ENGINE RESTRICTIONS

## 3108. ENGINES ARE RESTRICTED AT LOCATIONS SHOWN BELOW:

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

Engines of classes other than those listed shall not be run over any portion of the division unless authorized by Superintendent.

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

| LOCATION   | CLASS OF ENGINES |    |    |    |    |    |    |    |    |    |    |    |    | Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks |    |    |    |   |
|--|------------------|----|----|----|----|----|----|----|----|----|----|----|----|---|----|----|----|---|
|  | AS               | BS | ES | GS | AP | BP | EP | FP | AF | BF | EF | FF | FS |   | BP | 1  |    |   |
|  | B                | C  | E  | H  | G  | H  | 8  | 9  | I  | J  | K  | L  | M  |   | N  | Q  | S  | T |
| ENTIRE DIVISION.....   |                  |    |    |    |    |    |    |    |    |    |    |    |    |   |    |    |    |   |
| <b>Main Line</b>   |                  |    |    |    |    |    |    |    |    |    |    |    |    |   |    |    |    |   |
| <b>FOURTH AVENUE:</b>  |                  |    |    |    |    |    |    |    |    |    |    |    |    |   |    |    |    |   |
| Try Street Yard.....   | X                |    |    |    |    |    |    |    | X  | X  | X  | X  | X  | X   | X  | X  | X  | X |
| <b>MONON:</b>  |                  |    |    |    |    |    |    |    |    |    |    |    |    |   |    |    |    |   |
| Interlocking diverging movements.....                                      |                  |    |    |    |    |    |    |    | 10 | 10 |    |    | 10 | 10  | 10 | 10 | 10 |   |
|  |                  |    |    |    |    |    |    |    | B5 | B5 |    |    | B5 | B5  | B5 | B5 | B5 |   |
| East leg of Wye.....   |                  |    |    |    |    |    |    |    |    |    |    |    | 5  |   |    |    |    |   |
| East leg of Wye, Class K. 2 and K. 3 engines with all flanged drivers..... |                  |    |    |    |    | 5  |    |    | X  | X  | 5  |    | A  | X   | X  | X  | X  |   |
| <b>POINT BRIDGE:</b>   |                  |    |    |    |    |    |    |    |    |    |    |    |    |   |    |    |    |   |
| Elevator trestle.....  | X                | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X   | X  | X  | X  | X |
| <b>CORLISS:</b>  |                  |    |    |    |    |    |    |    |    |    |    |    |    |   |    |    |    |   |
| Yard tracks.....   |                  |    |    |    |    |    |    |    | X  | X  | X  | X  | X  | X   | X  | X  | X  | X |
| West end of No. 6 track.....   |                  |    |    |    |    |    |    |    | X  | X  | X  | X  | X  | X   | X  | X  | X  | X |
| Phillip Carey Co. track.....   |                  | X  |    |    |    |    |    |    | X  | X  | X  | X  | X  | X   | X  | X  | X  | X |
| <b>NO. 27 SECONDARY TRACK:</b>   |                  |    |    |    |    |    |    |    |    |    |    |    |    |   |    |    |    |   |
| Between Corliss and Esplen.....  |                  |    |    |    |    |    |    |    |    |    |    |    |    |   |    |    | X  |   |
| <b>CRAFTON:</b>  |                  |    |    |    |    |    |    |    |    |    |    |    |    |   |    |    |    |   |
| Industrial tracks.....   |                  | X  |    |    |    |    |    |    | X  | X  | X  | X  | X  | X   | X  | X  | X  | X |
| <b>ROSSLYN:</b>  |                  |    |    |    |    |    |    |    |    |    |    |    |    |   |    |    |    |   |
| Falk and Co., Southside plant.....   |                  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X   | X  | X  | X  | X |
| <b>CARNEGIE:</b>   |                  |    |    |    |    |    |    |    |    |    |    |    |    |   |    |    |    |   |
| Yard tracks Nos. 16, 17, 18, 19, 20 and 21.....                            |                  | X  |    |    |    |    |    |    | X  | X  |    |    | X  | X   | X  | X  | X  | X |
| Track 13 and west end of tracks 13 and 14.....                             |                  | X  |    |    |    |    |    |    | X  |    |    |    | X  | X   | X  | X  | X  | X |
| L. B. Foster Co. track.....  |                  | X  |    |    |    |    |    |    | X  | X  | X  | X  | X  | X   | X  | X  | X  | X |
| L. B. Foster Co. track beyond first switch south of crossing.....          | X                | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X   | X  | X  | X  | X |
| <b>SUPERIOR MILL INDUSTRIAL TRACK:</b>                                     |                  |    |    |    |    |    |    |    |    |    |    |    |    |   |    |    |    |   |
| Bridge No. 0.09.....   |                  | X  |    |    |    |    |    |    | X  | X  | X  | X  | X  | X   | X  | X  | X  | X |
| Bridge No. 0.62.....   |                  | X  |    |    |    |    |    |    | X  | X  | X  | X  | X  | X   | X  | X  | X  | X |
| Beyond frog on Superior Steel Co. No. 1 and No. 2 tracks.....              |                  | X  |    |    |    |    |    |    | X  | X  | X  | X  | X  | X   | X  | X  | X  | X |
| Dunlap track beyond first curve east of frog.....                          |                  | X  |    |    |    |    |    |    | X  | X  | X  | X  | X  | X   | X  | X  | X  | X |
| <b>FORT PIT</b>  |                  |    |    |    |    |    |    |    |    |    |    |    |    |   |    |    |    |   |
| Viviano track beyond switch to M. K. Frank track.....                      |                  | X  |    |    |    |    |    |    | X  | X  |    |    | X  | X   | X  | X  | X  |   |
| Viviano platform track and M. K. Frank tracks.....                         |                  | X  |    |    |    |    |    |    | X  | X  | X  | X  | X  | X   | X  | X  | X  | X |
| <b>OAKDALE:</b>  |                  |    |    |    |    |    |    |    |    |    |    |    |    |   |    |    |    |   |
| Industrial track.....  |                  | X  |    |    |    |    |    |    | X  |    |    |    | X  | X   | X  | X  | X  |   |







| LOCATION  | CLASS OF ENGINES     |    |    |         |         |                            |                   |    |   |    |    |   |    | Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks |   |   |   |
|---|----------------------|----|----|---------|---------|----------------------------|-------------------|----|---|----|----|---|----|---|---|---|---|
|   | AS<br>BS<br>ES<br>GS | B  | C  | E<br>H6 | G<br>10 | AF<br>BF<br>EF<br>FF<br>FS | H<br>8<br>9<br>10 | I  | J | K  | L  | M | N  |   | Q | S | T |
|   |                      |    |    |         |         |                            |                   |    |   |    |    |   |    |   |   |   |   |
| <b>BRIDGE 11.78:</b><br>West of Van Emmen.....  | 30                   |    |    | 40      | 40      | 30                         | 15                | X  |   | 20 | 30 | X | 15 | X   | X | X |   |
| <b>RICHFOL:</b><br>Standard Tin Mill lead, storage tracks and tracks to old Davis Mine beyond 500 ft. from main track switch.....                       |                      |    |    |         |         |                            |                   | X  | X | X  |    | X | X  | X   | X | X | X |
| Standard Tin Mill, private tracks.....  |                      |    |    |         |         |                            |                   | X  | X | X  |    | X | X  | X   | X | X | X |
| Magnolia mine track.....  |                      |    |    |         |         |                            |                   | X  | X | X  |    | X | X  | X   | X | X | X |
| Pennsylvania Transformer Co. Building No. 55.....   |                      | X  | X  | X       | X       | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| <b>CANONSBURG:</b><br>Hasel mine, Fort Pitt bridge, Canonsburg Iron and Steel, Hardy and Rankin, Beaver Lumber and Pottery and Chemical Co. tracks..... |                      |    |    |         |         |                            |                   | X  | X | X  | X  | X | X  | X   | X | X | X |
| Hasel mine empty track beyond Fort Pitt Bridge Co. crossing.....  |                      | X  | X  | X       | X       | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Canonsburg Iron and Steel Co. on trestle.....   |                      | X  | X  | X       | X       | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Fort Pitt Bridge works, empty track.....  |                      | X  | X  | X       | X       | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Tracks serving Fort Pitt Bridge works, located 575 ft. east of mile post 14, beyond bridge over Chartiers Creek.....                                    |                      | X  | X  | X       | X       | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Taylor Lumber Co. tracks.....   |                      | R  | R  | R       | R       | R                          | R                 | R  | R | R  | R  | R | R  | R   | R | R | R |
| Canonsburg Iron and Steel Co., on scale track.....  |                      | X  |    |         |         | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Canonsburg Iron and Steel Co. track connected with lead track at plant gate.....  |                      | X  |    |         |         | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| <b>HOUSTON:</b><br>Wye tracks.....  | 10                   | 10 | 10 | 10      | 10      | 5                          | 5                 | 10 | X | X  | X  | X | X  | X   | X | X | X |
| Station track.....  |                      | X  |    |         |         | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Lindley mine track.....   |                      | X  |    |         |         | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| <b>BRIDGE 15.85:</b><br>East of Shingas.....  | 30                   |    |    | 40      | 40      | 30                         | 15                | X  |   | 20 | 30 | X | 15 | X   | X | X |   |
| <b>SHINGISS:</b><br>American Brake Shoe Co., west of Mile Post 16, beyond 1st Switch in Plant.....  |                      | X  |    |         |         | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| <b>MEADOW LANDS:</b><br>M. L. & Z. Industrial track beyond bridge No. 2.....  |                      |    |    |         |         | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| <b>ARDEN:</b><br>Enterprise Mine tracks.....  |                      | X  |    |         |         | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Enterprise Mine track, on bridge.....   |                      | X  |    |         |         | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Rloh Hill Mine, beyond clearance point, loaded end.....   |                      | R  |    |         |         | R                          | R                 | R  | R | R  | R  | R | R  | R   | R | R | R |
| Rloh Hill Mine, beyond clearance point empty end.....   |                      | R  | R  | R       | R       | R                          | R                 | R  | R | R  | R  | R | R  | R   | R | R | R |
| <b>BRIDGE 21.73:</b><br>East of Tylerdale.....  | 30                   |    |    | 35      | 35      | 30                         | 20                | X  |   | 35 | 30 | X | 20 | X   | X | X |   |
| <b>WASHINGTON:</b><br>All industrial tracks between mile post 20 and Power plant, Washington, inclusive.....  |                      | X  |    |         |         | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Tylerdale Conn. R. R. west of east switch leading to interchange track.....   |                      | X  |    |         |         | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Tylerdale connection to main track West Woodland Ave. McElroy Mill tracks.....  |                      | X  | X  | X       | X       | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Richman scrap, transfer yard, scale track and engine house lead at Maiden Street.....   |                      | X  |    |         |         | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Atlas Glass track on bridge.....  |                      | X  |    |         |         | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Cornfield track.....  |                      | X  |    |         |         | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Lytle lumber track.....   |                      | X  | X  | X       | X       | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Lytle lumber track beyond 50 ft. from switch.....   |                      | X  | X  | X       | X       | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Hasel-Atlas, Northrup track.....  |                      | X  |    |         |         | X                          | X                 | X  | X | X  | X  | X | X  | X   | X | X | X |
| Northrup track, beyond a point 200 ft. from switch point.....   |                      | R  | R  | R       | R       | R                          | R                 | R  | R | R  | R  | R | R  | R   | R | R | R |

| LOCATION   | CLASS OF ENGINES     |   |   |         |         |                            |                   |   |   |   |   |   |   | Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks |   |   |   |
|--|----------------------|---|---|---------|---------|----------------------------|-------------------|---|---|---|---|---|---|---|---|---|---|
|  | AS<br>BS<br>ES<br>GS | B | C | E<br>H6 | G<br>10 | AF<br>BF<br>EF<br>FF<br>FS | H<br>8<br>9<br>10 | I | J | K | L | M | N |   | Q | S | T |
|  |                      |   |   |         |         |                            |                   |   |   |   |   |   |   |   |   |   |   |
| <b>B. &amp; M. Branch:</b><br>On main track, Class N-1 engines are prohibited. Bridgeville and End of Branch Mayer Lumber Co. track.....   |                      | X | X | X       | X       | X                          | X                 | X | X | X | X | X | X | X   | X | X | X |
| P. & W. Va. transfer, No. 2 track at west end.....   |                      | X |   |         |         | X                          | X                 | R |   | R |   | R | R | R   | R | R | R |
| National Mine No. 1.....   |                      | X | X | X       | X       | X                          | X                 | X | X | X | X | X | X | X   | X | X | X |
| McClain Coal Co. tracks on bridge.....   |                      | X | X | X       | X       | X                          | X                 | X | X | X | X | X | X | X   | X | X | X |
| McClain Coal Co. tracks.....   |                      | X | X |         |         | X                          | X                 | X | X | X | X | X | X | X   | X | X | X |
| <b>Westland Secondary Track:</b><br>Westland track to a point 800 ft. west of Wye switch Between a point 800 ft. west of Wye switch and a point 1000 ft. west of Bridge 3.91. Beyond a point 1000 ft. west of Bridge 3.91..... |                      | X | X | X       | X       | X                          | X                 | X | X | X | X | X | X | X   | X | X | X |
| Reed Lumber Co. track.....   |                      | X | X |         |         | X                          | X                 | X | X | X | X | X | X | X   | X | X | X |
| <b>Palanka Secondary Track:</b><br>Wye track.....  |                      |   |   |         |         |                            |                   | X |   |   |   |   |   |   |   |   |   |
| Midland Mine loaded track to tipple and on empty track 200 ft. west of tipple. Cunningham and Templeton track.....   |                      | X |   |         |         | X                          | X                 | X | X | X | X | X | X | X   | X | X | X |
| Midland Mine, No. 1, South empty track beyond tipple.....  |                      | X | X | X       | X       | X                          | X                 | X | X | X | X | X | X | X   | X | X | X |
| <b>Burgetts Branch:</b><br>Between Burgetts and Center Avenue.....   |                      |   |   |         |         |                            |                   |   |   |   |   |   |   |   | X | X | X |
| <b>Atlasburg Secondary Track:</b><br>Between Center Ave. and Mile Post 2.....  |                      |   |   |         |         |                            |                   | X | X | X | X | X | X | X   | X | X | X |
| West of Mile Post 2.....   |                      |   |   |         |         |                            |                   | X | X | X | X | X | X | X   | X | X | X |
| Haines Hardware track.....   |                      | X |   |         |         | X                          | X                 | X | X | X | X | X | X | X   | X | X | X |
| Patterson Mine track beyond derrick.....   |                      | X |   |         |         | R                          | R                 | R |   | R | R | R | R | R   | R | R | R |
| Yard track connection.....   |                      | X |   |         |         | R                          | 5                 | X |   | R | R | R | R | R   | R | R | R |
| <b>Cherry Valley Secondary Track:</b><br>Between Center Ave. and Bridge 0-12 located 900 feet east of Center Ave. ....   |                      |   |   |         |         |                            |                   |   |   |   |   |   |   |   | X | X | X |
| Between Bridge 0.12 located 900 feet east of Center Ave. and a point 1500 feet east of Bridge 2.52 two and one-half miles east of Center Ave. ....   |                      |   |   |         |         |                            |                   |   | X |   |   |   |   | X   | X | X | X |
| Beyond a point 1500 feet east of Bridge 2.52 two and one-half miles east of Center Ave. ....   |                      | X | X | X       | X       | X                          | X                 | X | X | X | X | X | X | X   | X | X | X |
| Wye track connections.....   |                      | X | 5 | X       | 5       | X                          | 5                 | X | 5 | X | 5 | X | 5 | X   | X | X | X |
| <b>Studa Secondary Track:</b><br>Between Langloth Jct. and end of track.....   |                      | X |   |         |         | X                          | X                 | X | X | X | X | X | X | X   | X | X | X |
| Chemical Co. tracks.....   |                      | X |   |         |         | X                          | X                 | X | X | X | X | X | X | X   | X | X | X |
| Langloth Mine tracks on trestle.....   |                      | X | X | X       | X       | X                          | X                 | X | X | X | X | X | X | X   | X | X | X |
| <b>Cadiz Secondary Track:</b><br>Beyond a point 500 ft. from junction switch.....  |                      | X |   |         |         |                            |                   | X | X | X | X | X | X | X   | X | X | X |
| <b>New Cumberland Branch:</b><br>On main track, between Welton Jct. and WN.....  |                      |   |   |         |         |                            |                   |   |   |   |   |   |   |   | X | X | X |

| LOCATION   | CLASS OF ENGINES |    |    |    |    |    |    |    |    |    |    |    |    | Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks |      |    |    |    |    |    |    |
|--|------------------|----|----|----|----|----|----|----|----|----|----|----|----|---|------|----|----|----|----|----|----|
|  | AS               | BS | ES | GS | AP | BP | AF | BF | EP | FP | EF | FF | FS |   | BP 1 |    |    |    |    |    |    |
|  | B                | C  | E  | H  | G  | H  | 8  | 9  | I  | J  | K  | L  | M  |   |      | N  | Q  | S  | T  |    |    |
| <b>New Cumberland Secondary Track:</b><br>WN and Kings Creek.<br>Kings Creek to Chester.....   |                  | X  |    |    |    |    |    |    |    |    | X  | X  | X  | X   | X    | X  | X  | X  | X  |    |    |
| <b>WEIRTON JCT:</b><br>Wye tracks.....<br>Cove Valley Lumber track.....  | 10               | X  | 10 | 10 | 10 | 10 | X  | 10 | 10 | X  | X  | X  | X  | 10  | X    | X  | X  | X  | X  | X  |    |
| <b>NEW CUMBERLAND:</b><br>Aoma Clay track beyond main track frog.....  | X                | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X   | X    | X  | X  | X  | X  | X  |    |
| <b>KENILWORTH:</b><br>J. Porter track on coal trestle  | X                | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X   | X    | X  | X  | X  | X  | X  |    |
| <b>CHESTER:</b><br>Wye tracks.....<br>Taylor Smith and Taylor track No. 3.....   | 5                | X  | 5  | 5  | 5  | 5  | X  | X  | X  | X  | X  | X  | X  | X   | X    | X  | X  | X  | X  | X  |    |
| <b>INDUSTRIAL TRACK:</b><br>Between Chester and Kobuta   |                  | X  |    |    |    |    | X  | X  | X  | X  | X  | X  | X  | X   | X    | X  | X  | X  | X  | X  |    |
| <b>KOBUTA:</b><br>Beyond restriction boards, Koppers United Co.....  | X                | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X   | X    | X  | X  | X  | X  | X  |    |
| <b>Wheeling Branch:</b><br><b>WEIRTON JCT.:</b><br>Car cleaning track, 4059 feet east of Mile Post 1.....  |                  | X  |    |    |    |    | X  | X  | X  |    | X  | X  | X  | X   | X    | X  | X  | X  | X  | X  |    |
| <b>LOWER FERRY:</b><br>Manufacturers Heat and Light Co.....  |                  |    |    |    |    |    |    |    |    |    | X  |    |    | X   | X    | X  | X  | X  | X  | X  |    |
| <b>BRIDGE 4.45:</b><br>West of Follansbee.....   |                  |    | 45 |    | 40 | 25 | 25 | 25 | 40 | 25 | 25 | 25 | 25 | 25  | 25   | 25 | 25 | 25 | 25 | 25 | 25 |
| <b>BRIDGE 5.25:</b><br>West of Mile Post 5.....  |                  |    |    |    |    | 30 | 30 |    |    | 40 | 30 | 30 | 40 | 40  |      |    |    |    |    |    |    |
| <b>STATE LINE INDUSTRIAL TRACK</b>   |                  |    |    |    |    | X  | X  | X  | X  | X  | X  | X  | X  | X   | X    | X  | X  | X  | X  | X  |    |
| <b>BEECH BOTTOM:</b><br>Wheeling Steel and Ohio River Power tracks.....  |                  | X  |    |    |    | X  | X  | X  | X  | X  | X  | X  | X  | X   | X    | X  | X  | X  | X  | X  |    |
| <b>BRIDGE 14.03:</b><br>West of Mile Post 14.....  |                  |    |    |    |    | 40 | 20 |    | 45 | 40 | 20 | 20 | 30 | 30  |      |    |    |    |    |    |    |
| <b>BRIDGE 15.19:</b><br>West of Short Creek.....   |                  | 15 |    |    |    | 15 | 10 |    |    | 30 | 15 | 10 | 20 | 20  |      |    |    |    |    |    |    |
| <b>EAST WARWOOD:</b><br>All industrial tracks leading from storage track.....  |                  |    |    |    |    | X  | X  | X  | X  | X  | X  | X  | X  | X   | X    | X  | X  | X  | X  | X  |    |
| <b>WARWOOD:</b><br>Wheeling Mold and Foundry tracks.....<br>Wheeling Mold and Foundry soale tracks.....  |                  | X  |    |    |    | X  | X  | X  | X  | X  | X  | X  | X  | X   | X    | X  | X  | X  | X  | X  |    |
| <b>WHEELING:</b><br>Wheeling Electric, Power house track at 42d Street on girders over pits 265 ft. from point of switch.....<br>Wheeling Electric, all tracks at 42d and Water Streets..<br>Bloom Bros. tracks.....<br>Continental Can Co. 48th St., beyond building line, south side of Water St.....  | X                | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X   | X    | X  | X  | X  | X  | X  |    |
| <b>River Branch:</b><br><b>STEBENVILLE:</b><br>Eastern Ohio Sand and Supply, both tracks beyond sand storage bins....<br>Liberty Paper Box Co., Hill track.....<br>Wheeling Steel Corporation, Steubenville works, tracks on bridge, trestle and open hearth stock-house trestle..<br>Weirton Steel Co., tracks at west end.....<br>Weirton Steel Co., tracks at east end..... | X                | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X   | X    | X  | X  | X  | X  | X  |    |

| LOCATION  | CLASS OF ENGINES |    |    |    |    |    |    |    |    |    |    |    |    | Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks |      |   |   |   |   |   |
|---|------------------|----|----|----|----|----|----|----|----|----|----|----|----|---|------|---|---|---|---|---|
|   | AS               | BS | ES | GS | AP | BP | AF | BF | EP | FP | EF | FF | FS |   | BP 1 |   |   |   |   |   |
|   | B                | C  | E  | H  | G  | H  | 8  | 9  | I  | J  | K  | L  | M  |   |      | N | Q | S | T |   |
| <b>MINGO JCT.:</b><br>Carnegie-Illinois Steel Co., tracks connecting to yard tracks on bridge over Cross Creek.....<br>Carnegie-Illinois Steel Co., on bridges and ore trestle..<br>West end No. 400 yard tracks Ohio Nut and Washer Co. track.....<br>Standard Slag Co., all tracks.....   |                  | X  |    |    | X  | X  | X  | X  | X  | X  | X  | X  | X  | X   | X    | X | X | X | X | X |
| <b>Powhatan Secondary Track:</b><br>Between Brilliant and east end of Bridge 60.62 Big Run.....<br>East end of Bridge 60.62, Big Run to Krebs Run.....  |                  |    |    |    |    |    |    |    |    |    | X  |    |    | X   | X    | X | X | X | X | X |
| <b>BRILLIANT:</b><br>James Morgan track.....  |                  |    |    |    |    |    |    |    | X  | X  | X  |    |    | X   | X    | X | X | X | X | X |
| <b>BRIDGE 29.39</b><br>One mile west of Rush Run..  | 15               | 15 | 15 | 15 | 15 | 15 | 10 | X  | 15 | 15 | 10 | 10 | X  | X   | X    | X | X | X | X | X |
| <b>SHANNON:</b><br>William Rennie Coal Co., track beyond point of frog  |                  |    |    |    |    |    |    |    | X  |    |    |    | X  | X   | X    | X | X | X | X | X |
| <b>W. &amp; L. E. R. R.:</b><br>Between junction switch with Powhatan Secondary track and west end of Conner siding.....<br>Beyond west end of Conner siding.....<br>Between Warrenton and east end of first bridge east of Warrenton.....<br>Beyond east end of first bridge east of Warrenton.....<br>Warrenton, on Martins Ferry leg of wye..... |                  | X  |    |    |    |    |    |    | 15 | X  | X  | X  | X  | X   | X    | X | X | X | X | X |
| <b>LITTLE SHORT CREEK INDUSTRIAL TRACK:</b><br>On crossover west of Dorothy Mine tipples on empty track   |                  | X  |    |    |    |    |    |    | X  | X  | X  | X  | X  | X   | X    | X | X | X | X | X |
| <b>BRIDGE No. 30.88:</b><br>Rayland.....  | 30               | 15 |    |    |    |    |    |    | 30 | 10 | X  |    | 25 | 15  | 10   | X | X | X | X | X |
| <b>BRIDGE No. 32.61:</b><br>West of Tiltonville.....  |                  |    |    |    |    |    |    |    | 20 | X  |    | 30 | 20 | 20  | X    | X | X | X | X | X |
| <b>OHIO JCT. (east of):</b><br>Glenns Run, Industrial Track   |                  | X  |    |    |    |    |    |    | X  | X  | X  | X  | X  | X   | X    | X | X | X | X | X |
| <b>MARTINS FERRY:</b><br>Terminal Yard, Buckeye, Belmont Brewery and Furnace Industrial tracks.....   |                  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X   | X    | X | X | X | X | X |
| <b>AETNAVILLE:</b><br>Tri-State Asphalt, track beyond west end of mixer plant.....  | X                | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X   | X    | X | X | X | X | X |
| <b>BRIDGE No. 40.77:</b><br>East of M. P. YC-41.....  |                  | 15 |    |    |    |    |    |    | 15 | X  |    | 30 | 15 | 15  | X    | X | X | X | X | X |
| <b>BRIDGE No. 41.41:</b><br>East of Bellaire.....   |                  | 15 |    |    |    |    |    |    | 15 | X  |    | 30 | 15 | 15  | X    | X | X | X | X | X |
| <b>BELLAIRE:</b><br>Rail and River Coal Co. Mine No. 3 on bridge on empty track, beyond tipple.....   |                  |    |    |    |    |    |    |    |    | X  | X  | X  |    | X   | X    | X | X | X | X | X |

| LOCATION  | CLASS OF ENGINES     |             |   |   |                      |                            |         |    |   |   |   |    |   | Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks |   |   |   |   |
|---|----------------------|-------------|---|---|----------------------|----------------------------|---------|----|---|---|---|----|---|---|---|---|---|---|
|   | AS<br>BS<br>ES<br>GS | E<br>H<br>G |   |   | AP<br>BP<br>EP<br>FP | AF<br>BF<br>EF<br>FF<br>FS | BP<br>1 |    |   |   |   |    |   |   |   |   |   |   |
|   | B                    | C           | E | H | G                    | 8                          | 9       | 10 | I | J | K | L  | M |   | N | O | S | T |
| <b>WEGEE:</b><br>Industrial Track.....  |                      | X           |   |   |                      |                            |         |    | X | X | X | X  | X | X   | X | X | X | X |
| <b>WEGEE:</b><br>Industrial Track, Webb Mine under tipple.....                                | X                    | X           | X | X | X                    | X                          | X       | X  | X | X | X | X  | X | X   | X | X | X | X |
| <b>POWHATAN:</b><br>Neff Lumber Co., track beyond a point 300 ft. from main track switch..... | R                    | R           | R | R | R                    | R                          | R       | R  | R | R | R | R  | R | R   | R | R | R | R |
| <b>Terminal Branch:</b><br>On main tracks.....  |                      | X           |   |   |                      |                            |         |    | X | X |   |    |   | X   | X | X | X | X |
| <b>BRIDGE No. 1.75:</b><br>Ohio River.....  |                      | X           |   |   |                      |                            |         |    | X | X |   | 10 | X | X   | X | X | X | X |
| <b>PENINSULA:</b><br>City Coal and Pittsburgh-Wheeling Coal Co. tracks.....                   |                      |             |   |   |                      |                            |         |    | X | X | X | X  | X | X   | X | X | X | X |
| Wheeling Mold and Foundry Co. tracks.....   | X                    | X           | X | X | X                    | X                          | X       | X  | X | X | X | X  | X | X   | X | X | X | X |
| Wheeling Mold and Foundry Co., scale track.....   | X                    | X           | X | X | X                    | X                          | X       | X  | X | X | X | X  | X | X   | X | X | X | X |
| Hi-Grade Products, tracks beyond switch located on Bridge 0.14.....                           | X                    |             |   |   |                      |                            |         |    | X | X | X | X  | X | X   | X | X | X | X |
| Wheeling Iron and Supply Co. tracks.....  | X                    |             |   |   |                      |                            |         |    | X | X | X | X  | X | X   | X | X | X | X |
| Whitaker-Glassner Co. and Creek-Mill Co., tracks.....   | X                    |             | X |   |                      |                            |         |    | X | X | X | X  | X | X   | X | X | X | X |
| Clean Coal Co., under tipple.....   | X                    | X           | X | X | X                    | X                          | X       | X  | X | X | X | X  | X | X   | X | X | X | X |
| <b>WHEELING (18th St. Yard):</b><br>Tracks 2 and 9.....                                       | X                    |             | X |   |                      |                            |         |    | X | X | X | X  | X | X   | X | X | X | X |
| All other tracks in 18th Street yard.....   | X                    | X           | X | X | X                    | X                          | X       | X  | X | X | X | X  | X | X   | X | X | X | X |
| <b>WHEELING:</b><br>Hazel-Atlas, tracks on trestle.....                                       | X                    | X           | X | X | X                    | X                          | X       | X  | X | X | X | X  | X | X   | X | X | X | X |
| Wood Bros. track.....   | X                    |             |   |   |                      |                            |         |    | X | X | X | X  | X | X   | X | X | X | X |
| 29th Street Yard tracks.....  | X                    | X           | X | X | X                    | X                          | X       | X  | X | X | X | X  | X | X   | X | X | X | X |
| Labels track. All industrial tracks, except A. & P. Warehouse track.....                      | X                    | X           | X | X | X                    | X                          | X       | X  | X | X | X | X  | X | X   | X | X | X | X |
| A. & P. Warehouse track.....  | X                    |             |   |   |                      |                            |         |    | X | X | X | X  | X | X   | X | X | X | X |
| Wheeling Box, track.....  | X                    | X           | X | X | X                    | X                          | X       | X  | X | X | X | X  | X | X   | X | X | X | X |

| LOCATION   | CLASS OF ENGINES |             |    |    |                      |                            |         |    |                                 |                        |                       |                               |   |    |    |
|--|------------------|-------------|----|----|----------------------|----------------------------|---------|----|---------------------------------|------------------------|-----------------------|-------------------------------|---|----|----|
|  | BS<br>ES<br>GS   | E<br>H<br>G |    |    | AP<br>BP<br>EP<br>FP | AF<br>BF<br>EF<br>FF<br>FS | BP<br>1 |    |                                 |                        |                       |                               |   |    |    |
|  | B                | E           | G  | H  | 6                    | H<br>8<br>9<br>10          | K       | L  | N.Y.C.R.R., Diesel 231,000 lbs. | N.Y.C.R.R., Class H-10 | N.Y.C.R.R., Class K-3 | B.&O.R.R., Class Q-1 McArthur |   |    |    |
| <b>Zanesville Secondary Track:</b><br>Between RY and Zanesville.....   |                  |             |    |    |                      |                            |         |    |                                 |                        |                       |                               |   |    |    |
| <b>BRIDGE No. 1.49:</b><br>East of Dresden.....  |                  |             |    |    |                      |                            |         |    |                                 | 20                     | 20                    | 20                            | X | 20 | 20 |
| <b>DRESDEN:</b><br>Paper Mill, tracks 1 and 4 beyond Main Street crossing and all tracks in Gravel Pit.....                    |                  | X           | X  |    |                      | X                          | X       | X  | X                               | X                      | X                     | X                             | X | X  | X  |
| <b>BRIDGE No. 10.50:</b><br>West of Gilbert.....   |                  |             |    |    |                      |                            |         |    |                                 | 20                     | 20                    | 20                            | X | 20 | 20 |
| <b>ZANESVILLE:</b><br>B. & O. R. R. connection to a point three-fourths mile east on Mill Run industrial track.....            | 10               | 10          | X  |    |                      | 10                         | 10      | X  | 10                              | X                      | X                     | X                             | X | X  | X  |
| From a point three-fourths mile east of B. & O. R. R. connection to Clay Pike. Zanesville yard, all tracks except sidings..... | 5                | X           | X  |    |                      | 5                          | X       | X  | X                               | X                      | X                     | X                             | X | X  | X  |
| <b>Zanesville Branch:</b><br>On main track, between Zanesville and Fair Oaks.....  |                  |             |    |    |                      |                            |         |    |                                 |                        |                       |                               |   |    |    |
| Fair Oaks and Spangler.....  |                  |             |    |    |                      |                            |         |    |                                 | X                      |                       |                               | X | X  | X  |
| Spangler and New Lexington New Lexington and Bremen.....   |                  |             |    |    |                      |                            |         |    |                                 | X                      |                       |                               | X | X  | X  |
| <b>ZANESVILLE:</b><br>Church track.....  |                  | X           | X  | X  | X                    | X                          | X       | X  | X                               | X                      | X                     | X                             | X | X  | X  |
| <b>PUTNAM:</b><br>Orris Coal, Zanesville Stone Ware and Weller Pottery track.....  |                  | X           | X  |    |                      | X                          | X       | X  | X                               | X                      | X                     | X                             | X | X  | X  |
| <b>FAIR OAKS:</b><br>Mark Mfg. Co. track.....  |                  | X           | X  |    |                      | X                          | X       | X  | X                               | X                      | X                     | X                             | X | X  | X  |
| <b>SPANGLER:</b><br>Zanesville Term. R. R.....   |                  | X           | X  |    |                      | X                          | X       | X  | X                               | X                      | X                     | X                             | X | X  | X  |
| Wye track.....   |                  |             |    |    |                      | X                          | X       | X  | X                               | X                      | X                     | X                             | X | X  | X  |
| Wye, to end of track at west Main Street.....  |                  |             | X  |    |                      | X                          | X       | X  | X                               | X                      | X                     | X                             | X | X  | X  |
| <b>SOUTH ZANESVILLE:</b><br>Standard Tile, Scott Fan Co. and House track.....  |                  | X           | X  |    |                      | X                          | X       | X  | X                               | X                      | X                     | X                             | X | X  | X  |
| <b>BRIDGE No. 19.92:</b><br>West of So. Zanesville.....  | 20               |             | 20 |    |                      | 20                         | X       | 18 | X                               | X                      | X                     | X                             | X | X  | X  |
| <b>BRIDGE No. 22.61:</b><br>East of Fultonham Spur.....  | 10               | 20          | 20 | 20 | 20                   | 10                         | X       | 10 | X                               | X                      | X                     | X                             | X | X  | X  |
| <b>FULTONHAM SECONDARY TRACK:</b><br>Ohio Power Co., track under coal tipple.....  | X                | X           | X  | X  | X                    | X                          | X       | X  | X                               | X                      | X                     | X                             | X | X  | X  |
| Tracks leading to Pittsburgh Plate Glass Co. at Fultonham.....   |                  |             |    |    |                      |                            |         |    | X                               | X                      | X                     | X                             | X | X  | X  |
| <b>BRIDGE No. 22.79:</b><br>West of Fultonham Spur.....  | 20               |             | 20 |    |                      | 20                         | X       | 15 | X                               | X                      | X                     | X                             | X | X  | X  |
| <b>ROSEVILLE:</b><br>Ransbottom Pottery, track No. 1.....  | X                | X           | X  | X  | X                    | X                          | X       | X  | X                               | X                      | X                     | X                             | X | X  | X  |
| Ransbottom Pottery, track No. 2 and No. 3, Ohio State Brick, Nelson McCoy Pottery, Tycor Pottery and House tracks.....         |                  | X           | X  |    |                      | X                          | X       | X  | X                               | X                      | X                     | X                             | X | X  | X  |
| Rosehill Mine tracks.....  |                  |             |    |    |                      | X                          | X       | X  | X                               | X                      | X                     | X                             | X | X  | X  |
| Rosehill Mine, tracks under tipple.....  | X                | X           | X  | X  | X                    | X                          | X       | X  | X                               | X                      | X                     | X                             | X | X  | X  |
| <b>CROOKSVILLE:</b><br>All industrial tracks.....  |                  | X           | X  |    |                      | X                          | X       | X  | X                               | X                      | X                     | X                             | X | X  | X  |
| <b>BRIDGE No. 29.61:</b><br>West of Crooksville.....   | 20               |             | 20 |    |                      | 20                         | X       | 18 | X                               | X                      | X                     | X                             | X | X  | X  |

| LOCATION  | CLASS OF ENGINES |    |    |    |        |                   |         |    |                                 |                        |                       |                               |
|---|------------------|----|----|----|--------|-------------------|---------|----|---------------------------------|------------------------|-----------------------|-------------------------------|
|   | BS<br>ES<br>GS   | B  | E  | G  | H<br>6 | H<br>8<br>9<br>10 | BP<br>1 | L  | N.Y.C.R.R., Diesel 231,000 lbs. | N.Y.C.R.R., Class H-10 | N.Y.C.R.R., Class K-3 | B.&O.R.R., Class Q-1 McArthur |
|   |                  |    |    |    |        |                   |         |    |                                 |                        |                       |                               |
| <b>McLUNEY:</b><br>All industrial tracks.....   |                  |    | X  | X  |        | X                 | X       | X  | X                               | X                      | X                     | X                             |
| <b>BRIDGE No. 32.58:</b><br>West of McLuney.....  | 20               |    | 20 |    | 20     | X                 | 15      | X  | X                               | X                      | X                     | X                             |
| <b>GOSTON:</b><br>Jones Sand Co. track.....   |                  |    | X  | X  |        | X                 | X       | X  | X                               | X                      | X                     | X                             |
| <b>BRIDGE No. 35.32:</b><br>West of Goston.....   |                  |    |    |    |        | X                 | 20      | X  | X                               | X                      | X                     | X                             |
| <b>WILBREN:</b><br>Nugent Sand, and Imperial<br>Sand tracks.....  |                  |    | X  | X  |        | X                 | X       | X  | X                               | X                      | X                     | X                             |
| <b>SUNNYHILL MINE:</b><br>No. 8, on loaded car tracks at<br>tipple and beyond clearance<br>point on empty car tracks<br>above tipple.....       | X                | X  | X  | X  | X      | X                 | X       | X  | X                               | X                      | X                     | X                             |
| <b>NEW LEXINGTON:</b><br>Pure Oil track.....  |                  |    | X  | X  |        | X                 | X       | X  | X                               | X                      | X                     | X                             |
| Ludowici Tile track.....  |                  |    | X  | X  |        | X                 | X       | X  | X                               | X                      | X                     | X                             |
| All other industrial tracks.....  |                  |    | X  | X  |        | X                 | X       | X  | X                               | X                      | X                     | X                             |
| <b>BRIDGE No. 39.30:</b><br>West of New Lexington.....  | 20               |    | 40 |    | 20     | X                 | 20      | 15 | 10                              | 20                     | X                     |                               |
| <b>BRIDGE No. 41.76:</b><br>East of Junction City.....  |                  |    |    |    | 40     | X                 | 40      |    | 40                              |                        | X                     |                               |
| <b>JUNCTION CITY:</b><br>Rush Creek Clay Co., track.....  |                  |    |    |    |        | X                 | X       |    | X                               |                        | X                     |                               |
| <b>BRIDGE No. 49.66:</b><br>East of Bremen.....   |                  |    |    |    |        | X                 |         |    | 30                              |                        | X                     |                               |
| <b>BREMEN:</b><br>All industrial tracks.....  |                  |    | X  | X  |        | X                 | X       | X  | X                               | X                      | X                     | X                             |
| <b>Morrow<br/>Secondary Track:</b><br>Between<br>Bremen and Circleville.....  |                  |    |    |    |        | X                 |         | X  | X                               | X                      | X                     | X                             |
| Circleville and<br>Washington C. H.....   |                  |    | X  |    |        | X                 | X       | X  | X                               | X                      | X                     | X                             |
| Washington C. H.<br>and Morrow.....   |                  |    | X  |    | X      | X                 | X       | X  | X                               | X                      | X                     | X                             |
| <b>BREMEN:</b><br>All industrial tracks.....  |                  |    | X  | X  |        | X                 | X       | X  | X                               | X                      | X                     | X                             |
| <b>NORTH BERNE:</b><br>Krystel Rock Gravel and<br>Sand track.....   |                  |    | X  | X  |        | X                 | X       | X  | X                               | X                      | X                     | X                             |
| <b>LANCASTER:</b><br>Columbus Oil and Grease,<br>carbon Works, C. & O. R. R.<br>transfer, Car Shop yard and<br>all other industrial tracks..... |                  |    | X  | X  |        | X                 | X       | X  | X                               | X                      | X                     | X                             |
| <b>BRIDGE No. 67.42:</b><br>West of Mile Post 67.....   |                  |    |    |    |        | X                 | 20      | X  | X                               | X                      | X                     | X                             |
| <b>BRIDGE No. 70.78:</b><br>East of Mile Post 71.....   | 20               |    |    |    | 20     | X                 | 15      | X  | X                               | X                      | X                     | X                             |
| <b>STOUTSVILLE:</b><br>Smith Elevator track.....  |                  |    | X  | X  |        | X                 | X       | X  | X                               | X                      | X                     | X                             |
| <b>CIRCLEVILLE</b><br>Cooper house track, Glass<br>house track and Shell Oil<br>Co. track.....  |                  |    | X  | X  |        | X                 | X       | X  | X                               | X                      | X                     | X                             |
| <b>BRIDGE No. 87.88:</b><br>West of Kinderhook.....   |                  |    |    |    | 20     | X                 | 15      | X  | X                               | X                      | X                     | X                             |
| <b>BRIDGE No. 90.68:</b><br>West of Williamsport.....   |                  |    |    |    | 10     | X                 | 10      | X  | X                               | X                      | X                     | X                             |
| <b>BRIDGE No. 95.27:</b><br>West of Mile Post 95.....   |                  |    | 20 |    | 20     | X                 | 20      | X  | X                               | X                      | X                     | X                             |
| <b>BRIDGE No. 111.69:</b><br>East of Jasper.....  | 10               | 10 | X  | 10 | X      | X                 | X       | X  | X                               | X                      | X                     | X                             |
| <b>BRIDGE No. 114.30:</b><br>West of Jasper.....  | 10               | 10 | X  | 10 | X      | X                 | X       | X  | X                               | X                      | X                     | X                             |
| <b>BRIDGE No. 131.58:</b><br>West of Mile Post 131.....   | 10               | 10 | X  | 10 | X      | X                 | X       | X  | X                               | X                      | X                     | X                             |
| <b>BRIDGE No. 135.03:</b><br>West of Ogden.....   | 10               | 10 | X  | 10 | X      | X                 | X       | X  | X                               | X                      | X                     | X                             |

3109. Unless adjacent tracks are clear, the following classes of engines must not be operated between the points indicated below

| Class of Engines | Between   | And   |
|------------------|---|---|
| J<br>Q           | East end of curve<br>Monongahela River<br>Bridge 0.95, Monon. | West end of curve<br>Monongahela River<br>Bridge 0.95, Monon. |

3111. Steam engines heavier than Class L-1-S Stbker, or engines with tender capacity of over 15,000 gallons, with 6-wheel trucks, are prohibited on the Zanesville Secondary Track, Zanesville Branch and Morrow Secondary Track.

3112. Engine limit boards will indicate portions of track on which engines are prohibited.

### 3115. OTHER EQUIPMENT RESTRICTIONS

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

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

3116. Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory etc., as follows:

| Main Line or Branch               | Between   | And        | Bridge                     | Note |
|-----------------------------------|---|------------|----------------------------|------|
| Monon                             | —   | —          | 0.95<br>East leg<br>of wye | —    |
| New Cumberland<br>Secondary Track | Kings Creek                                     | Kobuta     | —                          | —    |
| Terminal Branch                   | —   | —          | 2.57<br>(Public Road)      | 1    |
|                                   | —   | —          | 1.75<br>(Ohio River)       | —    |
| Powhatan<br>Secondary Track       | East end<br>Bridge 60.62<br>West of<br>Powhatan | Krebs Run  | —                          | —    |
| Zanesville<br>Secondary Track     | RY  | Zanesville | —                          | —    |
| Zanesville Branch                 | Zanesville                                      | Bremen     | —                          | —    |
| Morrow<br>Secondary Track         | Bremen  | MS         | —                          | —    |

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtain for Class J-1 or I-1 engines with heavy tenders.

Note 1. Unless two empty cars are placed between derrick and engine.

### Main Line

Storm windows on cab of engines must be closed while passing through tunnels, except No. 1 tunnel, Pittsburgh, and No. 2 tunnel, Corliss, and tunnels on Terminal and Zanesville Branches.

Storm windows on side of cab next to adjacent track on Class "J" and Class "T" engines must be closed when passing trains or cars on adjacent tracks between Oakdale and Elliott when operating via Scully Branch, and between Oakdale and Monon when operating via Main Line.

Storm windows on side of cab next to adjacent track on Class "T" and Class "M" engines must be closed when passing trains

or cars on adjacent track on curve at west end Monongahela River Bridge 0.95.

**POINT BRIDGE:**

Trestle Stewart elevator. Wreck derricks are prohibited.

**Powhatan Secondary Track**

**AETNAVILLE:**

Cars higher than type GS gondolas prohibited beyond west end of Tri-State Asphalt mixer plant.

**Terminal Branch**

**MARTINS FERRY:**

Wreck trains with 250 ton derricks restricted to a speed of 10 miles per hour over bridge 1.67 (Jefferson Street).

**PENINSULA:**

Clean Coal Co., under tipple, cars other than open top cars are prohibited.

**Zanesville Branch**

**ZANESVILLE TERMINAL R. R.**

Cars with a gross weight of over 210,000 pounds are prohibited.

**ROSEVILLE:**

Ohio State Brick Plant and Roseville Spur tracks, cars having a truck center in excess of 35 feet are prohibited.

**GOSTON:**

Cab ventilators on top of locomotive cabs must be closed while passing through tunnel east of Goston.

**NEW LEXINGTON—JUNCTION CITY:**

Trains handling N. Y. C. R. R., cars with a gross weight of 320,000 pounds are restricted to the speed indicated while passing over the following bridges:

| Bridge No. | Location              | Miles Per Hour |
|------------|-----------------------|----------------|
| 39.30      | West of New Lexington | 10             |
| 41.76      | East of Junction City | 20             |

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

3125. The following instructions, supplementary to the Brake and Train Air Signal Instruction No. 99-C-1 in handling freight trains, will apply:

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

Between a point one and one-half miles west of Cadiz Jct. and Cadiz Jct., on CADIZ SECONDARY TRACK.

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

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

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

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

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

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

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

If, in the judgment of conductor or engineman, the weather conditions or character of the lading in the cars is such as to

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

**3127. MINIMUM RUNNING TIME FOR PASSENGER TRAINS EITHER DIRECTION**

| BETWEEN                         | Distance | Minutes Westward | Minutes Eastward |
|---------------------------------|----------|------------------|------------------|
| <b>Main Line:</b>               |          |                  |                  |
| Pittsburgh and Carnegie.....    | 8.5      | 16               | 16               |
| Carnegie and Laurel Hill.....   | 9.3      | 14               | 13               |
| Laurel Hill and Burgetts.....   | 9.0      | 11               | 11               |
| Burgetts and CO.....            | 9.3      | 14               | 14               |
| CO and Weirton Jct.....         | 5.1      | 7                | 7                |
| Weirton Jct. and Mingo Jct..... | 5.1      | 7                | 7                |
| Mingo Jct. and Acre.....        | 11.2     | 13               | 13               |
| Acre and Custer.....            | 13.6     | 15               | 15               |
| Custer and Dyke.....            | 17.8     | 18               | 18               |
| Dyke and Newcomerstown.....     | 19.2     | 20               | 20               |
| Newcomerstown and Tyndall....   | 19.1     | 20               | 20               |
| Tyndall and Licking.....        | 23.1     | 25               | 25               |
| Licking and East Columbus.....  | 30.9     | 31               | 32               |

| Pittsburgh and East Columbus... | 186.2 | Hrs. Mins.<br>3 31 | Hrs. Mins.<br>3 31 |
|---------------------------------|-------|--------------------|--------------------|
|---------------------------------|-------|--------------------|--------------------|

| Chartiers Branch:                | Distance | Minutes Westward | Minutes Eastward |
|----------------------------------|----------|------------------|------------------|
| Carnegie and Bridgeville.....    | 3.7      | 7                | 7                |
| Bridgeville and Houston.....     | 11.5     | 19               | 19               |
| Houston and Chestnut Street....  | 7.5      | 11               | 11               |
| Chestnut Street and Washington.. | 0.7      | 2                | 2                |
| Carnegie and Washington.....     | 23.4     | 39               | 39               |

| Wheeling Branch:                  | Distance | Minutes Westward | Minutes Eastward |
|-----------------------------------|----------|------------------|------------------|
| Weirton Jct. and Lazearville..... | 7.3      | 11               | 11               |
| Lazearville and Short Creek.....  | 8.0      | 16               | 16               |
| Short Creek and Wheeling.....     | 9.3      | 12               | 12               |

| Weirton Jct. and Wheeling..... | 24.6 | 39 | 39 |
|--------------------------------|------|----|----|
|--------------------------------|------|----|----|

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

**USE OF TELEPHONES**

3501 .....

**GENERAL INSTRUCTIONS**

**Overhead Clearance**

\*3601. Employees are warned of close overhead clearance 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                    | Structure               |
|-----------------------------|-------------------------|
| <b>Main Line:</b>           |                         |
| Pittsburgh.....             | No. 1 Tunnel.           |
| Point Bridge.....           | Mt. Washington Incline. |
| Elliott.....                | Signal Bridge No. 3.0.  |
| Corliss.....                | No. 2 Tunnel.           |
| Mile Post 49 (west of)..... | No. 5 Tunnel.           |
| Fernwood (west of).....     | No. 6 Tunnel.           |
| Broadacre (west of).....    | No. 7 Tunnel.           |
| Mile Post 60 (west of)..... | No. 8 Tunnel.           |
| Bowerston.....              | No. 10 Tunnel.          |

| Location   | Structure  |
|--|--|
| <b>Scully Branch:</b><br>Esplen (west of).....   | Overhead Bridges No. 1.34<br>and No. 1.49.   |
| <b>Chartiers Branch:</b><br>Hills (west of).....   | Bells Tunnel.  |
| <b>Powhatan Secondary Track:</b><br>Rayland (east of).....<br>Bridgeport (east of).....<br>Powhatan (east of).....   | Bridge 30.88.<br>Bridge 39.17.<br>Bridge 58.52.  |
| <b>Terminal Branch:</b><br>Martins Ferry (west of).....<br>Ohio River Bridge (west of).....<br><br>Peninsula (east of).....<br>Chapline.....<br>Chaplin (east of).....<br>Zane (east of).....<br>Zane (east of)..... | Ohio River Bridge 1.75<br>Top Mill and Mount Wood<br>Tunnels.<br><br>Overhead Bridge 3.31<br>Chapline Hill Tunnel.<br>Overhead Bridge 4.01.<br>Overhead Bridge 5.09.<br>Overhead Bridge L.O.07 |
| <b>New Cumberland<br/>Secondary Track:</b><br>Chester.....<br>Chester.....   | Overhead Bridge 20.79.<br>Overhead Bridge 20.91.   |
| <b>Zanesville Branch:</b><br>Darlington (west of).....<br>Roseville (east of).....<br>Roseville (east of).....<br>Goston (west of).....  | Bridge 22.81.<br>Overhead Bridge 26.88.<br>Overhead Bridge 27.27.<br>No. 1 Tunnel.   |
| <b>Morrow Secondary track:</b><br>Lancaster (east of).....<br>Circleville.....<br>Jasper (east of).....<br>Jasper (west of).....   | Bridge 58.36.<br>Bridge 82.40.<br>Bridge 111.60.<br>Bridge 114.30.   |

### Overhead and Side Clearance

**3602.** (a) Employees must not ride on top of box cars, excessive dimension cars or other high equipment, nor on side of any car or engine, while movements are being made under Water Street overhead bridge, Uhrichsville.

(Illuminated red signs with amber lights visible to approaching trains are provided on this bridge as an additional warning).

(b) Employees must not ride on top of box cars, loaded open top cars, excessive dimension cars, nor on tipple side of any car or engine while movements are being made on tracks serving Clean Coal Co., Peninsula.

(c) Employees must not ride on top or side of any car or engine while movements are being made at the following locations:

Corliss, On No. 1 track in plant of Pittsburgh Grain Elevator Inc.  
East Toronto, On track serving plant of West Virginia Fire Clay Co., just west of Mile Post No. 6.

Follansbee, On No. 7 track in plant of Follansbee Steel Co.  
Wegee Industrial track, Webb Mine under tipple.

(d) Employees must not ride on side of any car or engine while movements are being made at the following locations:

Duff (east of) Guibert Steel Co. loading dock track.  
Meadow Lands, On tracks in plant of American Brake Shoe Co.  
Zanesville, On freight house tracks.

Lancaster, On Loroco Industrial track, South Columbus Street.

(e) Employees must not ride on north side of engines or cars while movements are being made on tracks serving Jefferson Iron and Metal Co., Steubenville.

**3603.** Employees are warned of close overhead and side clearance at following locations and must use caution in riding on top or on sides of box cars, engines or other equipment while movements are being made at these locations:

| LOCATION  | CLEARANCE |                       |
|---|-----------|-----------------------|
|   | Overhead  | Side                  |
| <b>Main Line</b>  |           |                       |
| <b>POINT BRIDGE:</b><br>The Campbell and Woods Co. Plant.....   |           | X                     |
| <b>CRAFTON:</b><br>Crafton Lumber and Supply Co.....  |           | X                     |
| <b>CARNEGIE:</b><br>Superior Mill, Pittsburgh Tube Co., and Viviano Macaroni Co.....  |           | X                     |
| <b>NOBLESTOWN:</b><br>Oakdale Coal Co.....<br>Sunny Hill Coal Co.....   | X         | X                     |
| <b>MIDWAY:</b><br>Primrose Mine.....  |           | X                     |
| <b>BULGER:</b><br>Verner Mine.....<br>Bulger Block Coal Co.....   | X         | X<br>X                |
| <b>HANLIN:</b><br>Jefferson Coal Co.....  | X         | X                     |
| <b>COLLIER:</b><br>Collier Water Station, on south side No. 1 track and north side No. 4 track.....   |           | X                     |
| <b>STEBENVILLE:</b><br>Through City limits.....<br>A. & P., warehouse, South Street.....<br>A. Sprague and Turn Table, track, North Street.....<br>Armour and Co., warehouse west of Adams Street.....                      |           | X<br>X<br>X<br>X      |
| <b>MILE POST 48 (West of):</b><br>No. 5 Tunnel.....   |           | X                     |
| <b>FERNWOOD, (West of):</b><br>No. 6 Tunnel.....<br>R. P. G. Coal Co., tipple and loading ramp at east end of track.....  |           | X<br>X                |
| <b>BROADACRE, (West of):</b><br>No. 7 Tunnel.....   |           | X                     |
| <b>MILE POST 60 (West of):</b><br>No. 8 Tunnel.....   |           | X                     |
| <b>UNIONPORT:</b><br>Industrial track.....  |           | X                     |
| <b>MILE POST 64 (West of):</b><br>Fulton No. 2 Mine.....  | X         | X                     |
| <b>JEWETT:</b><br>Brilliant No. 2 Mine.....   | X         | X                     |
| <b>CUSTER:</b><br>Fulton No. 1 Mine.....  | X         | X                     |
| <b>BOWERSTON:</b><br>No. 10 Tunnel.....   |           | X                     |
| <b>MILE POST 66 (West of):</b><br>Meechan Mine tipple.....  | X         | X                     |
| <b>DYKE, (East of):</b><br>Plum Run Coal Co., track.....  |           | X                     |
| <b>DENNISON:</b><br>Superior Clay Co., No. 2 plant.....<br>Dennison Sewer Pipe Co., plant.....<br>Ferguson-Edmondson tracks.....  |           | X<br>X<br>X           |
| <b>UHRICHSVILLE:</b><br>Farm Bureau Cooperative track.....<br>Old Freight House loading platform.....<br>American Vitrified Co., factory No. 18.....<br>Superior Clay Co., No. 1 plant.....<br>Universal Sewer Pipe Co..... | X         | X<br>X<br>X<br>X<br>X |
| <b>MILE POST 68 (West of):</b><br>Ross Clay Co., plant No. 2.....   |           | X                     |
| <b>PORT WASHINGTON:</b><br>Belden Brick Co., plant.....   |           | X                     |
| <b>COSHOCTON, (West of):</b><br>Carnation Creamery Co., between tracks at east end of building where car moving device is located.....  |           | X                     |

| LOCATION  | CLEARANCE |             |
|---|-----------|-------------|
|   | Overhead  | Side        |
| <b>Scully Branch</b>  |           |             |
| <b>ROSSLYN:</b><br>Porcelain Metal Products Co.....   | X         | X           |
| <b>Chartiers Branch</b>   |           |             |
| <b>NO. 105 TRACK</b><br><b>BRIDGE No. 9 WEST OF RG:</b><br>North side of No. 105 track and South side of Switching track.....   |           | X           |
| <b>KIRWAN:</b><br>Flannery Bolt Co.....   | X         | X           |
| <b>BRIDGEVILLE:</b><br>Freight house loading platform.....  |           | X           |
| <b>HILLS, (West of):</b><br>Bells Tunnel.....   |           | X           |
| <b>CANONSBURG:</b><br>Fort Pitt Bridge Works, east of Mile Post 14.<br>Canonsburg Iron and Steel Co., on track connected with lead track at plant gate.....                                     | X         | X           |
| <b>MEADOW LANDS:</b><br>American Brakehoe Co. tracks entering building.....   | X         | X           |
| <b>ARDEN, (West of):</b><br>Simmins Lumber Co.....  | X         |             |
| <b>TYLERDALE:</b><br>Tyler Mine and Mississippi Glass Co.<br>Washington Steel Co., loading dock.....  | X         | X           |
| <b>WASHINGTON:</b><br>Harper Feed Co.....   | X         |             |
| <b>B &amp; M Branch</b>   |           |             |
| <b>BRIDGEVILLE, (West of):</b><br>Overhead Bridge 0.14.....   | X         |             |
| <b>Atlasburg Secondary Track:</b>   |           |             |
| <b>VALEAR:</b><br>Halnes Hardware Co.....   | X         | X           |
| <b>New Cumberland Branch</b>  |           |             |
| <b>WEIRTON JUNCTION:</b><br>Half Moon Industrial track Lorentzen Hardware Manufacturing Corporation.....  |           | X           |
| <b>WEIRTON:</b><br>Grassell Chemical Co.....  | X         | X           |
| <b>New Cumberland Secondary Track</b>   |           |             |
| <b>NEW CUMBERLAND:</b><br>West Virginia Fire Clay Co., loading ramp at east end.....  |           | X           |
| <b>Chester-Kobuta, Industrial Track:</b>  |           |             |
| <b>Koppers Co., Inc., on P. &amp; L. E. Industrial track east of Kobuta, west loading track.....</b>  |           | X           |
| <b>River Branch</b>   |           |             |
| <b>STEBENVILLE:</b><br>Eastern Ohio Sand and Gravel Co., east of Main Line Bridge.<br>River Sand and Gravel Co., Adams Street.<br>Weirton Steel Co.....   | X         | X<br>X<br>X |
| <b>MINGO JCT:</b><br>Ohio Nut and Washer Co.....  |           | X           |
| <b>Powhatan Secondary Track:</b>  |           |             |
| <b>BRILLIANT:</b><br>Morgans Feed Co.....   |           | X           |
| <b>AETNAVILLE:</b><br>Tri-State Asphalt Corp.....   | X         |             |
| <b>BELLAIRE:</b><br>Doerr Foundry Co., Koehline Ice Co., Bellaire Stove Foundry, Belmont Casket Co., Freight Station along wall and platform and Bellaire Enamel Co.<br>Costanza Coal Dock..... | X         | X           |
| <b>Terminal Branch</b>  |           |             |
| <b>MARTINS FERRY:</b><br>City Electric Plant, Wheeling Corrugating Works and Terminal Jet, Yard, tracks A and B.....  |           | X           |
| <b>OHIO RIVER BRIDGE, (West of):</b><br>Top Mill Tunnel and Mount Wood Tunnel.....  |           | X           |
| <b>WHEELING:</b><br>Eighteenth Street Yard.....   |           | X           |
| <b>CHAPLINE:</b><br>Chapline Hill Tunnel.....   |           | X           |

| LOCATION  | CLEARANCE |        |
|---|-----------|--------|
|   | Overhead  | Side   |
| <b>ZANE, (West of):</b><br>Structure at foot of Chapline Street.....                                      |           | X      |
| <b>Wheeling Branch</b>  |           |        |
| <b>WELLSBURG:</b><br>Eagle Glass Co.....  |           | X      |
| <b>WARWOOD:</b><br>Continental Can Co.<br>Richland Mine, west of Warwood.....                             | X         | X      |
| <b>WHEELING:</b><br>Ohio River Sand and Gravel Co., 24th Street.....                                      | X         | X      |
| <b>Zanesville Secondary Track</b>   |           |        |
| <b>ZANESVILLE:</b><br>Zanesville Sand Co., extreme end, former Mill Run track.....                        |           | X      |
| <b>Zanesville Branch</b>  |           |        |
| <b>ZANESVILLE:</b><br>N. Y. C. R. R. connection at Market Street.<br>Roekel track, near switch 4.....     |           | X<br>X |
| <b>FAIR OAKS:</b><br>Muskingum Iron and Metal Co.....   |           | X      |
| <b>SPANGLER:</b><br><b>ZANESVILLE TERMINAL R. R.:</b><br>Line Material Co. and Barnesby Chaney Co.....    |           | X      |
| <b>FULTONHAM SECONDARY TRACK:</b><br>Ohio Power Co., track under coal tipple.....                         | X         |        |
| <b>ROSEVILLE:</b><br>Ohio State Brick Plant.<br>Central West Coal Co., Bridge 26.85 and Bridge 27.87..... | X         | X      |
| <b>GOSTON, (West of):</b><br>No. 1 Tunnel.....  |           | X      |
| <b>WILBREN, (West of):</b><br>Roxbury No. 2 Mine.<br>Sunnyhill Coal Co.....                               | X         | X<br>X |
| <b>Morrow Secondary Track</b>   |           |        |
| <b>WASHINGTON CH.:</b><br>Gwin Milling Co.....  |           | X      |
| <b>Cadiz Secondary Track:</b>   |           |        |
| <b>NARVA:</b><br>Fulton No. 3 Mine.....   | X         | X      |
| <b>LANDO:</b><br>Consolidated Fuel Co., Cadis Mine, Old tipple.....                                       | X         | X      |
| <b>Royal Southern Industrial Track:</b>   |           |        |
| <b>UHRICHSVILLE:</b><br>Robinson Clay Prod. Co.....   |           | X      |

NOTE—X indicates kind of close clearance.

3606. Freight trains with helping engine on rear of train, when stopped for coal or water, will detach the engine or engines on front end of train before taking coal or water.

3607. Hog drenchers are located as follows:  
Conecville—Eastward siding.  
Acre—Eastward siding.

3608. When electric lights fail on passenger trains, advance information of failure should be sent to Ticket Agent at Steubenville, Dennison or Newark at which points emergency candle lamps may be secured.

3609. When engines are passing over trestles or open-floor bridges, poker or scraper must not be used or grates shaken.

3610. Freight trains leaving coaling or water stations, sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train.

3611. Erie Railroad Business car No. 25 Stenciled "Association of American Railroads, Refrigerator Car Research" and equipped for use in connection with work of the refrigerator car research organization.

Due to construction this car must not, under any circumstances be handled in passenger trains. If freight trains it must be handled on rear of train just ahead of cabin car and when helper engines are required they must be attached to front end of train.

#### PERSONAL INJURIES

3701.....

## 3702. Medical Examiners and Company Surgeons

| Location          | Name and Address   | Telephone number   |
|-------------------|--|--|
| Pittsburgh, Pa.   | <b>John H. Alexander (Surgeon)</b><br>Office, 911 Professional Building,<br>429 Penn Ave.<br>Res., 5632 Woodmont Ave.  | Atlantic 1-4882<br>Hazel 1-8080  |
|                   | <b>William M. McNaugher (Surgeon)</b><br>Office, 911 Professional Building,<br>429 Penn Ave.<br>Res., 6850 Reynolds Ave.   | Atlantic 1-4882<br>Montrose 1-0237   |
|                   | <b>James A. Cowan, Jr. (Surgeon)</b><br>Office, 911 Professional Building,<br>429 Penn Ave.<br>Res., 144 Underwood Ave.<br>Greensburg, Pa.   | Atlantic 1-4882<br>Greensburg 2347   |
|                   | <b>Harry L. Richards (Surgeon)</b><br>Office, 911 Professional Building,<br>429 Penn Ave.<br>Res., Allegheny General Hospital  | Atlantic 1-4882<br>Fairfax 1-2010  |
|                   | <b>George L. Wessels (Surgeon)</b><br>Office, Allegheny General Hospital<br>Res., Allegheny General Hospital   | Fairfax 1-2010<br>or<br>Fairfax 1-1351   |
|                   | <b>J. C. Burt (Surgeon)</b><br>Office, Jenkins Arcade<br>Res., 6 Von Lent Pl.  | Atlantic 1-3338<br>Mayflower 1-1882  |
|                   | <b>R. D. Saul (Med. Exam.)</b><br>Office, 228 Pennsylvania Station<br>Daily except Saturday, Sunday and Holiday—8.30 A. M. to 5.00 P. M.<br>NOTE—When Medical Examiner's office is closed, surgical attention, if necessary, may be arranged through the office of the Station Master at Pittsburgh.<br>Res., 5418 Kipling Rd. | 729 (Co. phone)<br><br>835 (Co. phone)<br>Museum 1-1460                                      |
|                   | <b>J. C. Markel (Oculist)</b><br>4092 Jenkins Arcade<br>Res., 6603 Woodwell Ave.   | Atlantic 1-1626<br>Hazel 1-0832  |
|                   | <b>Murray F. McCaslin (Oculist)</b><br>Office, Union Trust Building<br>Res., Oak Hill Farms  | Atlantic 1-4198<br>Glenshaw 1173   |
|                   | Ingram, Pa.  | <b>H. Stanley Wallace (Surgeon)</b><br>Office, 2684 Center Ave.<br>Res., 689 Valley View Rd. |
| Carnegie, Pa.     | <b>W. J. Connelly (Surgeon)</b><br>Office, 111 E. Main Street<br>Res., 830 Washington Ave.   | Carnegie 175<br>Carnegie 906   |
|                   | <b>R. D. Saul (Med. Exam.)</b><br>Office, Old Freight station.<br>Office Hours: First Friday, 9:00 A. M. to 11:00 A. M.<br>Third Friday, 2:00 P. M. to 4:00 P. M.  | Scully Exchange<br>Dial P-364<br>(Co. Phone)   |
| Bridgeville, Pa.  | <b>S. J. S. Fife (Surgeon)</b><br>Office and Res.,<br>720 Washington Ave.  | Bridgeville 59   |
| Canonsburg, Pa.   | <b>Chas. L. Harsha (Surgeon)</b><br>Office, 33 E. Pike Street<br>Res., 222 W. Pike Street  | 76<br>183  |
| Houston, Pa.      | <b>David N. Ingram (Surgeon)</b><br>Office, First National Bank Bldg.<br>Res., Mill Seat Pl.   | 211-J<br>211-M   |
| Washington, Pa.   | <b>J. Frank Donehoo (Surgeon)</b><br>Office, Washington Trust Bldg.<br>Res., 249 E. Beau Street  | 220-J<br>220-M   |
| Burgettstown, Pa. | <b>G. L. McKee (Surgeon)</b><br>Office and Res.,<br>No. 141 Center Ave.  | 3111   |
|                   | <b>A. O. Hindman (Asst. Sur.)</b><br>Office, 31 Main Street<br>Res., 17 Lincoln Ave.   | 3332<br>3331   |

| Location            | Name and Address   | Telephone number   |
|---------------------|--|--|
| Weirton, W. Va.     | <b>L. A. Whitaker (Surgeon)</b><br>Res., 3509 Riverview Drive  | 39   |
|                     | <b>J. L. Thompson (Asst. Sur.)</b><br>Res., 3941 Palisades Drive   | 1283   |
|                     | <b>Office, Weirton Steel Co. Emergency Hospital</b>  | 1000, Ex. 406  |
| Chester, W. Va.     | <b>C. H. Bailey (Surgeon)</b><br>Office, Potter's Savings & Loan Co.<br>Res., Park Boulevard<br>East Liverpool, Ohio   | Main 360<br>Main 646   |
| Steubenville, Ohio  | <b>F. B. Harrington (Surgeon)</b><br>Office, 1208 National Exchange Bank Bldg.<br>Res., 208 Braybarton Blvd.   | 2-4811<br>4-1174   |
|                     | <b>A. E. Winston (Surgeon)</b><br>Office, 400 National Exchange Bank Bldg.<br>Res., 2728 Sunset Blvd.  | 2-3851<br>4-1334   |
|                     | <b>D. A. Macedonia (Oculist)</b><br>Office 401-406<br>Sinclair Bldg.   | 2-7781<br>2-3253   |
|                     | <b>R. D. Saul (Med. Exam.)</b><br>Office, in freight station<br>Office Hours: Monday 10.30 A. M. to 3.00 P. M.<br>Wednesday 10.30 A. M. to 3.00 P. M.        | PE 312   |
|                     | <b>Mingo Jct., Ohio</b>  | <b>F. H. Riney (Surgeon)</b><br>Office, 608-614 Commercial Street<br>Res. 216 Steuben Street |
| Martins Ferry, Ohio | <b>R. H. Wilson (Surgeon)</b><br>Office, 30 South Fourth Street<br>Res., 64 North Fourth Street  | 162<br>464   |
| Bellaire, Ohio      | <b>J. F. Wilkinson (Surgeon)</b><br>Office and Res., 4403 Jefferson Street   | 141  |
| Wheeling, W. Va.    | <b>Louis B. Farri (Surgeon)</b><br>Office, 21 Eleventh Street<br>Res., 434 North Huron Street  | 193<br>1528  |
|                     | <b>R. D. Saul (Med. Exam.)</b><br>Office in Passenger Station<br>Office Hours: Second Wednesday, 10:15 A. M. to 12:15 P. M.<br>1:00 P. M. to 4:00 P. M.      | Wheeling 5176  |
| Cadiz, Ohio         | <b>J. S. Campbell (Surgeon)</b><br>Office and Res., 127 N. Main Street   | Bell 473<br>124  |
| Dennison, Ohio      | <b>R. E. Wolf (Surgeon)</b><br>Office 212 N. Main Street Uhrichsville, O.<br>Res. 212 N. Main Street   | 78<br>50   |
|                     | <b>R. D. Saul (Med. Exam.)</b><br>Office, Engine House<br>Office Hours: First Tuesday, 11:15 A. M. to 1:00 P. M.<br>Third Tuesday, 11:15 A. M. to 5:00 P. M. | Bell 465   |
|                     | <b>Newcomerstown, Ohio</b>   | <b>C. A. Hanson (Surgeon)</b><br>Office, 101 Main Street<br>Res., Evansburg Road             |
| Coshocton, Ohio     | <b>A. P. Magness (Surgeon)</b><br>Office, 640 Main Street<br>Res., 567 Cambridge Street  | 30-W<br>30-R   |
| Zanesville, Ohio    | <b>O. I. Dusthimer (Surgeon)</b><br>Office, 39 N. Sixth Street<br>Res., 836 Forest Ave.  | Main 473<br>Main 201 or 1182   |
|                     | <b>L. R. Culbertson (Oculist)</b><br>Office, 227-228 Masonic Temple<br>Res., 412 Mozahala Ave.   | Main 1229<br>Main 616  |
|                     | <b>I. Black (Med. Exam.)</b><br>Office in Passenger Station<br>Office Hours: Second and Fourth Tuesdays, 9:00 A. M. to 10:00 A. M.                           | No Phone   |



| Location        | Name and Address  | Telephone number           |
|-----------------|---|----------------------------|
| Lancaster, Ohio | <b>Clifford B. Snider (Surgeon)</b><br>Office, 134 N. Broad Street<br>Res., 340 E. Allen Street   | 335-W<br>335-R             |
|                 | <b>I. Black (Med. Exam.)</b><br>Office in Freight Station<br>Office Hours: First Tuesday<br>10:00 A. M. to 11:00 A. M.<br>Third Tuesday,<br>4:00 P. M. to 5:00 P. M.  | 50                         |
| Newark, Ohio    | <b>James B. Johnson (Surgeon)</b><br>Office, 19 East Locust Street<br>Res., 246 Moull Street  | 3788<br>3788               |
| Columbus, Ohio  | <b>George J. Heer (Surgeon)</b><br>Office, 475 East Town Street<br>Res., 475 East Town Street   | Main 7805<br>Garfield 5505 |
|                 | <b>H. V. Postle (Oculist)</b><br>Office, Room 413 Baggs Building,<br>21 E. State Street<br>Res., 1211 Brvden Rd.  | Adams 5768<br>Fairfax 5260 |
|                 | <b>I. Black (Med. Exam.)</b><br>Office, Foot of 20th Street Bridge,<br>Shop Yard<br>Office Hours: Dally except Sat. Sun. and<br>Holidays—8:30 A. M. to 5:00 P. M.<br>Emergency calls may be arranged<br>through Crew Dispatchers, when<br>office is closed. | Main 1121                  |

### 3703. Locations of Hospitals

| Location             | Name and Address                                       | Telephone number |
|----------------------|--|------------------|
| Pittsburgh, Pa.      | <b>Allegheny General</b><br>320 E. North Avenue, N. S. | Fairfax 1-2010   |
| Washington, Pa.      | <b>Washington</b><br>Leonard Ave.                      | 3300             |
| East Liverpool, Ohio | <b>City</b><br>West 5th Street                         | 720              |
| Steubenville, Ohio   | <b>Memorial</b><br>726 N. Sixth Street                 | 2-3671           |
|                      | <b>Ohio Valley</b><br>Rose Park                        | 2-4541           |
| Martins Ferry, Ohio  | <b>Martins Ferry</b><br>North Fourth Street            | 310              |
| Bellaire, Ohio       | <b>The City</b><br>47th Street                         | 53               |
| Wheeling, W. Va.     | <b>Wheeling</b><br>109 North Main Street               | 900              |
|                      | <b>Ohio Valley General</b><br>20th and Eoff Street     | 4840             |
| Dennison, Ohio       | <b>Twin City</b><br>North First Street                 | 132 or 133       |
| Coshocton, Ohio      | <b>Coshocton Memorial</b><br>East Walnut Street        | 127              |
| Zanesville, Ohio     | <b>Bethesda</b><br>Underwood Street                    | Main 1730        |
| Lancaster, Ohio      | <b>Municipal</b><br>North Ewing Street                 | 28               |
| Newark, Ohio         | <b>Newark City</b><br>North Buena Vista Street         | 6634             |
| Columbus, Ohio       | <b>Grant</b><br>125 South Grant Avenue                 | 5151             |
|                      | <b>White Cross</b><br>700 Park Street                  | Adams 9171       |

### 3704. First-Aid Boxes and Stretchers:

#### First-Aid Boxes, location of:

In baggage, combined, cabin cars, and in flagmen's equipment box on trains not hauling such cars, at each passenger and freight station, at yard master's and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops, engine houses, camp cars, and on each track and hand car.

#### Stretchers:

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

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



**THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION**

Pittsburgh, Pa., September 19, 1949.

**GENERAL ORDER No. 1301**

**Effective 12.01 A. M. Sunday, September 25, 1949**

**Applies in All Zones**

- (a) Time-Table No. 13 in effect. It contains the necessary instructions issued in general orders up to and including No. 1218, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 13 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 12 to bulletin board attendant, after Time-Table No. 13 takes effect.

- (b) OPERATING, SIGNAL AND INTERLOCKING RULES, EFFECTIVE SEPTEMBER 28, 1941—EDITION OF SEPTEMBER 25, 1949, IN EFFECT WITH FOLLOWING CHANGES:

(a) COVER

Color changed to salmon.

(b) OPERATING RULES

Rule D-97, Note added.

Rule 99, changed.

Rule 103a, changed.

(c) MOVEMENT BY TRAIN ORDERS

Rule 204, Note added.

(d) SIGNAL RULES

Rule 283, Note changed.

Rule 284, added.

Rule 294, Fig. A, illustration changed.

(e) CAB SIGNAL RULES

Rule 298, Note added.

(f) INTERLOCKING RULES

Rule 661, changed.

(g) FORMS OF BLANKS

Form C—Clearance Card, changed.

Form CS—Cab Signal Clearance Card, changed.

Form K—Clearance Card, changed.

All employes whose duties are in any way affected thereby must secure copy of Operating, Signal and Interlocking Rules, edition of September 25, 1949, see that copy is complete and note the changes.

All previous editions of Operating, Signal and Interlocking Rules should be turned in or destroyed after September 25, 1949.

- (c) SUPPLEMENTAL INSTRUCTIONS TO OPERATING, SIGNAL AND INTERLOCKING RULES, EFFECTIVE SEPTEMBER 26, 1948, REISSUED AS EDITION OF SEPTEMBER 25, 1949, WITH FOLLOWING CHANGES:

(a) COVER

Color changed to salmon.

- (b) Instructions re-numbered, identified by applicable Rule and in same sequence as Operating, Signal and Interlocking Rules.

- (c) Instruction 400L-2 Diesel Engines—Extinguishing Fires, added.
- (d) Instructions 400N-19 (old 4016)—Train Dispatchers, changed.
- (e) Instruction 400N-21 (old 4017)—Operators-Signalmen, changed.
- (f) Instruction 400R-3 (old 4146)—Emergency Calls—Treatment of Injured Persons, changed.
- (g) Instruction 4019-B—Oscillating Red Lights, Front and Rear of Trains, added.
- (h) Instructions 4019-C—Oscillating White Light, Front of Train, added.
- (i) Instruction 4076-D—Overheated Bearings—Diesel Engines, added.
- (j) Instruction 4083-A—Clearance Message, Form C.T. 1246, added.
- (k) Instruction 4154-C (old 4151) Side and Trap Doors, changed.
- (l) Instruction 4154-H (old 4158)—Steam in Steam Line of Trains, paragraph 2 changed.
- (m) Instruction 4154-I (old 4159)—Tonnage Computation, Passenger Trains, changed.
- (n) Instruction 4154-J—Passenger Car Lighting, added.
- (o) Instruction 4154-K—Locking Cars, added.
- (p) Instruction 4156-E—Diesel Engines Operating in Tunnels or Confined Locations, added.
- (q) Instruction 4156-F—Fireman Leaving Cab of Multiple Unit Diesel Engine, added.
- (r) Instruction 4156-G—Slipping or Sliding of Driving Wheels Diesel Electric Road Engines, added.
- (s) Instruction 4160-B (old 4113)—Dead or Disabled Engines paragraph 7 changed.
- (t) Instruction 4164-B (old 4120)—Location and Operation of Telephones—Trainphones, last two paragraphs changed.
- (u) Instruction 4164-C (old 4149)—Use of Public Address System on Passenger Trains, Note added.
- (v) Instruction 4201-A—Use of Mile Post Numbers, added.
- (w) Instruction 4221-A (old 4076)—Message Form C.T. 1250, sample form added.
- (x) Instruction 4515-A (old 4095)—Engines Not Equipped with Cab Signals, Form C.T. 1400-B changed.

All employes whose duties are in any way affected thereby must secure copy of Supplemental Instructions to Operating, Signal and Interlocking Rules, edition of September 25, 1949, see that copy is complete, and note the changes.

All previous editions of Supplemental Instructions to Operating, Signal and Interlocking Rules should be turned in or destroyed after September 25, 1949.

**Applies in Zone C**

- (d) MAIN LINE  
NEWARK

Trains and engines on No. 1 and No. 2 tracks must not exceed a speed of 15 miles per hour over Bridge 157.53 just east of B. & O. Railroad crossing, Newark, account bridge repairs.

Special Instruction 3104, changed.

This General Order is printed in Time-Table No. 13 and will not be issued in sticker form.

B. W. TYLER,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION**

Pittsburgh, Pa., September 12, 1949.

**TIME-TABLE No. 12, GENERAL ORDER No. 1219**

**TIME-TABLE No. 13, GENERAL ORDER No. 1302**

**Effective 10.01 A.M., Friday, September 16, 1949**

**Applies in Zone C**

**(a) MAIN LINE  
TRINWAY**

Interlocked switch leading from east end eastward siding to No. 1 track at Trinway restored to service and changed to hand-operated equipped with pipe-connected derail.

Low home signal governing movement from eastward siding to No. 1 track, abandoned.

**B. W. TYLER,**  
Superintendent.

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**THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION**

Pittsburgh, Pa., September 27, 1949.

**GENERAL ORDER No. 1303**

**Effective 12.01 P.M., Saturday, October 1, 1949**

**Applies in Zone C**

**(a) MAIN LINE  
COSHOCTON**

Trailing hand-operated switch in No. 1 track, with pipe-connected derail, 301 feet east of Mile Post 122 one-half mile east of Coshocton, leading to Coshocton County Farm Bureau Co-operative Association plant, in service.

**(b) MAIN LINE  
COSHOCTON**

Class M, T and J engines prohibited on track leading to Coshocton County Farm Bureau Co-operative Association plant east of Coshocton.

Special Instruction 3108, changed.

**Applies in Zone E**

**(c) ~~WHEELING BRANCH~~  
BEECH BOTTOM**

Trailing hand-operated switch for eastward movement in main track, one-half mile west of Mile Post 11, west of Switch 1 Beech Bottom, leading to Costanzo Coal Co., out of service.

**Applies in Zone F**

**(d) TERMINAL BRANCH  
WHEELING**

Employees must not ride on top or side of box cars or other high equipment while movements are being made under highway traffic light at 29th and Eoff Streets, Wheeling.

Special Instruction 3602, changed.

**Applies in Zone D**

**(e) ZANESVILLE BRANCH  
ZANESVILLE—FAIR OAKS**

B. & O. R. R. trains Nos. 55 and 56 changed to Nos. 955 and 956.

Paragraph (c), Special Instruction 2492, changed.

**B. W. TYLER,**  
Superintendent.

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THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION

Pittsburgh, Pa., September 27, 1949.

GENERAL ORDER No. 1303

Effective 12.01 P.M., Saturday, October 1, 1949

Applies in Zone C

(a) MAIN LINE  
COSHOCTON

Trailing hand-operated switch in No. 1 track, with pipe-connected derail, 301 feet east of Mile Post 122 one-half mile east of Coshocton, leading to Coshocton County Farm Bureau Co-operative Association plant, in service.

(b) MAIN LINE  
COSHOCTON

Class M, T and J engines prohibited on track leading to Coshocton County Farm Bureau Co-operative Association plant east of Coshocton.

Special Instruction 3108, changed.

Applies in Zone E

(c) WHEELING BRANCH  
BEECH BOTTOM

Trailing hand-operated switch for eastward movement in main track, one-half mile west of Mile Post 11, west of Switch 1 Beech Bottom, leading to Costanzo Coal Co., out of service.

Applies in Zone F

(d) TERMINAL BRANCH  
WHEELING

Employees must not ride on top or side of box cars or other high equipment while movements are being made under highway traffic light at 29th and Eoff Streets, Wheeling.

Special Instruction 3602, changed.

Applies in Zone D

(e) ZANESVILLE BRANCH  
ZANESVILLE—FAIR OAKS

B. & O. R. R. trains Nos. 55 and 56 changed to Nos. 955 and 956.

Paragraph (c), Special Instruction 2492, changed.

B. W. TYLER,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION

Pittsburgh, Pa., October 4, 1949.

GENERAL ORDER No. 1304

Effective 11.01 A.M., Wednesday, October 12, 1949

Applies in Zone C

(a) MAIN LINE  
LICKING

Licking Block and Interlocking Station closed and low home signals governing reverse movements on all tracks, abandoned.

Trailing and facing interlocked crossovers connecting No. 1 and No. 2 tracks changed to hand-operated, equipped with center locking devices.

Facing interlocked switch leading from No. 2 track to Licking westward siding, and trailing interlocked switch leading from Licking eastward siding to No. 1 track changed to hand-operated, equipped with pipe-connected derails.

Home signal governing eastward movement on No. 1 track changed to Block Signal No. 1554.

Home signal governing westward movement on No. 2 track changed to Block Signal No. 1553.

Licking eastward and westward sidings in charge of signalman at Bricker. Permission of the signalman at Bricker will be authority for trains to use these sidings in reverse direction.

Pages 3, 4, and 5, changed.

(b) MAIN LINE  
HK

HK interlocking closed and low home signals governing reverse movements on all tracks, abandoned.

Facing interlocked switch leading from No. 1 track to Licking eastward siding and trailing interlocked switch leading from Licking westward siding to No. 2 track changed to hand-operated, equipped with pipe-connected derails.

Home signal governing eastward movements on No. 1 track changed to Block Signal No. 1574.

Home signal governing westward movements on No. 2 track changed to Block Signal No. 1573.

Pages 3 and 4, changed.

(c) MAIN LINE

BRICKER

An illuminated sign arranged to display a white cross upon a black background located on the front of Bricker Block and Interlocking Station near the train order signal location, in service.

When this indication is displayed to an approaching train, engineman will acknowledge by two short blasts of engine whistle, Rule 14 (g). Westward trains will take siding at Licking and eastward trains will take siding at Trinway.

Special Instruction 2701, changed.

B. W. TYLER,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION

Pittsburgh, Pa., October 19, 1949.

GENERAL ORDER No. 1305

Effective 12.00 A.M., Saturday, October 22, 1949

Applies in All Zones

- (a) ~~TIME-TABLE AUTHORITY~~  
~~Schedule of No. 4 temporarily withdrawn.~~

Effective 12.01 A.M., Sunday, October 23, 1949

Applies in All Zones

- (b) ~~TIME-TABLE AUTHORITY~~  
~~Schedule of No. 3 temporarily withdrawn.~~

Applies in Zone C

- (c) LICKING

Home signal governing eastward movements from Licking eastward siding to No. 1 track at former Licking Block and Interlocking Station, and home signal governing westward movements from Licking westward siding to No. 2 track at former HK Interlocking, abandoned.

B. W. TYLER,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION

Pittsburgh, Pa., October 31, 1949.

GENERAL ORDER No. 1307

Effective 10.00 P.M., Thursday, November 3, 1949

Applies in Zone A

- (a) CHARTIERS BRANCH  
HOUSTON

Houston Block and Interlocking Station closed and blocks extended 10.00 P.M. to 6.00 A.M. Daily Except Saturday and Sunday, and 10.00 P.M. Saturday to 6.00 A.M. Monday.

MO, MY, WS and WH Block Limit Stations controlled by Carnegie when Houston is closed.

Page 7, changed.

Effective 7.00 A.M., Thursday, November 3, 1949

Applies in Zone B

- (b) ~~MAIN LINE~~  
~~ACRE~~

~~Acre Block and Interlocking Station closed and blocks extended 7.00 A.M. to 3.00 P.M. Daily Except Sunday, and 7.00 A.M. to 11.00 P.M. on Sunday.~~

~~Page 4, changed.~~

B. W. TYLER,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION

Pittsburgh, Pa., October 25, 1949.

GENERAL ORDER No. 1306

Effective 12.01 A.M., Friday, October 28, 1949

Applies in All Zones

- (a) TIME-TABLE AUTHORITY

Schedule of Nos. 762, 763, 761, 801, 812, 804, N.Y.C. 626 and N.Y.C. 637, temporarily withdrawn.

Schedule of No. 807 and No. 810, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

Nos. 807 and 810 over corresponding schedules, pages 20 and 23.

G stop for No. 717 at Crafton, page 20, changed to S stop.

Employees must correct page 20, in ink.

B. W. TYLER,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION**

(Page 2 of 2 pages)

Pittsburgh, Pa., November 16, 1949.

**GENERAL ORDER No. 1308**

**Effective 12.01 A. M., Sunday, November 20, 1949**

**Applies in All Zones**

**(a) TIME-TABLE AUTHORITY**

Train No. 4 restored and will operate on schedule shown on page 26.

Paragraph (a), General Order No. 1305, annulled.

**Effective 12.01 A. M., Monday, November 21, 1949**

**Applies in All Zones**

**(b) TIME-TABLE AUTHORITY**

Train No. 3 restored and will operate on schedule shown on page 17.

Paragraph (b), General Order No. 1305, annulled.

Train No. 762 restored and changed to operate Daily Except Saturday and Sunday on schedule shown on pages 28 and 23.

Train No. 763 restored and will operate on schedule shown on pages 20 and 28.

S stop for No. 717 at Crafton, page 20, changed to G stop.

That part of General Order No. 1306 referring to trains Nos. 762, 763 and 717, annulled.

Employees must correct pages 20, 23, and 28, in ink.

**Applies in Zone A**

**(c) CHARTIERS BRANCH**

**HOUSTON**

Houston Block and Interlocking Station closed and blocks extended 10.00 P.M., Saturdays to 10.00 P.M. Sundays.

MO, MY, WS and WH Block Limit Stations controlled by Carnegie when Houston is closed.

Paragraph (a), General Order No. 1307, annulled.

**Applies in Zone B**

**(d) MAIN LINE**

**STEUBENVILLE**

Employees are warned of close overhead clearance and close side clearance on north side of track and must use caution in riding on top or on side of box cars, engines or other equipment while movements are being made on track serving Steel Service Incorporated Warehouse, Berkman Building at North Street, Steubenville.

Special Instruction 3603, changed.

**(e) MAIN LINE**

**ACRE**

~~Acre Block and Interlocking Station closed and blocks extended 7.00 A.M. to 11.00 P.M. Sundays.~~

~~Paragraph (b), General Order No. 1307, annulled.~~

**Applies in Zone E**

**(f) WHEELING BRANCH**

**WEIRTON JUNCTION—CAR CLEANING TRACK**

Engines heavier than Class H-10 prohibited on car cleaning track on north side of main track just west of Weirton Junction between a point 10 car lengths west of facing switch at east end of track and a point 10 car lengths east of facing switch at west end of track, account weak embankment.

Special Instruction 3108, changed.\*

**Applies in Zone D**

**(g) ZANESVILLE BRANCH**

**ROSEVILLE**

Trains and engines must not exceed a speed of 15 miles per hour between a point 2000 feet east of Mile Post 24 and Mile Post 25 two miles east of Roseville account sinks in track.

Special Instruction 3104, changed.

**B. W. TYLER,**

**Superintendent.**

**THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION**

Pittsburgh, Pa., November 22, 1949.

**GENERAL ORDER No. 1309**

Effective 12.01 P.M., Tuesday, November 29, 1949

Applies in Zone A

(a) **CHARTIERS BRANCH  
HOUSTON—HILLS**

Block signal 680 feet east of Houston Block and Interlocking Station governing eastward movement on No. 1 track, out of service.

No. 1 track between Houston Block and Interlocking Station and a point 4250 feet west of Mile Post 10, five and two-tenths miles east of Houston Block and Interlocking Station, changed to industrial track. No. 1 track between a point 4250 feet west of Mile Post 10 and a point 337 feet east of No. 13 Tunnel (Bells Tunnel) west of Hills, out of service.

Special Instruction 2201 and 2202, changed.

No. 2 track between a point 337 feet east of No. 13 Tunnel, west of Hills, and Houston Block and Interlocking Station changed to single track and present single track between WH and Houston Block and Interlocking Station extended.

Special Instruction 2201 and 2202, changed.

Yard Limit board at Houston moved east to a point just east of Bridge 12.50 east of Morganza.

Special Instruction 2417, changed.

East end of industrial track east of Houston connected with single track with facing hand-operated switch for westward movement, equipped with pipe-connected derail.

Spring switch equipped with lighted switch lamp, indicated by SS sign, connecting single track with No. 1 track and No. 2 track 337 feet east of No. 13 Tunnel, west of Hills, in service. Normal position of switch is for eastward movement from single track to No. 1 track; switch springs for westward movement from No. 2 track to single track. Switch lamp indicates green when switch is set for normal movement, and red when switch is in reverse position or not properly set.

Special Instruction 2412, changed.

Trains and engines in either direction must not exceed a speed of 15 miles per hour over spring switch east of No. 13 Tunnel, west of Hills.

Special Instruction 3103, changed.

Block signal on north side of track governing eastward movement on single track 600 feet east of Houston Block and Interlocking Station, in service.

MO Block-Limit Station east of Hills governing westward movement on No. 2 track moved west to a point 300 feet east of spring switch east of No. 13 Tunnel.

MO Block-Limit Station east of Hills governing eastward movement on No. 1 track moved west to a point 300 feet east of spring switch east of No. 13 Tunnel.

Page 6, changed.

Approach Block-Limit signal 2050 feet east of cross-over between No. 1 and No. 2 track at Hills, governing westward movement on No. 2 track, moved west to a point 2500 feet east of MO Block-Limit Station.

Sheet 2 of 2 Sheets

Approach Block-Limit signal 1000 feet west of cross-over between No. 1 and No. 2 track at Hills, governing eastward movement on No. 1 track, moved west to a point 2000 feet west of MO Block-Limit Station and governs eastward movement on single track.

**SIGNAL ASPECTS NOT IN CONFORMITY WITH TYPICAL ASPECTS—ADDED:**

**Distant Switch Indicator**

Note: Y-Yellow; G-Green



Indication—Switch open.

Name—Caution Indicator.

Indication—Switch closed

Name—Clear Indicator

**Distant Switch Indicators In Service**

| Location                                     | Indication Displayed for Movements | Distance in Feet From Switch Protected | Switch Protected By This Signal               |
|--|------------------------------------|--|---|
| West of Bridge 9.84 west of No. 13 Tunnel    | Westward                           | 5430                                   | East end of industrial track east of Houston. |
| East end of industrial track east of Houston | Eastward                           | 6370                                   | Spring switch east of No. 13 Tunnel.          |

Special Instruction 2701, changed.

(b) **CHARTIERS BRANCH**

~~**HILLS**~~

~~Trains and engines must not exceed a speed of 15 miles per hour between a point 1000 feet east of east end and a point 1000 feet west of west end of No. 13 Tunnel, account track construction.~~

~~Special Instruction 3104, changed.~~

(c) **CHARTIERS BRANCH**

**HOUSTON—RICHFOL**

Cars must not be stored between Houston and Richfol on industrial track east of Houston.

**B. W. TYLER,**

Superintendent.



**THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION**

Pittsburgh, Pa., December 2, 1949.

**GENERAL ORDER No. 1310**

Effective 12.01 A.M., Thursday, December 8, 1949.

Applies in All Zones

(a) **TIME-TABLE AUTHORITY**

Schedule of No. 761, No. 801, No. 812, and No. 804, withdrawn. That part of General Order No. 1306 referring to schedules of Nos. 761, 801, 812 and 804, annulled.

(b) **TICKET OFFICES OPEN FOR SALE OF TICKETS  
JEWETT**

Ticket Office Jewett open for No. 205, close after No. 205 Daily Except Saturday, Sunday and Holidays. Closed all day Saturday, Sunday and Holidays.

(c) **CHARTIERS BRANCH  
HILLS**

Trains and engines will resume maximum speed of 35 miles per hour on curves between Hills and second curve west of Bells Tunnel, (No. 13 Tunnel) west of Hills.

Paragraph (b) General Order No. 1309 restricting speed to 15 miles per hour between a point 1000 feet east of east end and a point 1000 feet west of west end of No. 13 tunnel, annulled. Speed restriction of 15 miles per hour over spring switch east of No. 13 Tunnel, remains in effect.

**B. W. TYLER,**  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION**

Pittsburgh, Pa., December 6, 1949.

**GENERAL ORDER No. 1311**

Effective 12.01 A.M., Monday, December 12, 1949

Applies in All Zones

(a) **TIME-TABLE AUTHORITY**

Schedule of No. 807 changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in time-table as follows:

No. 807 over corresponding schedule, page 23.

**B. W. TYLER,**  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION**

Pittsburgh, Pa., December 8, 1949.

**GENERAL ORDER No. 1312**

Effective 12.01 A.M., Friday, December 16, 1949

Applies in All Zones

(a) **TIME-TABLE AUTHORITY**

N.Y.C. Train No. 637 restored and will operate on schedule shown on page 29.

N.Y.C. Train No. 626 restored and will operate on schedule shown on page 30.

That part of General Order No. 1306 referring to N.Y.C. No. 626 and N.Y.C. No. 637, annulled.

**B. W. TYLER,**  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION**

Pittsburgh, Pa., December 15, 1949.

**GENERAL ORDER No. 1313**

Effective 12.01 A.M., Thursday, December 22, 1949

Applies in All Zones

(a) **TIME-TABLE AUTHORITY**

**U. S. MAIL WORK**

"E" stop Monday only for No. 11 at Coshocton and Trinway, page 33, added.

Employees must correct page 33, in ink.

Applies in Zone F

(b) **POWHATAN SECONDARY TRACK  
STEWART**

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 57 at Stewart and a point one-half mile east thereof, account sink in track.

Special Instruction 3104, changed.

**B. W. TYLER,**  
Superintendent.

THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION

Pittsburgh, Pa., January 5, 1950.

GENERAL ORDER No. 1314

Effective 7.01 A.M., Monday, January 9, 1950

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of Nos. 202, 203, 762, 763, 716 and 713, temporarily withdrawn.

G stop for No. 717 at Crafton, page 20, changed to S stop.

V stop for No. 33 at Steubenville, page 21, changed to S stop.

S stop for No. 33 at Newark, at 12.33 A.M., page 21, added.

S stop for No. 32 at Dennison, at 5.32 A.M., page 22, added.

S stop for No. 714 at Crafton at 8.02 A.M., and at Ingram at 8.04 A.M., page 23, added.

Employes must correct pages 20, 21, 22, and 23, in ink.

B. W. TYLER,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION

Pittsburgh, Pa., January 20, 1950.

GENERAL ORDER No. 1316

Effective 12.01 A.M., Friday, January 27, 1950

Applies in All Zones

(a) DIESEL-ELECTRIC SWITCHING ENGINES

FIRE EXTINGUISHER OPERATING INSTRUCTIONS

Each switcher engine carries two (2) 20# CO<sub>2</sub> portable fire extinguishers—one (1) located in the engineman's cab, and the other under the engine hood on the fireman's side with the location indicated by the words "FIRE EXTINGUISHER", in white letters, on the outside of the adjacent hood door.

These extinguishers are to be used for all fires on or about the engine. Carbon dioxide will not harm any of the apparatus and is also safe to use on live electrical equipment. Water should never be used on live electrical equipment but may be used on dead electrical equipment and other apparatus as a last resort, and then preferably with fog nozzles.

IN CASE OF FIRE

1. Remove extinguisher from bracket by grasping carrying handle provided at top of cylinder with palm of the hand above the operating lever, and carry to point where it is to be used.
2. Remove operating lever locking pin and grasp discharge horn.
3. Release carbon dioxide by squeezing operating lever.
4. Direct horn discharge of carbon dioxide snow at base of nearest part of fire. Progressively extinguish fire by slowly playing discharge from horn over burning area. Continue discharging snow on burned areas after fire is extinguished to prevent flare-ups. In case of spreading oil fires on floor or ground, slowly advance as the flame is extinguished while slowly moving discharge horn from side to side. BE SURE ALL FLAME IS OUT IN THE AREA COVERED BEFORE ADVANCING.
5. Stop discharge of carbon dioxide by releasing hand pressure on operating lever.
6. PROMPTLY REPORT FIRE AND USE OF EXTINGUISHER ON FORM MP-62DE.

B. W. TYLER,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION

Pittsburgh, Pa., January 19, 1950.

GENERAL ORDER No. 1315

Effective 12.01 A.M., Wednesday, January 25, 1950

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of N.Y.C. No. 626 and N.Y.C. 637 temporarily withdrawn.

Applies in Zone E

(b) OVERHEAD AND SIDE CLEARANCE

Employes must not ride on side of any car or engine while movements are being made on tracks at the following locations:

MINGO JUNCTION

Tracks serving Diesel Sanding Station.  
(Illuminated signs visible to approaching movements are provided on corners of sanding tower as an additional warning.)

MINGO JUNCTION ENGINE HOUSE

No. 23 track in diesel bay portion of engine house.

B. W. TYLER,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION

Pittsburgh, Pa., January 23, 1950.

GENERAL ORDER No. 1317

Effective 12.01 A.M., Saturday, January 28, 1950

Applies in Zone D

- (a) ZANESVILLE SECONDARY TRACK  
ZANESVILLE BRANCH  
RY—PUTNAM

Restrictions on Class I-1 engines between RY and Putnam removed except as follows:

Dresden:

- Plaster Track
- Paper Mill Siding
- Gravel Pit—all tracks

Zanesville:

- Adams Bros. track
- Freight House—All tracks
- All yard tracks west of Yard Office
- Mill Run Branch
- Church track
- Builders Supply track

Putnam:

- No. 2 and No. 3 pit tracks
- Coal Unloading track
- Orris Coal Co., track
- Special Instruction 3108 and 3111, changed.

- (b) MORROW SECONDARY TRACK

Class AS10, AS10s, BS10, BS10a, ES10 and FS10 engines prohibited on bridges between Bremen and Morrow as follows:

- No. 111.69 east of Jasper
- No. 114.30 west of Jasper
- No. 131.59 west of Mile Post 131
- No. 135.03 west of Ogden.
- Special Instruction 3108, changed.

B. W. TYLER,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION

Pittsburgh, Pa., January 30, 1950.

GENERAL ORDER No. 1318

Effective 12.01 A.M., Friday, February 3, 1950

Applies in Zone D

- (a) ZANESVILLE SECONDARY TRACK  
ZANESVILLE BRANCH  
RY—ZANESVILLE

Class I1-Engines must not exceed the speed indicated over the following bridges:

| Bridge                   | Speed<br>Miles per hour |
|--------------------------|-------------------------|
| 1.21 west of RY          | 20                      |
| 1.49 east of Dresden     | 10                      |
| 16.80 west of Zanesville | 10                      |

Special Instruction 3108, changed.

Effective 6.00 A.M., Sunday, February 5, 1950

Applies in Zone C

- (b) MAIN LINE  
TYNDALL

Tyndall Block and Interlocking Station open continuously.  
Page 4, changed.

Effective 7.00 A.M., Sunday, February 5, 1950

Applies in Zone B

- (c) MAIN LINE  
ACRE

Acre Block and Interlocking Station open continuously.  
Page 4, changed.

B. W. TYLER,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION**

Pittsburgh, Pa., February 9, 1950.

**GENERAL ORDER No. 1319**

Effective 12.01 A.M., Saturday, February 11, 1950

Applies in All Zones

(a) **TIME-TABLE AUTHORITY**

Schedule of Nos. 806 and 815 temporarily withdrawn.

Effective 12.01 P.M., Saturday, February 11, 1950

Applies in All Zones

(b) **TIME-TABLE AUTHORITY**

Schedule of Nos. 64 and 65 temporarily withdrawn.

S stops for No. 31 at Dennison 4.22 A.M., and at Newark at 5.29 A.M., page 16, added.

S stop for No. 30 at Steubenville 12.10 A.M., page 27, added.

Employees must correct pages 16 and 17, in ink.

Applies in Zone B

(c) **MAIN LINE**

**STEUBENVILLE**

Restrictions on Class AS, BS, ES and GS engines on Ohio Foundry Co. track, removed.

Special Instruction 3108, changed.

(d) **NEW CUMBERLAND BRANCH**

**WEIRTON JUNCTION**

Employees are warned of close overhead clearance and must not go on top of box cars, engines or other high equipment while movements are being made on Bridge 0.18 just east of Weirton Junction.

Special Instruction \*3601, changed.

B. W. TYLER,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION**

Pittsburgh, Pa., February 17, 1950.

**GENERAL ORDER No. 1320**

Effective 12.01 A.M., Thursday, February 23, 1950

Applies in All Zones

(a) **TIME-TABLE AUTHORITY**

S stop for No. 3 at Newark 7.15 A.M., page 17, added. Employees must correct page 17, in ink.

Applies in Zone B

(b) **MAIN LINE**

**COLLIER**

Employees are warned of close overhead and side clearance, and must use caution in riding on top or on sides of box cars, engines or other equipment while movements are being made on runaround track, Locust Grove Mine west of Collier.

Special Instruction 3603, changed.

Applies in Zone E

(c) **RIVER BRANCH**

**STEUBENVILLE**

Trains and engines on No. 2 track must not exceed a speed of 15 miles per hour between Mile Post 16 and Mile Post 17 east of Steubenville account rail condition.

Special Instruction 3104, changed.

Applies in Zone F

(d) **POWHATAN SECONDARY TRACK**

**WEGEE—WORKMAN**

Trains and engines must not exceed a speed of 10 miles per hour between Wegee and Mile Post 50 west of Workman, account sink in track.

Special Instruction 3104, changed.

B. W. TYLER,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION**

Pittsburgh, Pa., February 24, 1950.

**GENERAL ORDER No. 1321**

Effective 12.01 A.M., Friday, March 3, 1950

Applies in Zone B

(a) **U. S. MAIL WORK**

**STEUBENVILLE**

No. 41 reduce speed to 15 miles per hour just east of Washington Avenue, Steubenville, to discharge U. S. mail.

Page 33, changed.

B. W. TYLER,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION**

Pittsburgh, Pa., March 7, 1950.

**GENERAL ORDER No. 1322**

**Effective 12.01 A.M., Sunday, March 12, 1950**

**Applies in All Zones**

**(a) TIME-TABLE AUTHORITY**

**D** stop for No. 67 at Weirton Junction, page 17, withdrawn.

**C** stop for No. 66 at Weirton Junction, page 26, withdrawn.

**X** stop for No. 3 at Pittsburgh, page 17, changed to **S** stop.

Employees must correct pages 17 and 26, in ink.

**Applies in Zone B**

**(b) U. S. MAIL WORK**

**E** stop for No. 67 and **E** stop for No. 66 at Weirton Junction, page 33, added.

Employees must correct page 33, in ink.

**Effective 12.01 A.M., Monday, March 13, 1950**

**Applies in All Zones**

**(c) TIME-TABLE AUTHORITY**

Trains Nos. 64, 203, 762, 763, 713, 716, 806 and 815 restored and will operate on schedules shown on pages 17, 19, 20, 21, 23, 24, 25, 27 and 28.

**S** stop for No. 717 at Crafton, page 20, changed to **G** stop.

**S** stop for No. 33 at Steubenville, page 21, changed to **V** stop.

**S** stop for No. 33 at Newark, page 21, withdrawn.

**S** stop for No. 714 at Crafton and Ingram, page 23, withdrawn.

**S** stop for No. 30 at Steubenville, page 27, withdrawn.  
Employees must correct pages 20, 21, 23 and 27, in ink.

**Effective 12.01 A.M., Tuesday, March 14, 1950**

**Applies in All Zones**

**(d) TIME-TABLE AUTHORITY**

Trains Nos. 65 and 202 restored and will operate on schedules shown on pages 16 and 22.

**S** stop for No. 31 at Dennison and Newark, page 16, withdrawn.

**S** stop for No. 32 at Dennison, page 22, withdrawn.

Employees must correct pages 16 and 22, in ink.

**Applies in Zone B**

**(e) U. S. MAIL WORK**

**STEUBENVILLE**

Speed restriction of 15 miles per hour just east of Washington Avenue, Steubenville, for train No. 41 to discharge U. S. Mail, removed.

General Order No. 1321, annulled.

Sheet 1 of 2 Sheets

**(f) CADIZ SECONDARY TRACK**

Restrictions on Class I-1 engines on Cadiz Secondary Track, removed.

Class I-1 engines prohibited at Moore Mine on leads to empty car tracks; and beyond frog of switch leading to loaded tracks.

Special Instruction 3108, changed.

**(g) ZANESVILLE SECONDARY TRACK**

**ZANESVILLE BRANCH**

**RY—PUTNAM**

Restrictions on Class M-1 engines between **RY** and Putnam removed.

Class M-1 engines prohibited on tracks as follows:

**Dresden:**

Plaster Track  
Paper Mill Siding  
Gravel Pit—all tracks

**Zanesville:**

Adams Bros, track  
Freight House—all tracks  
All Yard tracks west of Yard Office  
Mill Run Branch  
Church track  
Builders Supply track

**Putnam:**

No. 2 and No. 3 pit tracks  
Coal Unloading track  
Orris Coal Co. track

Class M-1 engines must not exceed the speeds indicated over the following bridges:

| Bridge                   | Speed<br>Miles per hour |
|--------------------------|-------------------------|
| 1.21 west of <b>RY</b>   | 20                      |
| 1.49 east of Dresden     | 10                      |
| 16.80 west of Zanesville | 10                      |

Special Instruction 3108 and 3111, changed.

**B. W. TYLER,**  
Superintendent.

THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION

Pittsburgh, Pa., March 20, 1950.

GENERAL ORDER No. 1323

Effective 11.01 A. M., Friday, March 24, 1950

Applies in Zone C

(a) MAIN LINE  
TYNDALL-NS-LICKING

An indicator light displaying illuminated letter E located on mast of signal at the following locations indicates that the dragging equipment detector has been actuated:

| Location | Signal                | Governing Movement |
|----------|-----------------------|--------------------|
| Tyndall  | Westward Home Signal  | No. 2 track        |
| NS       | Eastward Home Signal  | No. 1 track        |
| Licking  | Block Signal No. 1553 | No. 2 track        |

When the illuminated letter E is displayed for trains stopped at these signals a member of crew must communicate with signalman and be governed by Instruction 4076-A, Supplemental Instructions to Operating, Signal and Interlocking Rules.

(b) MAIN LINE  
LICKING-NEWARK

Additional fixed signal indication Rule 284 on Block Signal No. 1573 governing westward movement on No. 2 track at west end Licking westward siding, in service. When this signal displays an indication more restrictive than "Approach-Slow", trains with more than 20 cars will stop clear of signal and not proceed until signal displays an indication more favorable than "Approach".

(c) MAIN LINE  
LICKING-NEWARK

When the westward home signal governing westward movement on No. 2 track 110 feet east of B. & O. Railroad Crossing, Newark, displays an indication less favorable than approach, the indication of cab signals will change to restricting at a point 1000 feet east thereof.

(d) POWHATAN SECONDARY TRACK  
MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

Maximum speed on Powhatan Secondary Track between GR and Bellaire, 25 miles per hour.  
Special Instruction 3106, changed.

Sheet 1 of 2 Sheets

Sheet 2 of 2 Sheets

Effective 12.01 A. M., Saturday, March 25, 1950

Applies in All Zones

(e) TIME-TABLE AUTHORITY

N. Y. C. Train No. 637 restored and will operate on schedule shown on page 29.

N. Y. C. Train No. 626 restored and will operate on schedule shown on page 30.

Paragraph (a) General Order No. 1315, annulled.

(f) ZANESVILLE SECONDARY TRACK  
GILBERT

Trains and engines must not exceed a speed of 10 miles per hour on curve just west of Mile Post 11 west of Gilbert, account sink in track.  
Special Instruction 3104, changed.

B. W. TYLER,  
Superintendent

THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION

Pittsburgh, Pa., March 27, 1950.

GENERAL ORDER No. 1324

Effective 12.01 A. M., Saturday, April 1, 1950

Applies in All Zones

SUPPLEMENTAL INSTRUCTIONS TO OPERATING, SIGNAL AND INTERLOCKING RULES, EDITION OF SEPTEMBER 25, 1949.

(a) Instruction 400L-2, changed.

Coupon for Instruction 400L-2 must be detached and pasted over Instruction 400L-2, on pages 13 and 14.

(b) Instruction 4160-B, paragraph 7, changed.

Coupon for Instruction 4160-B, paragraph 7, must be pasted over paragraph 7, on page 48.

Sticker coupons will be secured from Bulletin Board Attendant.

Applies in Zone A

(a) CHARTIERS BRANCH  
HOUSTON-HILLS

Facing hand-operated switch for westward trains connecting single track with east end of industrial track east of Houston changed to facing hand-operated crossover equipped with center locking device.  
Pipe connected derail removed.

B. W. TYLER,  
Superintendent

**THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION**

Pittsburgh, Pa., April 10, 1950.

**GENERAL ORDER No. 1325**

**Effective 12.01 P. M., Monday, April 17, 1950**

**Applies in Zone C**

**(a) MAIN LINE  
TRINWAY**

Trailing hand-operated switch with pipe-connected derail connecting east end Trinway eastward siding with No. 1 track, removed.

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**Effective 2.01 P. M., Friday, April 21, 1950**

**Applies in Zone C**

**(b) MAIN LINE  
TRINWAY**

Facing hand-operated switch connecting east end old Trinway westward siding with No. 2 track, removed.

Trailing interlocked switch connecting west end old Trinway westward siding with No. 2 track, restored to service and changed to hand-operated, equipped with pipe-connected derail.

Home signal governing westward movement on No. 2 track changed to Block Signal No. 1359.

Home signal governing eastward movement on No. 1 track changed to Block Signal No. 1364.

All other interlocked switches, and all other home signals governing movement on tracks in either direction, abandoned.

Eastward siding extended east and connected with west end drill track at west end Trinway Yard, capacity 150 cars. Normal position of switch leading from drill track to east leg of "wye" is for movement from eastward siding to drill track.

Cars must not be left standing on eastward siding east of west end of eastward station platform.

An indicator light displaying illuminated letter E, located on mast of Block Signal No. 1359 and Block Signal No. 1364 indicates that dragging equipment detector has been actuated. When the illuminated letter E is displayed for trains stopped at these signals a member of the crew must communicate with signalman and be governed by Instruction 4076-A of Supplemental Instructions to Operating, Signal and Interlocking Rules.

Page 3, changed.

**B. W. TYLER,**  
Superintendent.

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111  
157  
204  
291-  
513  
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649  
667  
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middle X over #4 = 1-57 <sup>to 5</sup>

513

W. of n a grade west

543 Grandview

595 Fairplay St.

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THE PENNSYLVANIA RAILROAD  
CONEMAUGH DIVISION

Pittsburgh, Pa., April 4, 1950.

GENERAL ORDER No. 1222

Effective 12.01 A. M., Monday, April 10, 1950

Applies in Zone B

(a) MAIN LINE—WEST PENN  
TUNNELTON

Paragraph (c) General Order No. 1218 referring to speed of 20 miles per hour on No. 1 track between Mile Post 18, west of Tunnelton and east end of Tunnelton storage track, annulled.

(b) MAIN LINE—WEST PENN  
WHITE

Paragraph (d) General Order No. 1213 referring to speed of 20 miles per hour on No. 2 track between White and Mile Post 21, annulled.

(c) MAIN LINE—WEST PENN  
AVONMORE

Paragraph (e) General Order No. 1213 referring to speed of 20 miles per hour on No. 1 and No. 2 tracks between a point 500 feet east of Avonmore and a point 0.5 mile west of Avonmore, annulled.

(d) MAIN LINE—WEST PENN  
VN—WHITE

Paragraph (d) General Order No. 1218 referring to speed of 20 miles per hour on No. 1 track between Mile Post 26, east of VN and White, annulled.

(e) MAIN LINE—WEST PENN  
AVONMORE—BI

Trains and engines on No. 1 track must not exceed speeds indicated below account of track condition:

20 miles per hour between a point 0.5 mile west of Avonmore and Mile Post 16, 1.3 miles east of Tunnelton.

30 miles per hour between Mile Post 16, 1.3 miles east of Tunnelton and Mile Post 11, 1 mile west of BI.

Special Instruction 3104, changed.

(f) MAIN LINE—WEST PENN  
BI—Avonmore

Trains and engines on No. 2 track must not exceed speeds indicated below account of track condition:

30 miles per hour between Mile Post 11, 1 mile west of BI and Mile Post 26, 0.5 mile west of Edri.

20 miles per hour between Mile Post 26, 0.5 mile west of Edri and a point 0.5 mile west of Avonmore. Special Instruction 3104, changed.

W. G. DORWART,  
Superintendent.

