

The Pennsylvania Railroad

CENTRAL REGION

Eastern Ohio Division

PANHANDLE DIVISION

Time Table No. 19

In effect 2:00 A. M., Sunday, April 29, 1934

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

C. I. LEIPER,
General Manager

W. W. PATCHELL,
Supt. Pass. Transportation

R. C. MILLER,
General Superintendent

E. E. ERNEST,
Supt. Frt. Transportation

C. E. ADAMS,
Superintendent

The Pennsylvania Railroad

CENTRAL REGION

Eastern Ohio Division

PANHANDLE DIVISION

Time Table No. 19

In effect 2:00 A. M., Sunday, April 29, 1934

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

C. I. LEIPER,
General Manager

W. W. PATCHELL,
Supt. Pass. Transportation

R. C. MILLER,
General Superintendent

E. E. ERNEST,
Supt. Frt. Transportation

C. E. ADAMS,
Superintendent

Original timetable from the collection of Tim Zukas

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

INDEX

PAGES

Stations, Block Stations, Distances, Sidings, etc. 3-9

Schedule Pages

Pittsburgh and Newark	} Westward Trains	10-19
Newark and Pittsburgh		
Monongahela Division Trains	} Eastward Trains	20-29
Chartiers and B. & M. Branches		
Wheeling Branch		30-31
New Cumberland Branch		32-39
River and Terminal Branches		34-37
Zanesville Branch		40-43
Additional Stops and Flag Stations		40-43
Arranged Freight Train Service		44
U. S. Mail Work		47-48
Ticket Offices Open		45-46
		49

SPECIAL INSTRUCTIONS.

Automatic Block System	87-88
Block Signal Rules	84-85
Bulletin Boards	55
Cab Signal Rules	88-90
Color Signals	52
Communicating Signals	53
Employees' Register	103
Engine and Other Equipment Restrictions	94-102
Engine Whistle Signals	52-53
First Aid Boxes	106
General Orders	56-58
Grade Signals	90
Hospitals	106
Inspection of Passing Trains	111
Interlocking Rules	91-92
Letters and Characters	50-51
Manual Block System	85-86
Medical Examiners and Company Surgeons	104-105
Miscellaneous	108-111
Movement of Trains	60-70
Movement by Train Orders	70-71
Non-Interlocked Switches connected with Manual Block Station Signals	92
Other Assigned Tracks and Sidings	59-60
Personal Injuries	103
Qualification Record	112-113
Signal Aspects	84
Speed Restrictions	72-83
Speed Table	72
Superiority of Trains	54
Symbols	50
Track Assignments	58-59
Track Cars, etc.	92-93
Train Rules, Standard Time	50
Train Signals	53-54
Unattended Block Stations	86-87
Use of Signals	54
Use of Telephones	107
Yards and Yard Instructions	71

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Pittsburgh	STATIONS	Station Signals			Sidings assigned direct'n Car capacity 45 ft. cars			
						W	E	Both	W	E	Both	
					(PITTSBURGH (Pgh. Div.) PH BLOCK STATION							
			0.5	0.5	FOURTH AVENUE							
			0.5	1.0	MONON							
			0.3	1.3	SMITHFIELD ST.							
			0.9	2.2	POINT BRIDGE							
			1.0	3.2	ELLIOTT							
		I B	1.3	4.5	CORLISS							
			0.9	5.4	INGRAM							
			0.6	6.0	CRAFTON							
			0.4	6.4	BROADHEAD			125				
			0.3	6.7	IDLEWOOD							
			1.1	7.8	ROSSLYN							
	H	I B	0.7	8.5	CARNEGIE							
			0.9	9.4	CAMP HILL							
			0.4	9.8	FORT PITT							
			1.2	11.0	WALKERS MILL							
			0.3	11.8	RENNERDALE							
			1.7	13.5	GREGG							
			1.3	14.8	OAKDALE							
			0.9	15.7	NOBLESTOWN							
		I B	1.1	16.8	STURGEON			625				
			1.0	17.8	LAUREL HILL							
			0.5	18.3	MCDONALD							
			1.9	19.8	PRIMROSE							
			1.7	21.5	MIDWAY							
		I B	2.2	23.7	BULGER							
			1.9	25.6	RACCOON							
		I B	1.2	26.8	BURGETTS				285			
				27.5	CENTER AVENUE (Surgett's Branch)			CN				
			0.7	27.5	BURGETTSTOWN							
			1.5	29.0	DINSMORE						150	
			0.9	29.9	BERTHA							
			2.2	32.1	HANLIN							
		I B	2.9	35.0	STATE LINE							
			0.6	35.6	COLLIER							
		I B	5.6	41.2	WEIRTON JCT.							
			1.3	42.5	FRANKLIN AVENUE							
			0.7	43.2	STRUBENVILLE							
		I B	3.1	46.3	MINGO JCT.				226	130		
			2.8	49.1	GOULD							
			1.3	50.4	NEW ALEXANDRIA							
			2.4	52.8	FERNWOOD							
			2.7	55.5	REED							
		I B	2.0	57.5	ACRE			110	208			
			0.2	57.7	BROADACRE							
			1.8	59.5	FAIRPLAY							
			1.9	61.4	UNIONPORT							
			1.4	62.8	CARMEN							
			0.8	63.6	HOPEDALE							
			0.7	64.3	MILLER							
			1.7	66.0	CADIZ JCT.							
			3.9	69.9	JEWETT							
		I B	1.2	71.1	CUSTER				215	375		
			1.4	72.5	RUMLEY							
			2.6	75.1	SCIO							
			3.8	78.9	CONOTTON							
			2.3	81.2	BOWERSTON							
			3.3	84.5	FISHER							
			2.0	86.5	PHILADELPHIA ROAD							
			2.4	88.9	DYKE			140				
			1.6	90.5	DENNISON							
		I B	1.3	91.8	UHRICHVILLE							
			5.1	96.9	GNADENHUTTEN							
			4.9	101.8	PORT WASHINGTON							
		I B	0.8	102.6	PORT				325	126		
			5.5	108.1	NEWCOMERSTOWN							
			3.5	111.6	ISLETA				217	207		
			4.2	115.8	WEST LAFAYETTE							
		I B	2.4	118.2	MORGAN RUN				325	325		
			3.5	121.7	WALLY							
			0.7	122.4	COSHOCTON							
		I B	4.8	127.2	TYNDALL				308	303		
			1.7	128.9	CONESVILLE							
			3.5	132.4	ADAMS MILL							
		I B	3.7	136.1	TRINWAY				110	126		
			5.8	141.9	FRAZEYSBURG							
			3.1	145.0	BLACK RUN							
			4.8	149.8	HANOVER							
		I B	5.5	155.3	LICKING				150	150		
			1.9	157.2	HEISEY							
			0.4	157.6	FIRST ST. NEWARK (U.&N. Div.)							
			0.2	157.8	NEWARK							
			33.1	190.9	COLUMBUS (Cols. Div.)							
NOTE—B—Attended Block Station.												
NOTE—Block Stations are open continuously except:												
Trinway	Closed	Daily 8.00 A. M. to 11.00 P. M.										
Port	Closed	Daily 11.30 P. M. to 3.30 P. M.										

SCULLY BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Div. Post 4th St. (Mon. Div.)	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							W	E	Both
			2.3	2.3	DIV. POST 4th St. (Mon. Div.)				
			1.1	3.4	ELLIOTT				
H	I	B	1.1	3.4	ESPLEN				
			1.7	4.5	ISLAND AVENUE				
H	I	B	1.7	3.4	ESPLEN				
H	I	B	1.1	5.1	JACKS RUN				
			1.3	3.4	ESPLEN				
			1.8	5.3	DUFF				
W	I	B	1.3	6.5	SCULLY				
			1.9	8.4	LEWIS RUN				
			1.0	9.4	ROSSLYN				
			1.1	10.5	JUNCTION No. 1				225

NOTE—B—Attended Block Station.

NOTE—Block Stations are open continuously:

CHARTIERS BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Carnegie	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							W	E	Both
			0.5	0.5	CARNEGIE				
			0.3	0.8	JUNCTION No. 1		27	16	
			0.9	1.7	GLENN				
			0.2	1.9	WOODVILLE				
			3.8	5.7	WOODVILLE JCT. } P.C.&Y.				
			2.7	4.6	BEECHMONT } R.R.				
			0.9	2.6	WOODVILLE JCT. } P.C.&Y.				
			0.6	3.2	BEADLING } R.R.				
			0.5	3.7	BOWER HILL				
			0.1	3.8	KIRWAN				
			1.5	5.3	BRIDGEVILLE	BD	45		
			0.8	6.1	AK BLOCK STATION	AK			
			0.6	6.7	SYGAN				
			1.3	8.0	MORGAN				
			1.0	9.0	TREVESKYN				38
			1.0	10.0	GLADDEN				
			2.6	6.3	CECIL				
			1.2	7.5	BISHOP	HO			
			0.9	8.4	MAYVIEW				
			3.1	11.5	BOYCE		68	73	
			0.9	8.4	HILLS				
			0.8	13.0	VAN EMMAN				
			1.0	14.0	MORGANZA				
			1.2	15.2	RICHFOL				
			4.7	19.9	CANONSBURG				
			0.7	15.9	HOUSTON		62	75	
			1.9	17.8	WESTLAND				
			2.0	19.8	SHINGISS				
			1.9	21.7	MEADOW LANDS	MY			55
			1.0	22.7	ARDEN				
			0.7	23.4	TYLERDALE				
					CHESTNUT ST.	WS			58
					WASHINGTON	WH			12

NOTE—B—Attended Block Station.

NOTE—Block stations are open continuously except:

Hills	Closed	Daily Ex. Sunday 2.15 P.M. to 6.15 A.M., Sunday continuously
-------	--------	--

CHARTIERS BRANCH—Continued

NOTE—Unattended block stations controlled by open block stations as follows:

Block Sta'n	Period Unattended	Controlled by
†BD †AK †HO	Continuously	Hills— Daily except Sunday 6.15 A. M. to 2.15 P. M. Carnegie— Daily except Sunday 2.15 P. M. to 6.15 A. M. Sunday continuously.
†MY †WS †WH	Continuously	Houston

WAYNESBURG AND WASHINGTON R. R.

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Washington	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 34 ft. cars		
							W	E	Both
			0.3	0.3	WASHINGTON				
			2.9	3.2	WADE SIDING				18
			1.0	4.2	BRADDOCK				11
			0.9	5.1	SUMMIT SIDING				13
			0.7	5.8	JUDGE CHAMBERS				12
			2.1	7.9	VANKIRK				30
			0.6	8.5	CHAMBERS MILL				12
			1.3	9.8	McCRACKEN				
			0.3	10.4	BAKER				
			0.8	11.2	NOLTON				
			0.4	11.6	LUELLEN				
			1.1	12.7	MT. HERMAN				
			0.5	13.2	WEST AMITY				14
			0.9	14.1	HACKNEY				17
			1.2	15.3	RINGLAND				3
			0.8	16.1	CONGER				16
			1.3	17.9	DUNN				15
			1.5	19.4	WEST UNION				9
			1.2	20.6	DEER LICK				14
			1.1	21.7	IAMS				8
			2.0	23.7	SWART				4
			1.3	25.5	SYCAMORE				
			1.9	27.4	REES MILL				
			0.7	28.1	WEST WAYNESBURG				
					WAYNESBURG				

BURGETTS, HICKORY AND LANGELOTH BRANCHES										
Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Burgetts	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars			
							W	E	Both	
	I	B	0.7	0.7	BURGETTS CENTER AVE.	CN				
				4.7	CHERRY VALLEY					
			1.0	3.7	BONNYMEADE					
			0.8	2.9	HICKTON					
			1.3	1.6	EAST Y SWITCH					
		†CN	0.9	0.7	CENTER AVE.	CN				
			1.0	1.7	VALEAR					
			0.5	2.2	LANGELOTH JCT.					
			0.7	2.9	CHEMICAL WORKS.					
			0.7	3.6	LANGELOTH					
			1.2	4.8	MARBURY					
			1.5	6.3	SHERLOCK					
			1.0	7.3	GRAYMONT					
			1.2	8.5	STUDA					
			0.6	2.8	SLOVAN					
			1.4	4.2	ATLASBURG					

NOTE—B—Attended Block Station.

NOTE—Block stations are open continuously.

NOTE—Unattended block stations controlled by open block stations as follows:

Block Sta'n	Period Unattended	Controlled by
†CN	Continuously	Burgetts

WHEELING BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Weirton Jct.	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
							W	E	Both
	W	I	B	2.1	WEIRTON JCT				164
				0.8	EAST STEUBENVILLE				
			1.7	4.6	LOWER FERRY				
		†RV	2.7	7.3	FOLLANSBEE	RV			63
		B	0.9	8.2	LAZEARVILLE				
			0.9	9.1	LAZEARVILLE				
					WELLSBURG				
					BROOK				
			2.0	11.1	STANDARD MINE (State Line Branch)				
		†KR	3.9	13.0	BEECH BOTTOM	KR			104
			2.3	15.3	SHORT CREEK				60
			4.4	19.7	EAST WARWOOD				
			0.9	20.6	WARWOOD				
		†WD	3.9	24.5	WHEELING	WD			15
		†UN	0.1	24.6	WHEELING	UN			
		B	1.1	25.7	ZANE				
			1.5	27.2	BENWOOD				

NOTE—B—Attended Block Station.

NOTE—Block Stations are open continuously except:

Block Sta'n	Period Unattended	Controlled by
Lazearville	Closed	Daily 10.15 P. M. to 6.15 A. M.
†RV	Daily 10.15 P. M. to 6.15 A. M.	Zane
†KR	Continuously	Lazearville— Daily 6.15 A. M. to 10.15 P. M. Zane— Daily 10.15 P. M. to 6.15 A. M.
†WD †UN	Continuously	Zane

RIVER AND TERMINAL BRANCHES										
Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Yellow Creek	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars			
							W	E	Both	
				13.1	KINGS					
			8.9	17.0	STEUBENVILLE				81	113
			0.7	17.7	LA BELLE					
			1.6	19.3	ROCKVILLE					
			0.6	19.9	MINGO JCT.					
		†GR	3.4	23.3	GE BLOCK STA. ♦	GR				
			0.1	23.4	BELLIANT					
			0.1	23.5	JEFFERSON					73
			4.4	28.0	RUSH RUN					
			1.1	29.1	W & L E JCT.					
		†RU	0.9	29.9	SHANNON	RU				181
			0.9	30.8	RAYLAN					
			3.1	33.9	TILTONVILLE					
			0.8	34.7	YORKVILLE					
		†OJ	3.4	38.0	OJ BLOCK STA.	OJ			84	105
			0.1	38.1	WT BLOCK STA.					
			1.7	37.8	HANOVER STREET					
			1.6	39.3	PENINSULA					
			1.6	40.9	CHAPLINE					
		†NY	1.0	41.9	ZANE	NY				
		B								
			1.5	37.5	MARTINS FERRY					
			0.7	38.2	AETNAVILLE					88
			1.1	39.3	BRIDGEPORT					
		†BR	4.1	43.4	BELLAIRE	BR				174
			1.4	44.8	WEST END					
			2.0	46.8	SHADYSIDE					
		†WV	0.6	47.4	AMBLER	WV				
			1.6	49.0	WEBB					
			0.8	49.8	MAPLETON					
			0.8	49.2	WEGEE					
			1.2	49.4	WORKMAN					
			1.5	50.9	DILLE					
			0.7	51.6	BELMONT PARK					
			1.2	52.8	AULT					
			0.4	53.2	JOHNSON					
			0.5	53.7	PIPE CREEK					
			2.8	58.5	STEWART					
			0.7	57.2	POWHATAN HEIGHTS					
		†PN	1.1	58.3	POWHATAN	PN				10
			0.7	59.0	WEST POWHATAN					
			2.4	61.4	KREBS RUN					

♦Unattended Block Station for westward trains only.

NOTE—B—Attended Block Station.

NOTE—Block Stations are open continuously.

NOTE—Unattended Block Stations controlled by Open Block Stations as follows:

Block Sta'n	Period Unattended	Controlled by
†GR †RU †OJ †WT †NY †BR †WV †PN	Continuously	Rockville

NEW CUMBERLAND BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Old Weirton Jct.	STATIONS	Station Signals	Sidings assigned direo'n Car capacity 45 ft. cars		
							W	E	Both
	HS		1.1	21.7	CHESTER	HS			33
			1.4	20.6	FIRST STREET				
	N		1.9	19.2	NEWELL	N			26
			0.6	17.3	KENILWORTH				
	NG		3.0	16.7	CONGO	NG			
			1.3	13.7	ARROYO				
			0.9	12.4	BROWNSDALE				
	KI		0.3	11.5	COWL	KI			80
			2.8	10.5	GLOBE				
			0.6	7.7	NEW CUMBERLAND				
	CU		2.1	7.1	TENBURY	CU			65
			0.9	5.0	EAST TORONTO				26
			2.1	4.1	KINGS CREEK				
	WN		0.8	2.0	EAST WEIRTON	WN			
			0.9	1.2	WEIRTON				
	CY		0.3	0.3	CY BLOCK STA. (♣)	CY			
					WEIRTON JCT.				

♣ Unattended Block Station for westward trains on No. 2 track only.

NOTE—B—Attended Block Station.

NOTE—Block Stations are open continuously.

NOTE—Unattended Block Stations controlled by Open Block Stations as follows:

Block Sta'n	Period Unattended	Controlled by
†CY †WN †CU †KI †NG †N †HS	Continuously	Weirton Jct.

CADIZ BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Cadiz Jct.	STATIONS	Station Signals	Sidings assigned direo'n Car capacity 45 ft. cars		
							W	E	Both
			1.0	1.0	CADIZ JCT.				
			0.4	0.4	COPETON				
			0.4	0.4	FOLKS				6
			0.4	0.4	NARVA				
			0.7	0.7	KEYES				
			0.5	0.5	WYKEGA				
			0.5	0.5	WARFORD				
			1.0	0.5	LANDO				
			0.7	0.7	EYEGATE				
			0.6	0.6	CADIZ				

ZANESVILLE BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Tinway	STATIONS	Station Signals	Sidings assigned direo'n Car capacity 45 ft. cars		
							W	E	Both
	I	NE	0.0	0.0	TRINWAY	NE	38	32	
		RY	0.1	0.1	RY BLOCK STA.	RY			
		US	5.0	1.6	DRESDEN	US			12
			1.8	6.8	ROCK CUT				
		K	1.9	10.1	GILBERT	K			36
			8.1	18.2	ZANESVILLE				29
		B	0.7	18.9	FUTNAM				38
			1.0	17.9	FAIR OAKS				
		AR	0.5	18.4	SPANGLER	AR			27
			0.6	19.0	SO. ZANESVILLE				
		FS	1.9	20.9	DARLINGTON	FS			
		RM	1.8	22.7	FULTONHAM SPUR	RM			110
		CS	3.9	28.8	ROSEVILLE	CS			87
			2.8	29.4	CROOKSVILLE				82
		NA	2.6	32.0	McLUNEY	NA			86
			2.5	34.5	GOSTON				
		B	1.3	35.8	WILBREN				
		JU	2.2	38.0	NEW LEXINGTON	JU	56	30	
			4.5	42.5	JUNCTION CITY		82	71	
			2.8	45.3	FLAGDALE				
		B	4.1	49.4	BREMEN				44
		NB	4.2	53.6	NORTH BERNE	NB			23
		WR	5.1	58.7	WB BLOCK STA.	WR			
			0.5	59.2	LANCASTER				
		HA	0.4	59.6	HA BLOCK STA.	HA			
		DM	5.1	64.7	DEL MOUNT	DM			29
			4.5	68.5	AMANDA				37
		SV	5.4	73.9	STOUTSVILLE	SV			31
	I	B	6.8	80.7	CIRCLEVILLE		84	22	
		KD	6.5	87.2	KINDERHOOK	KD			36
			2.6	89.8	WILLIAMSPORT				18
		WF	4.0	93.8	ATLANTA	WF			22
			3.6	97.4	NEW HOLLAND				14
			3.8	101.2	JOHNSON				
		KR	0.6	101.8	KINGFRED	KR			24
			5.5	107.3	WASHINGTON O. H.		46	22	
			4.5	111.8	JASPER				
			0.4	112.2	SELDEN				
		SR	6.0	118.2	SABINA	SR			22
			2.3	120.5	REESVILLE				
			2.3	122.8	MELVIN				81
		GS	6.3	129.1	WILMINGTON	GS			21
			4.8	133.9	OGDEN				
		CA	4.4	138.3	CLARKSVILLE	CA			23
			5.3	143.6	HICKS				10
		B	4.8	148.4	MORROW				24

NOTE—B—Attended Block Station.

NOTE—Block stations are open continuously.

NOTE—Unattended block stations controlled by open block stations as follows:

Block Sta'n	Period Unattended	Controlled by
†RY †US †K †AR †FS	Continuously	Zanesville.
†RM †CS †NA	Continuously	New Lexington.
†JU †NB †WR †HA †DM †SV	Continuously	Bremen.
†KD †WF †KR †SR	Continuously	Circleville.
†GS †CA	Continuously	Morrow.

STATIONS Leave	FIRST CLASS		
	81	65	903
	DAILY A. M.	DAILY A. M.	DAILY EX. SUN. A. M.
PITTSBURGH (Pgh. Div.)	\$ 1.02	\$ 3.44	\$ 4.45
FOURTH AVE.			\$ 4.48
MONON	1.06	3.48	4.49
SMITHFIELD ST.			\$ 4.50
POINT BRIDGE			
ELLIOTT	1.10	3.52	4.54
CORLISS	1.13	3.54	\$ 4.56
INGRAM			\$ 4.59
CRAFTON			\$ 5.01
BROADHEAD	1.17	3.58	5.02
IDLEWOOD			
ROSSLYN			\$ 5.04
CARNEGIE	1.21	4.02	\$ 5.06
CAMP HILL	1.23	4.04	
WALKERS MILL			
RENNERDALE			
GREGG			
OAKDALE			
NOBLESTOWN			
STURGEON			
LAUREL HILL	1.35	4.16	
MCDONALD			
PRIMROSE			
MIDWAY			
BULGER	1.42	4.24	
RACCOON			
BURGETTS	1.46	4.28	
CENTER AVE. (Burgetts Br.)			
BURGETTSTOWN			
DINSMORE	1.50	4.32	
BERTHA			
HANLIN			
STATE LINE	1.59	4.41	
WEIRTON JCT.	2.08	4.49	
FRANKLIN AVE.			
STEUBENVILLE	\$ 2.13		
MINGO JCT.	2.19	4.58	
NEW ALEXANDRIA			
ACRE	2.33	5.12	
BROADACRE			
HOPEDALE	2.40	5.20	
CADIZ JCT.	2.43	5.23	
JEWETT			
CUSTER	2.49	5.29	
SCIO	2.53	5.33	
BOWERSTON			
DYKE	3.08	5.47	
DENNISON	E 3.15	\$ 5.54	
UHRICHSVILLE	3.18	5.57	
PORT	3.29	6.08	
NEWCOMERSTOWN	3.35	6.14	
ISLETA	3.39	6.18	
MORGAN RUN	3.46	6.24	
WALLY	3.50	6.27	
COSHOCTON		\$ 6.31	
TYNDALL	3.59	6.39	
TRINWAY	4.09	\$ 6.51	
FRAZEYSBURG			
BLACK RUN	4.17	7.03	
LICKING	4.27	7.14	
HEISEY	4.30	7.17	
NEWARK. (C. & N. Div.)	\$ 4.34	\$ 7.22	
COLUMBUS. (Columbus Div.)	\$ 5.18	\$ 8.09	
Arrive	A. M.	A. M.	A. M.
	31	65	903

FIRST CLASS					
539	503	967	*601	19	831
DAILY	DAILY	DAILY	DAILY	DAILY	SUN.
A. M.	EX. SUN.	A. M.	EX. SUN.	A. M.	ONLY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 5.45	\$ 6.00		\$ 6.27	\$ 7.25	\$ 8.05
\$ 5.48	\$ 6.02		\$ 6.30		\$ 8.08
5.49	6.04		6.31	7.29	8.10
	\$ 6.05		\$ 6.33		\$ 8.12
5.53	6.09		6.37	7.33	8.16
5.55	\$ 6.11		\$ 6.40	7.35	\$ 8.18
	\$ 6.14		\$ 6.43		\$ 8.21
	\$ 6.16		\$ 6.45		\$ 8.23
5.59	6.17		6.46	7.39	8.24
			\$ 6.47		
	\$ 6.20		\$ 6.49		\$ 8.26
\$ 6.03	\$ 6.23		\$ 6.52	7.42	\$ 8.29
6.05			6.54	7.44	8.31
			\$ 6.57		\$ 8.34
			\$ 6.59		F 8.36
			\$ 7.02		
\$ 6.14			\$ 7.06		\$ 8.40
			\$ 7.09		F 8.42
			\$ 7.11		\$ 8.44
6.19			7.12	7.56	8.46
\$ 6.21			\$ 7.16		\$ 8.48
			\$ 7.19		F 8.51
\$ 6.26			\$ 7.25		\$ 8.54
6.29			\$ 7.30	8.03	F 8.58
			\$ 7.33		\$ 9.01
6.34			7.35	8.07	9.03
			\$ 7.38		
\$ 6.37					\$ 9.05
6.41				8.11	9.08
\$ 6.43					\$ 9.10
\$ 6.47					
6.52				8.20	9.17
\$ 7.08		\$ 7.16		8.28	\$ 9.28
		\$ 7.20			
		\$ 7.23		\$ 8.34	
				8.39	
				8.52	
				9.00	
				9.03	
				9.09	
				9.13	
				9.27	
				\$ 9.34	
				9.37	
				9.47	
				9.53	
				9.57	
				10.03	
				10.07	
				\$ 10.09	
				10.16	
				10.28	
				10.38	
				10.48	
				10.51	
				10.53	
				\$ 11.38	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
539	503	967	601	19	831

STATIONS Leave	FIRST CLASS			
	531 DAILY EX. SUN.	813 SUN. ONLY	513 DAILY EX. SUN.	●11 DAILY EX. MON.
	A. M.	A. M.	A. M.	A. M.
PITTSBURGH (Pgh. Div.)	\$ 8.15	\$ 8.30	\$ 8.50	\$ 9.25
FOURTH AVE.	\$ 8.18	\$ 8.33	\$ 8.53	
MONON.	8.20	8.34	8.54	9.29
SMITHFIELD ST.	\$ 8.21	\$ 8.35	\$ 8.55	
POINT BRIDGE				
ELLIOTT	8.26	8.40	8.58	9.33
CORLISS	8.28	\$ 8.43	\$ 9.02	9.35
INGRAM		\$ 8.46	\$ 9.05	
CRAFTON		\$ 8.48	\$ 9.07	
BROADHEAD	8.31	8.49	9.08	9.39
IDLEWOOD		\$ 8.50		
ROSSLYN		\$ 8.53	\$ 9.10	
CARNEGIE	\$ 8.35	\$ 8.56	\$ 9.14	9.43
CAMP HILL	8.37			9.45
WALKERS MILL				
RENNERDALE				
GREGG				
OAKDALE	\$ 8.46			
NOBLESTOWN	F 8.47			
STURGEON				
LAUREL HILL	8.50			9.57
McDONALD	\$ 8.52			
PRIMROSE				
MIDWAY	F 8.57			
BULGER	9.00			10.04
RACCOON				
BURGETTS	9.04			10.08
CENTER AVE. (Burgetts Br.)				
BURGETTSTOWN	\$ 9.07			
DINSMORE	9.10			10.12
BERTHA	\$ 9.12			
HANLIN				
STATE LINE	9.20			10.21
WEIRTON JCT.	\$ 9.31			10.30
FRANKLIN AVE.				
STEUBENVILLE				NE10.38
MINGO JCT.				10.44
NEW ALEXANDRIA				
ACRE				10.57
BROADACRE				
HOPEDALE				11.04
CADIZ JCT.				11.07
JEWETT				
CUSTER				11.13
SCIO				11.17
BOWERSTON				
DYKE				11.31
DENNISON				NE11.39
UHRICHSVILLE				11.42
PORT				11.53
NEWCOMERSTOWN				11.59
ISLETA				12.03
MORGAN RUN				12.09
WALLY				12.13
COSHOCTON				
TYNDALL				12.22
TRINWAY				12.32
FRAZEYSBURG			A	12.37
BLACK RUN				12.41
LICKING				12.53
HEISEY				12.56
NEWARK. . . . (C. & N. Div.)				NE 1.05
COLUMBUS. . . (Columbus Div.)				\$ 1.55
Arrive	A. M.	A. M.	A. M.	P. M.
	531	813	513	11

STATIONS	FIRST CLASS				
	267 DAILY	623 DAILY EX. SUN.	841 SAT. & SUN. ONLY	●593 SAT. ONLY	993 SUN. ONLY
	A. M.	A. M.	A. M.	P. M.	P. M.
\$ 9.30	\$ 11.15	\$ 11.50	\$ 12.15	\$ 12.15	
\$ 11.18	\$ 11.53	\$ 12.18	\$ 12.18	\$ 12.18	
9.34	11.19	11.54	12.19	12.19	
	\$ 11.21	\$ 11.55	\$ 12.20	\$ 12.20	
9.38	11.24	11.59	12.23	12.23	
9.40	\$ 11.27	\$ 12.02	12.25	\$ 12.26	
	\$ 11.30	\$ 12.05		\$ 12.29	
	\$ 11.32	\$ 12.08		\$ 12.32	
9.44	11.33	12.09	12.29	12.33	
	F 11.35			\$ 12.34	
	\$ 11.38	\$ 12.11		\$ 12.37	
\$ 9.49	\$ 11.41	\$ 12.14	\$ 12.32	\$ 12.40	
9.51		12.16			
		\$ 12.19			
		F 12.21			
		J 12.23			
		\$ 12.27			
		\$ 12.30			
		\$ 12.33			
10.03		12.35			
		\$ 12.37			
		B 12.39			
		\$ 12.42			
10.10		\$ 12.46			
		\$ 12.50			
10.14		12.52			
		\$ 12.55			
10.18		12.58			
		\$ 1.00			
		F 1.03			
10.27		1.08			
10.36		\$ 1.22			
\$ 10.45					
\$ 10.52					
11.05					
11.12					
11.15					
\$ 11.20					
11.23					
11.27					
11.42					
\$ 11.50					
11.53					
12.03					
\$ 12.11					
12.15					
12.21					
12.24					
\$ 12.28					
12.35					
\$ 12.49					
1.01					
1.11					
1.14					
\$ 1.25					
\$ 2.15					
P. M.	A. M.	P. M.	P. M.	P. M.	
267	623	841	593	993	

STATIONS Leave	FIRST CLASS			
	●851 SAT. ONLY	827 SAT. ONLY	9001 DAILY EX. SUN.	541 DAILY EX. SAT.&SUN.
	P. M.	P. M.	P. M.	P. M.
PITTSBURGH (Pgh. Div.)	\$ 12.20			\$ 1.06
FOURTH AVE.	\$ 12.22			\$ 1.08
MONON	12.24			1.09
SMITHFIELD ST.	\$ 12.25			\$ 1.10
POINT BRIDGE				
ELLIOTT	12.31			1.14
CORLISS	\$ 12.34			\$ 1.17
INGRAM	\$ 12.37			\$ 1.20
CRAFTON	\$ 12.40			\$ 1.23
BROADHEAD	12.41			1.24
IDLEWOOD	\$ 12.42			
ROSSLYN	\$ 12.45			\$ 1.26
CARNEGIE	\$ 12.48			\$ 1.29
CAMP HILL				1.31
WALKERS MILL				\$ 1.34
RENNERDALE				F 1.36
GREGG				
OAKDALE				\$ 1.42
NOBLESTOWN				\$ 1.45
STURGEON				\$ 1.48
LAUREL HILL				1.50
McDONALD				\$ 1.52
PRIMROSE				B 1.54
MIDWAY				\$ 1.57
BULGER				\$ 2.01
RACCOON				\$ 2.05
BURGETTS				2.07
CENTER AVE. (Burgetts Br.)				
BURGETTSTOWN				\$ 2.10
DINSMORE				2.13
BERTHA				\$ 2.15
HANLIN				F 2.18
STATE LINE				2.23
WEIRTON JCT.		\$ 1.32	\$ 2.26	\$ 2.37
FRANKLIN AVE.		\$ 1.36		
STUBENVILLE		\$ 1.41	\$ 2.32	
MINGO JCT.			\$ 2.40	
NEW ALEXANDRIA				
ACRE				
BROADACRE				
HOPEDALE				
CADIZ JCT.				
JEWETT				
CUSTER				
SCIO				
BOWERSTON				
DYKE				
DENNISON				
UHRICHSVILLE				
PORT				
NEWCOMERSTOWN				
ISLETA				
MORGAN RUN				
WALLY				
COSHOCTON				
TYNDALL				
TRINWAY				
FRAZEYSBURG				
BLACK RUN				
LICKING				
HEISEY				
NEWARK (C. & N. Div.)				
COLUMBUS (Columbus Div.)				
Arrive	P. M.	P. M.	P. M.	P. M.
	851	827	9001	541

STATIONS P. M.	FIRST CLASS			
	◇13 DAILY	927 DAILY EX. SAT.	●611 DAILY EX. SUN.	543 DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.
\$ 2.00		\$ 2.10	\$ 3.10	
		\$ 2.13	\$ 3.13	
2.04		2.14	3.14	
		\$ 2.15	\$ 3.15	
2.08		2.19	3.19	
2.10		\$ 2.22	\$ 3.22	
		\$ 2.25	\$ 3.25	
		\$ 2.28	\$ 3.28	
2.14		2.29	3.29	
		\$ 2.30	\$ 3.30	
		\$ 2.33	\$ 3.33	
2.18		\$ 2.35	\$ 3.36	
2.20		2.37		
		\$ 2.40		
		\$ 2.42		
		F 2.45		
		\$ 2.49		
		\$ 2.51		
		\$ 2.53		
2.32		2.55		
		\$ 2.57		
		F 3.00		
		\$ 3.04		
2.39		\$ 3.09		
		\$ 3.12		
2.43		3.15		
		\$ 3.18		
2.47				
2.56				
3.04	\$ 4.22			
	\$ 4.26			
\$ 3.13	\$ 4.31			
3.19				
3.32				
3.39				
3.42				
3.48				
3.52				
4.07				
\$ 4.15				
4.18				
4.29				
4.35				
4.39				
4.45				
4.49				
\$ 4.55				
5.03				
\$ 5.20				
5.31				
5.42				
5.45				
\$ 5.55				
\$ 6.45				
P. M.	P. M.	P. M.	P. M.	
13	927	611	543	

STATIONS	FIRST CLASS			
	600	502	610	902
	A. M.	A. M.	A. M.	A. M.
PITTSBURGH (Pgh. Div.)	S 5.30	S 6.16	S 6.35	S 6.47
FOURTH AVE.	D 5.28	D 6.13	D 6.32	D 6.44
MONON	5.25	6.11	6.30	6.41
SMITHFIELD ST.	S 5.23	S 6.10	S 6.29	S 6.40
POINT BRIDGE	B 5.20	S 6.07	S 6.27	S 6.38
ELLIOTT	5.18	6.03	6.23	6.35
CORLISS	S 5.16	S 6.01	S 6.21	S 6.33
INGRAM	S 5.13	S 5.58	S 6.18	S 6.30
CRAFTON	S 5.11	S 5.56	S 6.16	S 6.28
BROADHEAD	5.09	5.55	6.14	6.27
IDLEWOOD	S 5.08	S 5.53	S 6.13	S 6.26
ROSSLYN	S 5.06	S 5.51	S 6.10	S 6.24
CARNEGIE	S 5.04	S 5.49	S 6.08	S 6.22
CAMP HILL	5.02		6.06	
WALKERS MILL	F 4.59		S 6.03	
RENNERDALE	F 4.57		S 6.01	
GREGG	F 4.53		S 5.57	
OAKDALE	S 4.50		S 5.53	
NOBLESTOWN	F 4.47		S 5.49	
STURGEON	S 4.44		S 5.46	
LAUREL HILL	4.42		5.44	
McDONALD	S 4.41		S 5.43	
PRIMROSE	F 4.38		S 5.40	
MIDWAY	S 4.35		S 5.37	
BULGER	F 4.30		S 5.32	
RACCOON	F 4.26		S 5.28	
BURGETTS	4.23		5.25	
CENTER AVE. (Burgetts Br.)	S 4.20		S 5.22	
BURGETTSTOWN				
DINSMORE				
BERTHA				
HANLIN				
STATE LINE				
WEIRTON JCT.			Will not run	
FRANKLIN AVE.			Jan. 1	
STEBENVILLE			May 30	
MINGO JCT.			July 4	
NEW ALEXANDRIA			Sept. 3	
ACRE			Nov. 29	
BROADACRE			Dec. 25	
HOPEDALE				
CADIZ JCT.				
JEWETT				
CUSTER				
SCIO				
BOWERSTON				
DYKE				
DENNISON				
UHRICHSVILLE				
PORT				
NEWCOMERSTOWN				
ISLETA				
MORGAN RUN				
WALLY				
COSHOCTON				
TYNDALL				
TRINWAY				
FRAZEYSBURG				
BLACK RUN				
LICKING				
HEISEY				
NEWARK (C. & N. Div.)				
COLUMBUS (Columbus Div.)				
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	‡DAILY	DAILY
	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.
	*●600	502	●610	902

	FIRST CLASS				
	102	730	512	400	966
	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 6.50	\$ 7.10	\$ 7.18	\$ 7.21		
6.46	D 7.08	D 7.15	D 7.18		
	\$ 7.05	7.12	7.15		
	\$ 7.03	\$ 7.11	\$ 7.14		
6.42	6.57	7.06	7.09		
6.40	\$ 6.55	7.04	★ 7.07		
	\$ 6.51		★ 7.05		
	\$ 6.48		★ 7.04		
6.36	6.46	7.00	7.03		
	\$ 6.44				
	\$ 6.41				
6.32	\$ 6.39	\$ 6.56	\$ 6.59		
6.30			6.56		
			6.53		
	Will not run	Will not run	6.51		
	Jan. 1	Jan. 1	6.48		
	May 30	May 30	6.45		
	July 4	July 4	6.42		
	Sept. 3	Sept. 3	6.40		
	Nov. 29	Nov. 29	6.37		
6.19	Dec. 25	Dec. 25	6.35		
			6.32		
			6.28		
6.12			6.23		
			6.18		
6.07			6.15		
			6.13		
6.03			6.10		
			F 6.07		
			F 6.02		
5.53			5.56		
5.44			\$ 5.37	\$ 6.32	
\$ 5.40			\$ 5.31	\$ 6.28	
				\$ 6.25	
5.30			\$ 5.25	\$ 6.15	
5.17					
5.10					
5.07					
5.01					
4.57					
4.43					
\$ 4.40					
4.32					
4.22					
\$ 4.15					
4.07					
4.01					
3.57					
\$ 3.55					
3.46					
3.37					
3.28					
3.18					
3.15					
\$ 3.13					
\$ 2.25					
A. M.	A. M.	A. M.	A. M.	A. M.	
DAILY	‡DAILY	‡DAILY	DAILY	DAILY	
EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	
102	●730	●512	400	●966	

STATIONS	FIRST CLASS			
	740	522	620	802
	A. M.	A. M.	A. M.	A. M.
PITTSBURGH (Pgh. Div.)	\$ 7.35	\$ 7.45	\$ 7.57	\$ 8.05
FOURTH AVE.	D 7.32	D 7.43	D 7.55	D 8.03
MONON	7.29	7.41	7.52	7.59
SMITHFIELD ST.	\$ 7.28		\$ 7.51	\$ 7.58
POINT BRIDGE				
ELLIOTT	7.23	7.35	7.48	7.53
CORLISS	\$ 7.21	7.33	\$ 7.45	\$ 7.51
INGRAM	\$ 7.18		\$ 7.42	\$ 7.48
CRAFTON	\$ 7.16		\$ 7.39	\$ 7.46
BROADHEAD	7.14	7.29	7.37	7.45
IDLEWOOD	\$ 7.13		F 7.36	F 7.44
ROSSLYN	\$ 7.11		\$ 7.34	\$ 7.42
CARNEGIE	\$ 7.09	\$ 7.25	\$ 7.32	\$ 7.40
CAMP HILL			7.29	
WALKERS MILL				
RENNERDALE	Will not run		F 7.23	
GREGG	Jan. 1			
OAKDALE	May 30		\$ 7.17	
	July 4			
NOBLESTOWN	Sept. 3		F 7.13	
STURGEON	Nov. 29		F 7.10	
LAUREL HILL	Dec. 25		7.08	
McDONALD			\$ 7.07	
PRIMROSE			\$ 7.04	
MIDWAY			\$ 7.01	
BULGER			F 6.56	
RACCOON			F 6.52	
BURGETTS			6.49	
CENTER AVE. (Burgetts Br.)			\$ 6.46	
BURGETTSTOWN				
DINSMORE				
BERTHA			Will not run	
HANLIN			Jan. 1	
STATE LINE			May 30	
WEIRTON JCT.			July 4	
FRANKLIN AVE.			Sept. 3	
STEBENVILLE			Nov. 29	
			Dec. 25	
MINGO JCT.				
NEW ALEXANDRIA				
ACRE				
BROADACRE				
HOPEDALE				
CADIZ JCT.				
JEWETT				
CUSTER				
SCIO				
BOWERSTON				
DYKE				
DENNISON				
UHRICHSVILLE				
PORT				
NEWCOMERSTOWN				
ISLETA				
MORGAN RUN				
WALLY				
COSHOCTON				
TYNDALL				
TRINWAY				
FRAZEYSBURG				
BLACK RUN				
LICKING				
HEISEY				
NEWARK (C. & N. Div.)				
COLUMBUS . . (Columbus Div.)				
Leave	A. M.	A. M.	A. M.	A. M.
	‡DAILY	DAILY	‡DAILY	SUN.
	EX. SUN.	EX. SUN.	EX. SUN.	ONLY
	●740	522	●620	802

FIRST CLASS					
800	154	500	976	532	
A. M.	A. M.	A. M.	A. M.	A. M.	
\$ 8.25	\$ 8.40	\$ 9.00		\$ 10.15	
D 8.23		D 8.57		D 10.12	
\$ 8.21	8.36	8.54		10.10	
\$ 8.20		\$ 8.53		\$ 10.09	
8.15	8.31	8.50		10.04	
8.13	8.28	8.48		\$ 10.02	
				\$ 9.59	
				\$ 9.57	
8.08	8.24	8.44		9.56	
				F 9.55	
				\$ 9.53	
\$ 8.04	8.20	\$ 8.40		\$ 9.51	
\$ 8.02	8.18	8.38			
\$ 7.59		F 8.34			
\$ 7.53		\$ 8.30			
\$ 7.49					
\$ 7.46		F 8.26			
7.44	8.06	8.24			
\$ 7.43		\$ 8.23			
\$ 7.37		\$ 8.18			
F 7.33	7.59	8.13			
F 7.29					
7.26	7.54	8.08			
\$ 7.24		\$ 8.06			
7.21	7.51	8.03			
F 7.19		F 7.59			
7.12	7.41	7.52			
\$ 7.02	7.32	\$ 7.42	\$ 7.48		
			\$ 7.43		
	\$ 7.28		\$ 7.40		
	7.20				
	7.06				
	6.59				
	6.56				
	E 6.49				
	6.44				
	6.40				
	6.25				
	\$ 6.22				
	6.15				
	6.05				
	5.59				
	5.55				
	5.48				
	5.44				
	5.35				
	5.22				
	5.13				
	5.03				
	5.00				
	\$ 4.58				
	\$ 4.10				
A. M.	A. M.	A. M.	A. M.	A. M.	
SUN. ONLY	DAILY	DAILY	DAILY	DAILY	
800	‡154	EX. SUN.	EX. SUN.	EX. SUN.	
		500	976	532	

STATIONS	FIRST CLASS			
	520	592	822	622
	A. M.	P. M.	P. M.	P. M.
PITTSBURGH (Pgh. Div.)	\$ 11.50	\$ 12.25	\$ 12.44	\$ 1.35
FOURTH AVE.	D 11.47	D 12.22	D 12.41	D 1.32
MONON	11.45	12.20	12.39	1.30
SMITHFIELD ST.	\$ 11.44		\$ 12.38	\$ 1.29
POINT BRIDGE				
ELLIOTT	11.39	12.14	12.33	1.25
CORLISS	Q 11.37	\$ 12.12	\$ 12.31	\$ 1.23
INGRAM	Q 11.34	\$ 12.09	\$ 12.28	\$ 1.20
CRAFTON	Q 11.31	\$ 12.07	\$ 12.26	\$ 1.18
BROADHEAD	11.29	12.05	12.25	1.15
IDLEWOOD		F 12.04		F 1.14
ROSSLYN		F 12.02	\$ 12.22	\$ 1.12
CARNEGIE	\$ 11.25	\$ 12.00	\$ 12.20	\$ 1.10
CAMP HILL	11.23			
WALKERS MILL	\$ 11.21			
RENNERDALE	\$ 11.19	Will run		Will not
GREGG	F 11.16	on		run on
OAKDALE	\$ 11.13	Jan. 1		Jan. 1
		May 30		May 30
NOBLESTOWN	\$ 11.11	July 4		July 4
STURGEON	\$ 11.09	Sept. 3		Sept. 3
LAUREL HILL	11.07	Nov. 29		Nov. 29
McDONALD	\$ 11.06	Dec. 25		Dec. 25
PRIMROSE				
MIDWAY	F 11.00			
BULGER	F 10.57			
RACCOON				
BURGETTS	10.53			
CENTER AVE. (Burgetts Br.)				
BURGETTSTOWN	\$ 10.51			
DINSMORE	10.48			
BERTHA	F 10.46			
HANLIN				
STATE LINE	10.39			
WEIRTON JCT.	E 10.30			
FRANKLIN AVE.				
STEBENVILLE				
MINGO JCT.				
NEW ALEXANDRIA				
ACRE				
BROADACRE				
HOPEDALE				
CADIZ JCT.				
JEWETT				
CUSTER				
SCIO				
BOWERSTON				
DYKE				
DENNISON				
UHRICHSVILLE				
PORT				
NEWCOMERSTOWN				
ISLETA				
MORGAN RUN				
WALLY				
COSHOCTON				
TYNDALL				
TRINWAY				
FRAZEYSBURG				
BLACK RUN				
LICKING				
HEISEY				
NEWARK (C. & N. Div.)				
COLUMBUS (Columbus Div.)				
Leave	A. M.	P. M.	P. M.	P. M.
	DAILY	SAT. ONLY & HOLIDAYS	SUN. ONLY	DAILY EX. SAT. & SUN.
	520	592	822	#622

FIRST CLASS					
108	692	552	986	994	
P. M.	P. M.	P. M.	P. M.	P. M.	
\$ 2.00	\$ 2.55	\$ 2.55		\$ 4.05	
D 1.56	D 2.53	D 2.53		D 4.03	
1.53	2.50	2.50		4.01	
	\$ 2.49	\$ 2.49		\$ 4.00	
1.48	2.44	2.44		3.55	
1.46	\$ 2.42	\$ 2.42		\$ 3.53	
	\$ 2.39	\$ 2.39		\$ 3.50	
	\$ 2.37	\$ 2.37		\$ 3.48	
1.42	2.35	2.35		3.46	
	F 2.34	F 2.34		\$ 3.45	
	\$ 2.32	\$ 2.32		\$ 3.43	
\$ 1.37	\$ 2.29	\$ 2.29		\$ 3.41	
1.34					
	Will run	Will not			
	on	run on			
	Jan. 1	Jan. 1			
\$ 1.26	May 30	May 30			
	July 4	July 4			
	Sept. 3	Sept. 3			
1.21	Nov. 29	Nov. 29			
\$ 1.20	Dec. 25	Dec. 25			
\$ 1.15					
1.11					
1.06					
\$ 1.04					
1.01					
\$ 12.59					
12.49					
\$ 12.39			\$ 2.37		
\$ 12.32			\$ 2.30		
\$ 12.22					
12.04					
\$ 12.03					
11.49					
\$ 11.45					
\$ 11.35					
11.32					
\$ 11.26					
\$ 11.15					
11.02					
\$ 10.59					
10.51					
10.33					
\$ 10.26					
F 10.18					
10.09					
10.04					
\$ 10.01					
9.54					
\$ 9.37					
\$ 9.29					
\$ 9.23					
9.09					
9.06					
\$ 9.04					
\$ 8.00					
A. M.	P. M.	P. M.	P. M.	P. M.	
DAILY	SAT. ONLY & HOLIDAYS	SUN. ONLY	DAILY EX. SAT. & SUN.	SUN. ONLY	
108	692	#552	986	994	

STATIONS	FIRST CLASS			
	6	830	562	630
	6 P. M.	830 P. M.	562 P. M.	630 P. M.
PITTSBURGH (Pgh. Div.)	\$ 4.30	\$ 4.37	\$ 4.45	\$ 4.53
FOURTH AVE.		D 4.34	D 4.43	D 4.51
MONON	4.26	4.32	4.41	4.48
SMITHFIELD ST.		\$ 4.31	\$ 4.40	\$ 4.47
POINT BRIDGE				
ELLIOTT	4.21	4.26	4.35	4.42
CORLISS	4.19	\$ 4.24	\$ 4.33	\$ 4.40
INGRAM		\$ 4.21	\$ 4.30	\$ 4.37
CRAFTON		\$ 4.27	\$ 4.27	\$ 4.35
BROADHEAD	4.15	4.18	4.25	4.34
IDLEWOOD			F 4.24	F 4.33
ROSSLYN			\$ 4.22	\$ 4.31
CARNEGIE	4.09	\$ 4.14	\$ 4.20	\$ 4.29
CAMP HILL	4.07	4.12		4.27
WALKERS MILL				F 4.25
RENNERDALE				F 4.23
GREGG				F 4.20
OAKDALE		\$ 4.04		\$ 4.18
NOBLESTOWN				F 4.16
STURGEON		\$ 4.01		\$ 4.14
LAUREL HILL	3.55	3.59		4.12
McDONALD		\$ 3.58		\$ 4.11
PRIMROSE				F 4.09
MIDWAY		\$ 3.53		\$ 4.06
BULGER	3.48	\$ 3.50		F 4.01
RACCOON		\$ 3.40		\$ 3.56
BURGETTS	3.43	3.37		3.53
CENTER AVE. (Burgetts Br.)				\$ 3.50
BURGETTSTOWN		\$ 3.35		
DINSMORE	3.40	3.32		
BERTHA		\$ 3.30		
HANLIN		\$ 3.25		
STATE LINE	3.30	3.21		
WEIRTON JCT.	3.21	\$ 3.12		
FRANKLIN AVE.				
STEBENVILLE	\$ 3.17			
MINGO JCT.	3.06			
NEW ALEXANDRIA				
ACRE	2.52			
BROADACRE				
HOPEDALE	2.45			
CADIZ JCT.	2.42			
JEWETT				
CUSTER	2.36			
SCIO	L 2.32			
BOWERSTON				
DYKE	2.13			
DENNISON	\$ 2.10			
UHRICHSVILLE	2.02			
PORT	1.52			
NEWCOMERTOWN	\$ 1.45			
ISLETA	1.39			
MORGAN RUN	1.33			
WALLY	1.30			
COSHOCTON	\$ 1.28			
TYNDALL	1.19			
TRINWAY	F 1.06			
FRAZEYSBURG				
BLACK RUN	12.58			
LICKING	12.48			
HEISEY	12.45			
NEWARK (C. & N. Div.)	\$ 12.43			
COLUMBUS (Columbus Div.)	\$ 11.55			
Leave	A. M.	P. M.	P. M.	P. M.
	DAILY	SUN. ONLY	DAILY EX. SUN.	DAILY EX. SUN.
	◇6	830	562	●630

	FIRST CLASS				
	996	832	922	550	222
	996 P. M.	832 P. M.	922 P. M.	550 P. M.	222 P. M.
	\$ 5.40	\$ 6.30	\$ 6.55	\$ 8.10	
	D 5.38	D 6.27	D 6.53		8.05
	5.36	6.25	6.51		
	\$ 5.35	\$ 6.24			
		5.31	6.19	6.47	8.01
	\$ 5.29	\$ 6.17	B 6.44		7.59
	\$ 5.26	\$ 6.14			
	\$ 5.24	\$ 6.12	B 6.40		
	5.22	6.11	6.39		7.55
	F 5.21	\$ 6.10			
	\$ 5.19	\$ 6.08			
	\$ 5.17	\$ 6.06	\$ 6.35	L 7.51	
			6.34		7.49
			6.32		
			F 6.29		
			F 6.26		
			\$ 6.21		
			\$ 6.18		
			\$ 6.15		
			6.13		7.37
			\$ 6.12		
			F 6.06		
			\$ 6.02		7.30
			5.56		7.26
			\$ 5.54		
			5.50		7.23
			\$ 5.47		
			\$ 5.43		
			5.38		7.14
\$ 4.53			\$ 5.27		7.05
\$ 4.48					
\$ 4.45					\$ 7.01
					6.49
					6.35
					6.27
					6.24
					\$ 6.16
					6.12
					6.08
					\$ 6.00
					5.50
					\$ 5.47
					5.39
					5.28
					\$ 5.21
					5.15
					5.09
					5.05
					\$ 5.03
					4.54
					\$ 4.40
					F 4.29
					4.26
					4.16
					4.13
					\$ 4.11
					\$ 3.25
	P. M.	P. M.	P. M.	P. M.	
	DAILY	SUN. ONLY	DAILY EX. SUN.	DAILY	DAILY
	996	832	922	550	222

STATIONS	FIRST CLASS			
	582	538	66	40
	Arrive P. M.	P. M.	P. M.	P. M.
PITTSBURGH (Pgh. Div.)	S 9.30	\$ 9.35	\$ 11.00	\$ 11.06
FOURTH AVE.	D 9.27	D 9.33		
MONON	9.25	9.31	10.55	11.02
SMITHFIELD ST.	S 9.24	B 9.30		
POINT BRIDGE				
ELLIOTT	9.19	9.26	10.49	10.57
CORLISS	S 9.17	9.24	10.46	10.55
INGRAM	S 9.14			
CRAFTON	S 9.12			
BROADHEAD	9.10	9.20	10.42	10.51
IDLEWOOD	F 9.09			
ROSSLYN	S 9.07			
CARNEGIE	S 9.05	\$ 9.16	10.38	10.46
CAMP HILL		9.14	10.36	10.44
WALKERS MILL				
RENNERDALE				
GREGG				
OAKDALE		\$ 9.05		
NOBLESTOWN				
STURGEON				
LAUREL HILL		9.01	10.24	10.33
McDONALD		\$ 9.00		
PRIMROSE				
MIDWAY		F 8.55		
BULGER		8.52	10.17	10.26
RACCOON				
BURGETTS		8.47	10.12	10.21
CENTER AVE. (Burget's Br.)				
BURGETTSTOWN		\$ 8.45		
DINSMORE		8.43	10.09	10.18
BERTHA				
HANLIN				
STATE LINE		8.34	9.58	10.08
WEIRTON JCT.		8.25	9.49	9.59
FRANKLIN AVE.				
STUBENVILLE				\$ 9.55
MINGO JCT.			9.39	9.49
NEW ALEXANDRIA				
ACRE			9.25	9.35
BROADACRE				
HOPEDALE			9.18	9.28
CADIZ JCT.			9.15	9.25
JEWETT				
CUSTER			9.09	9.19
SCIO			9.05	9.15
BOWERSTON				
DYKE			8.50	9.01
DENNISON			K 8.47	\$ 8.58
UHRICHSVILLE			8.40	8.52
PORT			8.30	8.42
NEWCOMERSTOWN			8.23	8.36
ISLETA			8.19	8.32
MORGAN RUN			8.13	8.26
WALLY			8.09	8.23
COSHOCTON			\$ 8.07	
TYNDALL			8.00	8.14
TRINWAY			7.51	P 8.02
FRAZEYSBURG				
BLACK RUN			7.43	7.54
LICKING			7.33	7.44
HEISEY			7.30	7.41
NEWARK (C. & N. Div.)			\$ 7.28	X 7.39
COLUMBUS (Columbus Div.)			\$ 6.40	\$ 6.51
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY
	582	538	666	440

FIRST CLASS					
30					
A. M.					
\$ 1.52					
1.48					
1.43					
1.41					
1.37					
1.32					
1.30					
1.18					
1.11					
1.06					
1.03					
12.53					
12.44					
E 12.40					
12.33					
12.19					
12.12					
12.09					
12.03					
11.59					
11.45					
E 11.42					
11.35					
11.25					
11.19					
11.15					
11.09					
11.06					
G 11.04					
10.57					
10.48					
10.40					
10.30					
10.27					
\$ 10.25					
\$ 9.37					
P. M.					
DAILY					
030					

MONONGAHELA DIVISION—WESTWARD

STATIONS	7021		8061		8081		7101	
	DAILY EX. SUN.	A. M.	DAILY EX. SUN.	A. M.	DAILY EX. SUN.	P. M.	DAILY EX. SUN.	P. M.
Leave								
PITTSBURGH	\$ 5.15	\$ 8.25	\$ 12.05	\$ 3.18				
FOURTH AVE.	\$ 5.18	\$ 8.28	\$ 12.08	\$ 3.21				
MONON	5.20	8.30	12.10	3.23				
Arrive	A. M.	A. M.	P. M.	P. M.				
	7021	8061	8081	7101				
STATIONS	7121		7141		8101		7641	
	#DAILY EX. SUN.	P. M.	#DAILY EX. SUN.	P. M.	DAILY EX. SUN.	P. M.	SUN. ONLY	P. M.
Leave								
PITTSBURGH	\$ 4.19	\$ 4.48	\$ 5.30	\$ 6.35				
FOURTH AVE.	\$ 4.23	\$ 4.51	\$ 5.33	\$ 6.38				
MONON	4.25	4.53	5.35	6.40				
Arrive	P. M.	P. M.	P. M.	P. M.				
	7121	7141	8101	7641				

MONONGAHELA DIVISION—EASTWARD

STATIONS	7010		7030		7070		8010		8730	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
Arrive										
PITTSBURGH	\$ 5.45	\$ 6.42	\$ 7.15	\$ 8.15	\$ 12.30					
FOURTH AVE.	\$ 5.42	\$ 6.40	\$ 7.13	\$ 8.13	\$ 12.27					
MONON	5.39	6.37	7.10	8.10	12.25					
Leave	A. M.	A. M.	A. M.	A. M.	P. M.					
	#DAILY EX. SUN.	#DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY					
	7010	7030	7070	8010	8730					
STATIONS	8030		8050		8330					
	P. M.	P. M.	P. M.	P. M.	DAILY EX. SUN.	DAILY				
Arrive										
PITTSBURGH	\$ 12.50	\$ 5.57	\$ 8.18							
FOURTH AVE.	\$ 12.47	\$ 5.54	\$ 8.15							
MONON	12.44	5.51	8.18							
Leave	P. M.	P. M.	P. M.							
	8030	8050	8330							

STATIONS	FIRST CLASS		
	903	503	813
	DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY
Leave	A. M.	A. M.	A. M.
PITTSBURGH	\$ 4.45	\$ 6.00	\$ 8.30
CARNEGIE	\$ 5.06	\$ 6.23	\$ 8.56
JUNCTION No. 1	5.07	6.25	8.57
GLENN	\$ 5.09	F 6.26	
WOODVILLE	\$ 5.11	\$ 6.28	\$ 8.59
BOWER HILL		\$ 6.30	F 9.02
KIRWAN	\$ 5.14	\$ 6.32	F 9.04
BRIDGEVILLE	\$ 5.17	\$ 6.36	\$ 9.07
SYGAN	F 5.21		
MORGAN	F 5.24		
TREVESKYN	F 5.27		
GLADDEN	F 5.31		
CECIL	F 5.35		
BISHOP	\$ 5.42		
MAYVIEW		\$ 6.42	\$ 9.13
BOYCE		F 6.44	F 9.16
HILLS		\$ 6.47	\$ 9.18
VAN EMMAN			
MORGANZA		\$ 6.55	F 9.25
RICHFOL		F 6.57	F 9.27
CANONSBURG		\$ 7.04	\$ 9.29
HOUSTON		\$ 7.08	F 9.31
SHINGISS		♥ 7.10	
MEADOW LANDS		\$ 7.16	F 9.36
ARDEN		F 7.21	F 9.40
TYLERDALE		B 7.24	F 9.45
CHESTNUT ST.		\$ 7.28	\$ 9.49
WASHINGTON		\$ 7.30	\$ 9.53
Arrive	A. M.	A. M.	A. M.
	903	503	813

FIRST CLASS				
513	623	●593	993	
DAILY EX. SUN.	DAILY EX. SUN.	SAT. ONLY	SUN. ONLY	
A. M.	A. M.	P. M.	P. M.	
\$ 8.50	\$ 11.15	\$ 12.15	\$ 12.15	
\$ 9.14	\$ 11.41	\$ 12.32	\$ 12.40	
9.16	11.43	12.33	12.41	
	F 11.44		\$ 12.43	
F 9.18	\$ 11.45	\$ 12.38	\$ 12.45	
	\$ 11.48	\$ 12.40	\$ 12.47	
F 9.21			\$ 12.49	
\$ 9.24	\$ 11.53	\$ 12.44	\$ 12.56	
			\$ 1.00	
			\$ 1.03	
			\$ 1.06	
			\$ 1.10	
			\$ 1.14	
			\$ 1.18	
\$ 9.29	\$ 11.59	\$ 12.48		
F 9.31	F 12.01	F 12.50		
\$ 9.34	\$ 12.04	\$ 12.53		
F 9.40	F 12.11	F 1.00		
F 9.41	F 12.13			
\$ 9.45	\$ 12.18	\$ 1.04		
9.47	\$ 12.21	\$ 1.07		
9.52		F 1.11		
W 9.55		1.14		
		\$ 1.17		
\$ 10.01		\$ 1.23		
\$ 10.05		\$ 1.25		
A. M.	P. M.	P. M.	P. M.	
513	623	593	993	

STATIONS	FIRST CLASS		
	543	#553	923
	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
Leave	P. M.	P. M.	P. M.
PITTSBURGH	\$ 3.10	\$ 4.12	\$ 4.23
CARNEGIE	\$ 3.36	\$ 4.32	\$ 4.51
JUNCTION No. 1	3.37	4.34	4.52
GLENN	\$ 3.39		\$ 4.54
WOODVILLE	\$ 3.41	4.37	\$ 4.56
BOWER HILL	\$ 3.43		\$ 4.58
KIRWAN	F 3.45		
BRIDGEVILLE	\$ 3.49	\$ 4.41	\$ 5.03
SYGAN	B. & M. Branch	Will not run	\$ 5.07
MORGAN		Jan. 1	\$ 5.10
TREVESKYN		May 30	\$ 5.13
GLADDEN		July 4	\$ 5.17
CECIL		Sept. 3	\$ 5.25
BISHOP		Nov. 29 Dec. 25	\$ 5.28
MAYVIEW	\$ 3.56		
BOYCE	\$ 3.59	4.48	
HILLS	\$ 4.02	4.50	
VAN EMMAN			
MORGANZA	\$ 4.09		
RICHFOL	\$ 4.11		
CANONSBURG	\$ 4.16	\$ 4.58	
HOUSTON	\$ 4.19	5.00	
SHINGISS	F 4.21		
MEADOW LANDS	\$ 4.26	5.06	
ARDEN	F 4.29	5.09	
TYLERDALE	\$ 4.33		
CHESTNUT ST.	\$ 4.38	\$ 5.14	
WASHINGTON	\$ 4.41	\$ 5.18	
Arrive	P. M.	P. M.	P. M.
	543	553	923

WHEELING BRANCH

STATIONS	FIRST CLASS		
	539	831	531
	DAILY	SUN. ONLY	DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.
PITTSBURGH	\$ 5.45	\$ 8.05	\$ 8.15
WEIRTON JCT.	\$ 7.08	\$ 9.28	\$ 9.31
EAST STEUBENVILLE	\$ 7.11	F 9.32	\$ 9.35
LOWER FERRY			
FOLLANSBEE	\$ 7.15	F 9.36	\$ 9.39
LAZEARVILLE	7.25	9.40	9.43
WELLSBURG	\$ 7.28	\$ 9.44	\$ 9.46
BROOK			
STANDARD MINE (State Line Branch)			
BEECH BOTTOM	7.35	9.52	9.54
SHORT CREEK	7.38	10.00	10.00
EAST WARWOOD			
WARWOOD	F 7.45	B 10.07	B 10.07
WHEELING	\$ 7.55	\$ 10.18	\$ 10.18
ZANE			
BENWOOD			
Arrive	A. M.	A. M.	A. M.
	539	831	531

FIRST CLASS					
●563	823	#633	573	●643	583
DAILY EX. SUN.	SUN. ONLY	DAILY EX. SUN.	DAILY	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 4.45	\$ 4.50		\$ 6.20	\$ 8.50	\$ 10.25
\$ 5.12	\$ 5.16	\$ 5.45	\$ 6.44	\$ 9.18	\$ 10.51
5.13	5.17	5.46	6.45	9.17	10.53
\$ 5.15		F 5.47	\$ 6.47	\$ 9.19	F 10.54
\$ 5.17	\$ 5.19	\$ 5.49	\$ 6.49	\$ 9.21	\$ 10.56
\$ 5.19	F 5.21	\$ 5.51	\$ 6.51	\$ 9.24	\$ 10.59
A 5.21		F 5.53		F 9.25	F 11.01
\$ 5.25	\$ 5.26	\$ 5.55	\$ 6.55	\$ 9.28	\$ 11.04
\$ 5.30	\$ 5.31	\$ 5.59	\$ 7.00		\$ 11.09
\$ 5.33	F 5.34	F 6.01	F 7.02		F 11.11
\$ 5.35	\$ 5.36	\$ 6.03	\$ 7.05		\$ 11.14
F 5.41	F 5.43		F 7.11		F 11.20
\$ 5.43		Will not run			F 11.22
\$ 5.46	\$ 5.47	Jan. 1	\$ 7.15		\$ 11.26
\$ 5.48	\$ 5.50	May 30	\$ 7.17		F 11.29
F 5.50		July 4			B 11.30
F 5.55	F 5.56	Sept. 3	F 7.23		F 11.35
F 5.58	F 5.59	Nov. 29	F 7.26		F 11.38
\$ 6.02	\$ 6.03	Dec. 25	\$ 7.29		F 11.42
\$ 6.05	\$ 6.06		\$ 7.33		\$ 11.46
\$ 6.08	\$ 6.09		\$ 7.36		\$ 11.49
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
563	823	633	573	643	583

WESTWARD

FIRST CLASS					
841	541	861	551	○571	
SAT. & SUN. ONLY	DAILY EX. SAT. & SUN.	SUN. ONLY	DAILY EX. SUN.	DAILY	
A. M.	P. M.	P. M.	P. M.	P. M.	
\$ 11.50	\$ 1.05	\$ 3.45	\$ 4.15	\$ 8.10	
\$ 1.22	\$ 2.37	\$ 5.02	\$ 5.47	\$ 9.31	
\$ 1.25	\$ 2.40	\$ 5.05	\$ 5.52	\$ 9.35	
\$ 1.29	\$ 2.44	F 5.09	\$ 5.56	F 9.40	
1.33	2.48	5.13	5.59	9.44	
\$ 1.37	\$ 2.52	\$ 5.18	\$ 6.03	\$ 9.48	
1.44	2.59	5.25	6.11	9.55	
1.50	3.02	5.28	6.14	9.59	
		B 5.35	B 6.22	B 10.08	
\$ 2.08	\$ 3.20	\$ 5.45	\$ 6.30	\$ 10.15	
P. M.	P. M.	P. M.	P. M.	P. M.	
841	541	861	551	571	

STATIONS	FIRST CLASS			
	502	902	512	522
	A. M.	A. M.	A. M.	A. M.
Arrive				
PITTSBURGH	\$ 6.16	\$ 6.47	\$ 7.18	\$ 7.45
CARNEGIE	\$ 5.49	\$ 6.22	\$ 6.56	\$ 7.25
JUNCTION No. 1	5.47	6.20	6.54	7.23
GLENN	\$ 5.45	\$ 6.19	\$ 6.52	
WOODVILLE	\$ 5.43	\$ 6.16	\$ 6.50	7.21
BOWER HILL	\$ 5.41	\$ 6.14	\$ 6.47	
KIRWAN	\$ 5.39	\$ 6.12	\$ 6.45	
BRIDGEVILLE	\$ 5.37	\$ 6.04	\$ 6.44	\$ 7.18
SYGAN		\$ 6.00	Will not run	
MORGAN		\$ 5.57	Jan. 1	
TREVESKY N.		\$ 5.54	May 30	
GLADDEN		\$ 5.50	July 4	
CECIL		\$ 5.47	Sept. 3	
BISHOP		\$ 5.44	Nov. 29	
			Dec. 25	
MAYVIEW	\$ 5.32		\$ 6.39	7.13
BOYCE	\$ 5.29		\$ 6.36	7.11
HILLS	\$ 5.27		\$ 6.34	7.10
VAN EMMAN				
MORGANZA	\$ 5.20		F 6.26	7.05
RICHFOL	\$ 5.18		\$ 6.24	7.04
CANONSBURG	\$ 5.16		\$ 6.22	7.02
HOUSTON	\$ 5.13		\$ 6.19	6.59
SHINGISS			\$ 6.16	
MEADOW LANDS	\$ 5.08		\$ 6.13	6.55
ARDEN	F 5.04		F 6.09	6.52
TYLERDALE	F 5.00		\$ 6.05	
CHESTNUT ST.	\$ 4.58		\$ 6.03	\$ 6.48
WASHINGTON	\$ 4.55		\$ 6.00	\$ 6.45
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SUN.	‡DAILY EX. SUN.	DAILY EX. SUN.
	502	902	‡512	522

WHEELING BRANCH

STATIONS	FIRST CLASS			
	800	500	520	900
	A. M.	A. M.	A. M.	P. M.
Arrive				
PITTSBURGH	\$ 8.25	\$ 9.00	\$ 11.50	
WEIRTON JCT.	\$ 7.02	\$ 7.42	E 10.30	\$ 2.19
EAST STEUBENVILLE	\$ 6.55	\$ 7.34	\$ 10.24	\$ 2.15
LOWER FERRY				
FOLLANSBEE	\$ 6.52	\$ 7.30	\$ 10.20	\$ 2.11
LAZEARVILLE	6.47	7.25	10.16	2.06
WELLSBURG	\$ 6.45	\$ 7.18	\$ 10.12	\$ 2.03
BROOK				
S STANDARD MINE (State Line Branch)				
BEECH BOTTOM	6.37	7.11	10.03	1.53
SHORT CREEK	6.34	7.08	10.00	1.50
EAST WARWOOD				
WARWOOD	\$ 6.27	\$ 7.01	A 9.52	
WHEELING	\$ 6.20	\$ 6.55	\$ 9.45	\$ 1.35
ZANE				
BENWOOD				
Leave	A. M.	A. M.	A. M.	P. M.
	SUN. ONLY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.
	800	500	520	900

FIRST CLASS					
802	532	592	822	622	
A. M.	A. M.	P. M.	P. M.	P. M.	
Arrive					
\$ 8.05	\$ 10.15	\$ 12.25	\$ 12.44	\$ 1.35	
\$ 7.40	\$ 9.51	\$ 12.00	\$ 12.20	\$ 1.10	
7.38	9.49	11.58	12.18	1.08	
\$ 7.35	\$ 9.46	\$ 11.56	\$ 12.16	\$ 1.05	
			F 12.14	F 1.03	
\$ 7.32			F 12.12		
\$ 7.30	\$ 9.42	\$ 11.52	\$ 12.10	\$ 1.00	
		Will run on Jan. 1			
		May 30			
		July 4			
		Sept. 3			
		Nov. 29			
		Dec. 25			
\$ 7.25	\$ 9.36	\$ 11.47	\$ 12.03	\$ 12.54	
F 7.22	F 9.33	F 11.44	F 11.58	F 12.50	
\$ 7.20	\$ 9.31	\$ 11.42	\$ 11.56	\$ 12.48	
F 7.13	\$ 9.23	F 11.36	F 11.49	F 12.42	
F 7.11		F 11.34	F 11.47	F 12.40	
\$ 7.09	\$ 9.20	\$ 11.32	\$ 11.45	\$ 12.38	
\$ 7.07	\$ 9.17	11.30	F 11.42	\$ 12.35	
\$ 7.02	\$ 9.12	11.25	F 11.37	Will not run Jan. 1	
F 6.59	F 9.09	11.22	F 11.34	May 30	
F 6.55	F 9.05		F 11.30	July 4	
\$ 6.53	\$ 9.03	\$ 11.18	\$ 11.28	Sept. 3	
\$ 6.50	\$ 9.00	\$ 11.15	\$ 11.25	Nov. 29	
A. M.	A. M.	A. M.	A. M.	P. M.	
SUN. ONLY	DAILY EX. SUN.	SAT. ONLY & HOLIDAYS	SUN. ONLY	DAILY EX. SAT. & SUN.	
802	532	592	822	‡622	

EASTWARD

FIRST CLASS					
830	550	538			
P. M.	P. M.	P. M.			
Arrive					
\$ 4.37	\$ 6.55	\$ 9.35			
\$ 3.12	\$ 5.27	8.25			
F 3.07	F 5.22	\$ 8.21			
\$ 3.03	\$ 5.17				
2.57	5.13	8.11			
\$ 2.55	\$ 5.10	\$ 8.09			
2.47	F 5.03	8.02			
2.44	5.00	7.59			
	\$ 4.53				
\$ 2.30	\$ 4.45	\$ 7.45			
P. M.	P. M.	P. M.			
SUN. ONLY	DAILY	DAILY			
830	550	538			

STATIONS	FIRST CLASS			
	692	552	994	562
	P. M.	P. M.	P. M.	P. M.
Arrive				
PITTSBURGH	\$ 2.55	\$ 2.55	\$ 4.05	\$ 4.45
CARNEGIE	\$ 2.29	\$ 2.29	\$ 3.41	\$ 4.20
JUNCTION No. 1	2.27	2.27	3.39	4.17
GLENN	F 2.26	F 2.26	\$ 3.38	\$ 4.15
WOODVILLE	\$ 2.24	\$ 2.24	\$ 3.36	\$ 4.13
BOWER HILL	\$ 2.22	\$ 2.22	\$ 3.34	\$ 4.10
KIRWAN	F 2.20	F 2.20	\$ 3.32	\$ 4.08
BRIDGEVILLE	\$ 2.18	\$ 2.18	\$ 3.24	\$ 4.06
SYGAN	B & M Branch	Will not run Jan. 1 May 30 July 4 Sept. 3 Nov. 29 Dec. 25	\$ 3.18	
MORGAN			\$ 3.14	
TREVESKYN			\$ 3.11	
GLADDEN			\$ 3.07	
CECIL			\$ 3.03	
BISHOP			\$ 3.00	
MAYVIEW	\$ 2.13	\$ 2.13		\$ 3.58
BOYCE	F 2.10	F 2.10		\$ 3.55
HILLS	\$ 2.08	\$ 2.08		\$ 3.52
VAN EMMAN				
MORGANZA	F 2.02	F 2.02		\$ 3.44
RICHFOL	F 2.00	F 2.00		F 3.42
CANONSBURG	\$ 1.58	\$ 1.58		\$ 3.39
HOUSTON	\$ 1.55	\$ 1.55		F 3.35
SHINGISS	Will run on Jan. 1 May 30 July 4 Sept. 3 Nov. 29			♥ 3.32
MEADOW LANDS		F 1.51		\$ 3.29
ARDEN		F 1.48		\$ 3.25
TYLERDALE				F 3.21
CHESTNUT ST.		\$ 1.43		\$ 3.18
WASHINGTON	Dec. 25	\$ 1.40		\$ 3.15
Leave				
	P. M.	P. M.	P. M.	P. M.
	SAT. ONLY & HOLIDAYS 692	DAILY EX. SAT. & SUN. #552	SUN. ONLY 994	DAILY EX. SUN. 562

FIRST CLASS					
832	922	632	582	642	
P. M.	P. M.	P. M.	P. M.	P. M.	
\$ 5.40	\$ 6.30		\$ 9.30		
\$ 5.17	\$ 6.06	\$ 6.34	\$ 9.05	\$ 9.52	
5.15	6.04	6.32	9.03	9.49	
\$ 5.12	F 6.03			F 9.47	
\$ 5.09	\$ 6.01	F 6.29	F 9.01	F 9.46	
\$ 5.09	\$ 5.59	F 6.27		F 9.44	
\$ 5.06	F 5.57	F 6.25	F 8.58	F 9.42	
\$ 5.06	\$ 5.50	\$ 6.24	\$ 8.58	\$ 9.40	
	F 5.46				
	F 5.43				
	\$ 5.40				
	F 5.36				
	F 5.33				
	\$ 5.30				
\$ 5.00		\$ 6.19	\$ 8.51		
F 4.57		F 6.16	8.48		
\$ 4.55		\$ 6.14	\$ 8.46		
F 4.48			F 8.40		
F 4.46		Will not run			
\$ 4.44		Jan. 1	\$ 8.37		
F 4.42		May 30	8.35		
		July 4			
F 4.37		Sept. 3			
F 4.34		Nov. 29	F 8.31		
F 4.30		Dec. 25	8.28		
\$ 4.28			\$ 8.23		
\$ 4.25			\$ 8.20		
P. M.	P. M.	P. M.	P. M.	P. M.	
SUN. ONLY 832	DAILY EX. SUN. 922	DAILY EX. SUN. #632	DAILY 582	DAILY 642	

U. S. MAIL WORK AT NON-STOP STATIONS.

STATIONS	EASTWARD									
	102	154	108	6	550	222	30	910	940	
Corliss.....										
Crafton.....										
Carnegie.....				4-CD						
Rennerdale.....										
Gregg.....										
Oakdale.....										
Noblestown.....										
Sturgeon.....										
McDonald.....										
Primrose.....										
Midway.....					C					
Bulger.....			CD							
Raccoon.....										
Burgettstown.....										
Bertha.....										
Hanlin.....					CD					
Collier.....					CD					
Weirton Jct.....				D						
Steubenville.....										
Mingo Jct.....		D								
Broadacre.....		4-D				CD				
Fairplay.....		4-CD				CD				
Unionport.....		4-CD				CD				
Cadiz Jct.....		4-CD				CD				
Jewett.....										
Scio.....										
Conotton.....						CD				
Bowerston.....										
Gnadenhutten.....		D				CD				
Lock 17.....										
Pt. Washington.....		D		D		CD				
Newcomerstown.....		D				CD				
Isleta.....		D	CD							
West Lafayette.....				4-CD		CD				
Coshocton.....		D					D			
Conesville.....					H					
Adams Mill.....			CD							
Trinway.....										
Frazeyburg.....		D				C				
Black Run.....										
Hanover.....										
Newark.....										
Ellis.....							CD	CD		

- 1 Mondays
2 Daily except Mondays
3 Sundays
4 Daily except Sundays.
5 Daily except Sundays and Holidays.
6 Daily except Saturday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

STATIONS	WC 6	MW 2	CB 2	PH 22	ED 2	PH 41	ED 15	PH 16	PH 8	VL 8	PD 4	PH 24	VL 6	ZB 12	CB 4	ZB 16	WB 2	PH 10	VL 2	LM 4	SV 1	PW 18	PH 6	PH 144	DN 2	ED 50	ZB 2	CB 8	PS 8	BF 1	PH 4		
ESPLEN.....	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
SCULLY.....	8.45			7.00	2.30	4.15	2.00	4.30	3.15	3.15	9.30	9.00	6.00	1.00	1.00	11.00	3.50	10.05	12.45	3.30	7.00	3.30	1.00	1.00	1.00	9.50	6.30	2.15	10.30	11.30	10.35		
CECIL.....				2.00	2.00	3.45	2.00	4.00	3.20	3.20	9.00	9.00	6.00	11.00	11.00	11.00	3.50	10.05	12.10	3.30	7.00	3.30	1.00	1.00	1.00	9.25	6.15	1.30	10.00	11.15	10.15		
WASHINGTON.....				2.00																													
CHESTER.....																																	
WEIRTON JCT.....																																	
BEECH BOTTOM.....																																	
MINGO JCT.....																																	
BENWOOD.....																																	
CADIZ.....																																	
DENNISON.....																																	
DENNISON.....																																	
NEWCOMERSTOWN.....																																	
COSHOCTON.....																																	
NEWARK.....																																	
ZANESVILLE.....																																	
LANCASTER.....																																	
MORROW.....																																	
EAST COLUMBUS.....	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

- ① Daily. ② Daily except Sunday. ③ Daily except Monday. ④ Daily except Saturday. ⑤ Monday, Wednesday and Friday. ⑥ Tuesday, Thursday and Saturday.
*ZB—③ West of Dennison—③ East of Dennison.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

STATIONS	BF	CB	ED	PH	PH	PH	SW	PH	CB	CB	PH	WB	PH	PD	ZB	ZB	DN	SV	PH	ED	PH	VL	JC	MW	PW	PH	ZB	
ESPLEN	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
SCULLY	12.30	12.30	12.30	1.30	1.30	1.30	4.15	4.30	6.15	7.30	10.00	8.00	10.00	10.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	
CECIL	12.30	1.30	1.50	2.00	2.00	2.00	3.45	5.00	6.15	7.30	10.00	12.30	10.15	10.15	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	
WASHINGTON	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	
CHESTER	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
WEIRTON ICT	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	
BEECH BOTTOM	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	
MINGO ICT	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	
BENWOOD	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	
CADIZ	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	12.01	
DENNISON	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	
NEWCOMERTOWN	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	
COSHOCOTON	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00
NEWARK	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45
ZANESVILLE	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	
MORROW	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45
LANCASTER	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45
EAST COLUMBUS	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45

① Daily, ② Daily except Sunday.

③ Daily except Monday.

④ Daily except Saturday.

⑤ Monday, Wednesday and Friday.

⑥ Tuesday, Thursday and Saturday.

THE TICKET OFFICES OF STATIONS NAMED BELOW
WILL BE OPEN FOR THE SALE OF TICKETS
AS FOLLOWS:

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Closed after Train No.		Open for Train No.	Closed after Train No.
All	.....	Pittsburgh.....	All	.....
503	583	Fourth Avenue.....	All	.....
551	621	Smithfield Street.....	Closed	.....
502	923	Corliss.....	Closed	.....
502	532	Ingram.....	Closed	.....
502	543	Crafton.....	Closed	.....
500	923	Carnegie.....	800	823
539	541	Oakdale.....	Closed	.....
539	541	McDonald.....	Closed	.....
400	108	Midway.....	Closed	.....
400	630	Burgetstown.....	Closed	.....
400	551	Weirton Junction.....	966	861
102	27	Steubenville.....	102	27
267	108	Mingo Junction.....	Closed	.....
All	.....	Broadacre.....	Closed	.....
All	.....	Jewett.....	Closed	.....
All	.....	Scio.....	Closed	.....
All	.....	Bowerston.....	Closed	.....
65	40	Dennison.....	65	40
All	.....	Uhrichville.....	Closed	.....
All	.....	Gnadenhutzen.....	Closed	.....
All	.....	Port Washington.....	Closed	.....
102	222	Newcomertown.....	102	267
All	.....	West Lafayette.....	Closed	.....
All	.....	Coshocoton.....	All	.....
All	.....	Trinway.....	All	.....
All	.....	Frazysburg.....	Closed	.....
All	.....	Newark.....	All	.....
903	632	CHARTIERS BRANCH		
512	543	Bridgeville.....	802	832
512	543	Mayview.....	Closed	.....
502	562	Hills.....	Closed	.....
512	543	Morganza.....	Closed	.....
503	562	Canonsburg.....	Closed	.....
512	562	Meadow Lands.....	Closed	.....
All	.....	Chestnut Street.....	Closed	.....
902	902	Washington.....	812	582
539	541	B. & M. BRANCH		
500	551	Treveskyn.....	Closed	.....
539	550	WHEELING BRANCH		
All	.....	Follansbee.....	Closed	.....
967	987	Wellsburg.....	Closed	.....
910	911	Warwood.....	Closed	.....
All	.....	Wheeling.....	All	.....
		NEW CUMB. BRANCH		
		Weirton.....	All	.....
		ZANESVILLE BRANCH		
		Dresden.....	Closed	.....
		Zanesville.....	All	.....

‡No tickets on sale for trains 531 and 520.

†No tickets on sale for trains 623, 541 and 543. (Saturday open for trains 531 and 513 only.)

Follansbee closed on holidays, or on Monday following when holidays fall on Sunday.

When an unusual number of passengers are expected for any train not included in the foregoing list, Agents will open their respective ticket offices to meet the demand.

SPECIAL INSTRUCTIONS

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employes whose duties are affected by Time Tables must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES.

S2. STANDARD TIME.

S2A. Eastern Standard Time applies on this division as indicated on the cover and title pages.

D201. Standard clocks are located as follows:

Pittsburgh.....	Train Dispatcher's Office.
Weirton Junction.....	" " "
Zanesville.....	" " "
All attended Block Stations.	
Scully.....	Yard Office.
Canonsburg.....	Passenger Station.
Washington.....	Engine House.
Burgettstown.....	Freight Station.
Weirton Junction.....	Yard Office.
Chester.....	Freight Station.
Mingo Junction.....	Engine House.
Benwood.....	Engine House.
Dennison.....	Engine House.
Newcomerstown.....	Yard Office.
Coshocton.....	Freight Station.
Lancaster.....	Freight Station.

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—
 (A) (B) (C) (D), etc.

D301. _____

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:—

The following letters and characters indicate:—

- S—Regular Stop.
- F—Stop on signal to receive or discharge passengers.
- A—Stop on signal to receive passengers.
- B—Stop on signal to discharge passengers.
- C—Regular stop to receive passengers.
- D—Regular stop to discharge passengers.
- E—Regular stop for express, mail, milk, newspapers or marketing.
- G—Regular stop, Saturday only.
- H—Regular stop to receive passengers, Saturday only.
- J—Regular stop to discharge passengers, Saturday only.
- K—Regular stop, Sunday only, to receive or discharge passengers.
- L—Stop on signal, Sunday only, to receive or discharge passengers.

‡—Unattended Block Station.

●—No baggage service.

⊖—No baggage service Sunday.

⊕—Passenger train—schedule assigned to gas or gas electric rail motor cars.

*—Passenger train—schedule assigned to handle passenger and freight equipment.

◇—Passenger train—no train baggageman.

‡—Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following, when any of these holidays fall on Sunday.

D401.

N—Stop on signal to receive passengers for Urbana and beyond.

P—Stop on signal to discharge passengers from Chicago and beyond.

Q—Regular stop daily except Saturday and Sunday.

T—Stop on signal to receive or discharge passengers to or from points beyond Columbus.

U—Stop on signal to receive passengers for Carnegie and beyond.

V—Stop daily except Sunday.

W—Stop on signal to receive or discharge passengers to or from Pittsburgh and beyond.

X—Stop on signal to discharge passengers from points west of Columbus or to receive passengers for Pittsburgh or beyond.

Y—Stop to discharge passengers or to receive passengers for points east of Pittsburgh.

Z—Stop on signal to receive or discharge passengers to or from points on Wheeling or New Cumberland Branches.

★—Regular stop for passengers on holidays when No. 740 does not run.

♣—Stop on signal to receive or discharge passengers on holidays when No. 512 does not run.

♥—Stop daily except Saturday.

▲—Stop on signal to receive passengers for points west of Columbus.

S5. COLOR SIGNALS.

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. A track covered by a slow order, other than a train order or time-table Special Instructions, will be indicated by a yellow flag or light placed to the right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A green flag or light placed to the right of track marks the end of restricted territory.

S6. _____

S7. ENGINE WHISTLE SIGNALS.

D701. Rule 14 (*l*) amplified:

<u>Sound</u>	<u>Indication</u>
(<i>l</i>) — — o o	Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards or other points where men may be at work on tracks.

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

Carnegie	All crossings	Newcomerstown	All crossings
McDonald	"	Coshocton	"
Steubenville	"	Newark	"
Dennison	"	Martins Ferry	"
Uhrichsville	"	Wellsburg	"
		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.

D702. The engine whistle must be sounded as per Rule 14 (*m*) approaching non-stop stations where mail is caught or delivered.

D703. Rule 14 (*m*) will not apply approaching regular station stops.

D704. _____

D705. _____

D706. When freight trains require water or coal, two long and one short (— o) sounds of engine whistle will be given passing the block station in advance of the coal or water station, except as follows:

EASTWARD TRAINS:	SOUND WHISTLE AT
McDonald.....	Burgetts
Collier.....	Mingo Jct.

WESTWARD TRAINS	SOUND WHISTLE AT
McDonald.....	Carnegie
Collier.....	Burgetts
Scio.....	Acre
Conesville.....	Morgan Run
Licking.....	Tyndall

D707. Rule 14 (*dc*) and 14 (*eg*) in effect as follows:

O. C. Bridge No. 1 and 2 tracks between Esplen and Jacks Run.

O. C. Bridge No. 3 and 4 tracks between Island Ave. Jct. and Island Ave.

Scully No. 1 and 2 freight tracks between Elliott and Rosslyn.
No. 27 track between Corliss and Esplen.

Chartiers Branch No. 1 and 2 tracks between Carnegie and Junction No. 1.

Burgetts and Center Ave.

New Cumberland Branch between Weirton Jct. and CY Unattended Block Station.

Wheeling Branch between Weirton Jct. and East Steubenville.

Rule 14 (*db*) and 14 (*ef*) in effect as follows:

Eastward sidings Licking, Morgan Run, Custer and Burgetts.

Westward sidings Sturgeon, Morgan Run and Licking.

S8. _____

S9. COMMUNICATING SIGNALS.

D901. Passenger trains must be started by the communicating signal. At initial terminals, except Pennsylvania Station, Pittsburgh, and Union Station, Columbus, this must be done from rear of train. At Pennsylvania Station, Pittsburgh, and Union Station, Columbus, the signal to start train must be given by conductor. At station stops, when train is ready to start, signal will be passed from the rear brakeman, forward by hand or lamp, and the trainman nearest the engine must give the signal. At other stops, when the rear brakeman has been called and has returned to the train, he must give the signal.

When communicating signal fails and cannot be repaired without detention, or when an engine not equipped with the signal appliance, is attached to a passenger train, before proceeding the conductor must have an understanding with the engineman as to how the train will be handled, instruct his crew accordingly and proceed, reporting the fact to the Superintendent at the most convenient place.

D902. Rule 16 amplified:

<u>Sound</u>	<u>Indication</u>
(<i>ja</i>) o o o o o o	When standing—deplete brake pipe pressure

S10. TRAIN SIGNALS.

D1001. _____

D1002. Rule 21a. Will apply on Double, Three or More Tracks.

Rule 21 modified:

(*a*) On single track portions of the Division, the display of white flags and white lights, as prescribed by Rule 21, will be omitted on all extra trains, except passenger extras.

(*b*) A regular train will be identified by its engine number.

(*c*) A train must be informed by train order as to the number of the engine on an opposing superior regular train; however, if the engine number is not received by train order, the identification will be made by a personal conference between the conductors and enginemen of trains involved.

(*d*) A train will obtain from the signalman the number of the engine on a superior regular train in the same direction it is moving.

(*e*) When a regular train is named in a train order by its schedule number, the engine number must be stated in addition to the schedule number.

(*f*) Signalmen must observe and record the engine number on regular trains, and when reporting them will give the engine number in addition to the train number.

D1003. Rule 17a amplified.

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that, in the judgment of the engineman, his view of the signal will be thereby improved.

D1004. Rule 26 amplified. When a blue flag or blue light is placed at one or both ends of an engine or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

D1005. Rule 19 modified:

B. & O. R. R. trains between Zanesville and Fair Oaks may display Green instead of Yellow as marker indications.

S10A. Rule 21b.

21b. (DOUBLE, THREE, OR MORE TRACKS). On portions of the Railroad so specified on the time-table, the display of white flags and white lights, as prescribed by Rule 21, will be omitted. Regular trains must be designated by both schedule and engine number.

S11. USE OF SIGNALS.

S11A. When a pusher engine is assisting a train coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuseses should be met by throwing the fuseses off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

D1101. Night signals must be displayed on front and rear of all trains and a white light on front and rear of all track cars while passing through tunnels by day.

D1102. Referring to Rule 27, when applied to Rule 287, Fig. 1, with marker light out, the absence of the marker light does not prevent the correct reading of the signal, but should be reported from the next point of communication where it can be done without serious delay to the train.

D1103. Rule 34—In calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "Signal", except Rule 275.

D1104. The minimum number of fuseses and torpedoes which must be carried as part of the equipment in the service indicated, is as follows:

	FUSESES	TORPEDOES
Passenger Service.....	10	24
Freight Service.....	18	24
Engines.....	3	6

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

Conductor and Engineman will be responsible for seeing that train and engine are properly provided with train signals before starting from initial terminal, as well as enroute—Flagman and Fireman are responsible for informing Conductor and Engineman when supply should be replenished enroute.

D1105. All trailing point switches leading from Licking eastward and westward sidings, switches at east end westward siding and west end eastward siding Trinway and west end Dinsmore siding not equipped with switch lamps.

Between Lancaster and Morrow on Zanesville Branch and on Cadiz Branch switch lamps will not be lighted.

Third paragraph, Rule 27, not in effect.

S12. SUPERIORITY OF TRAINS.

D1201. Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

D1202. No. 903 is superior by direction to No. 902.
No. 993 is superior by direction to No. 994.
No. 923 is superior by direction to No. 922.
No. 105 is superior by direction to No. 104.

S13. BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division where all general orders of this Division will be posted and delivered, also bulletin board points on P., C. & Y. R. R., W. & L. E. R. R. and N. Y. C. R. R. and B. & O. R. R. where general orders of this Division as indicated below will be posted and delivered.

General Orders of other Divisions will be posted and delivered at points on this Division as indicated below.

LOCATION	OTHER DIVISIONS	ZONES
McKees Rocks (P. C. & Y.)		
§Warrenton Station (W. & L. E.)		
#Bucyrus (N. Y. C.)		
#Corning (N. Y. C.)		
#West Columbus (N. Y. C.)		
Newark Engine House (B. & O.)		
Scully Yard Office	Pittsburgh	A
	Monongahela	A
	Eastern	A
	Conemaugh	A-D
	Buffalo C. & N. Div.(B&ORR)	H
Canonsburg Passenger Station		
Washington Engine House	Pittsburgh	A
	Monongahela	A
	Conemaugh	A
	Eastern	A
Burgettstown Freight Station	Pittsburgh	A
Weirton Junction Yard Office	Pittsburgh	A
	Monongahela	A
	Eastern	A
	Conemaugh C. & N. Div.(B&ORR)	A
Weirton Yard Office		
Chester Freight Station		
Mingo Jct., Engine House	Cleveland	A
	Eastern	A-C
	Pittsburgh	A
	Monongahela	A
	Conemaugh C. & N. Div. (B. & O. R. R.)	A
Benwood Engine House	Conemaugh	A
	Monongahela	A
	Eastern	A
	Pittsburgh	A
Dennison Engine House	Pittsburgh	A
	Monongahela	A
	Conemaugh	A
	Eastern	A-D
	Columbus C. & N. Div. (B&ORR)	A
Coshocton Freight Station	Eastern	D
Trinway Block Station		
Zanesville Telegraph Office	C. & N. Div.(B&ORR)	
Putnam Enginehouse	C. & N. Div.(B&ORR)	
Lancaster Freight Station		
Circleville Freight Station	C. & N. Div.(B&ORR)	
Morrow Telegraph Office		

Zone F General Orders only will be posted and delivered at points indicated by (§).

Zone D General Orders only will be posted and delivered at points indicated by (#).

S14. GENERAL ORDERS.

S14A. Rule 75 amplified:

D1401. 1. Conductors and enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page following the instructions under caption "Miscellaneous" in each conductor's and engineman's Home Division time-table must show their Home Division, Name, Occupation, and all General Order Zones over which they are qualified to run, either in part or as a whole. If a conductor or engineman is qualified to run over a Foreign Division, the qualification page in their time-table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time-tables.

2. The Bulletin Board Attendant will supervise the handling of the employe's register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

He must personally witness the signatures of conductors and enginemen on their register, personally inspect time-tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time-tables, and, after each conductor and engineman has registered and has his time-table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time-table and Form "Z" his time slip and Form "Z" properly prepared.

An additional form "Z" card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a conductor or engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "last General Order" on employe's register, will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time-table is effective, or, after a Form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of a month, with no change in time-table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time-table is effective, the information shown on the old Form "Z" card need not be shown on the new one, but proper information for first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the engineman must show his General Orders to his fireman, and when he has no conductor he must also show his Form "Z" to his fireman. The conductor must show his General Orders to his trainmen.

4. When conductors and enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

(a) Check the qualification page in each other's time-tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's time-tables.

(c) Compare their Forms "Z" for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a conductor or engineman.

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen when not serving in that capacity must be provided with a Form Z and when they register at the beginning of each day's work present to the Bulletin Board Attendant their time-tables and have necessary General Orders inserted, also present their Form Z to be punched as provided by instructions covering conductors and enginemen serving in that capacity.

7. Qualifications of Conductors and Enginemen will be checked when new time-tables go into effect. The proper entries will be made on the qualifying pages of the time-tables by the Assistant Train Masters and Assistant Road Foremen of Engines for trainmen and engine employes. These new qualifications will remain in effect until the issuance of the succeeding time-table, except as hereinafter specified.

A Conductor or an Engineman, who has not made a trip, either in service or a special trip in order to keep posted on the physical characteristics of the road, on his own division, or a part of it, or over connecting divisions used in interdivisional service during the time the preceding time-table was in effect, 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 portions of the road involved, be examined and qualified by the proper division officer.

If time-tables are not issued twice a year, qualifications of Conductors and Enginemen will be checked at the expiration of six months from date of issuance of last time-table.

A Conductor or Engineman ordered to run over any portion of a Division or foreign railroad, over which they are not qualified, must inform Crew Dispatcher, or, when conditions require, the Superintendent.

D1401A. On turnaround runs, conductors and enginemen relieved for a period of three hours or less are not required to present time-tables to Bulletin Board Attendants for examination at turning point. However, this does not relieve compliance with paragraphs 3 and 4 of Special Instructions D 1401.

D1402.—General Order Zones of this Division are as follows:

Zone A.—Pittsburgh and Monon to Walkers Mill including Scully and Chartiers Branches.

Zone B.—Walkers Mill to Dennison including all branches, except River, Wheeling and Terminal Branches.

Zone C.—Dennison to Newark.

Zone D.—Zanesville Branch.

Zone E.—Weirton Junction to Benwood and Kings to GR Unattended Block Station, inclusive.

Zone F.—West of GR Unattended Block Station, including Terminal Branch.

General Orders for each zone will be numbered consecutively followed by the proper zone letter.

S15. TRACK ASSIGNMENTS.

D1501. Double Track.

Double track numbered consecutively south to north.

Pittsburgh and Monon	{No. 1 Eastward track. No. 2 Westward track.
Elliott and Rosslyn via Scully	{Scully No. 1 Eastward freight track. Scully No. 2 Westward freight track.
Esplen and Jacks Run	{O.C. Bridge No. 1 Eastward track. O.C. Bridge No. 2 Westward track.
Island Ave. and Island Ave. Jct.	{O.C. Bridge No. 4 Eastward track. O.C. Bridge No. 3 Westward track.
Elliott and Rosslyn	{No. 1 Eastward track. No. 2 Westward track.
Camp Hill and Oakdale	{No. 1 Eastward track. No. 2 Westward track.
Bulger and Bertha	{No. 1 Eastward track. No. 2 Westward track.
Burgetts and Center Ave.	{No. 1 Eastward track. No. 2 Westward track.
Weirton Jct. and Junction Point with (C. & N. Div. B. & O. R. R.)—M. P. 157.6 First St. Newark	{No. 1 Eastward track. No. 2 Westward track.
Carnegie and Houston	{No. 1 Eastward track. No. 2 Westward track.
East Weirton and CY Block Station	{No. 1 Eastward track. No. 2 Westward track.
Kings and Rockville	{No. 1 Eastward track. No. 2 Westward track.

Tracks in tunnels 1 and 2 will be operated as a gauntlet protected by home and distant signals controlled from PH and Corliss Block Stations respectively.

D1502. Three or More Tracks.

Three or More tracks numbered consecutively south to north. The current of traffic is as follows:

Division Post, 4th Street (Mon. Div.) and Elliott	{Scully No. 1 Eastward freight track. Scully No. 2 Westward freight track.
Monon and Elliott	{No. 3 Eastward passenger track. No. 4 Westward passenger track.
Rosslyn and Camp Hill	{No. 1 Eastward passenger track. No. 2 Westward passenger track. No. 3 Eastward freight track. No. 4 Westward freight track.
Oakdale and Bulger	{No. 1 Eastward freight track. No. 2 Eastward passenger track. No. 3 Westward track.
Bertha and State Line	{No. 1 Eastward Freight track. No. 2 Eastward passenger track. No. 3 Westward track.
State Line and Weirton Junction	{No. 1 Eastward freight track. No. 2 Eastward passenger track. No. 3 Westward passenger track. No. 4 Westward freight track.

D1503. When siding switches are numbered the following will apply:

Only those main track switches connecting a siding used in train movement will be numbered, No. 1 being the most eastward switch, with the numbers increasing toward the west.

When trains meet at a numbered switch by train order, the train which can enter the siding without backing must do so.

OTHER ASSIGNED TRACKS AND SIDINGS.

D1504. Trains may use tracks on the following Branches by permission of Signalman designated and must report clear of these tracks to Signalman.

TRACKS	OBTAIN PERMISSION FROM SIGNALMAN AT
Waynesburg and Washington, Westland, Palanka and M.L. & Z	Houston.
Woodville Jct. to Beading and Beechmont . . . (P. C. & Y.) . . .	Carnegie.
M. & O.	Laurel Hill.
Hickory, Langeloth, Florence and Burgetts, except No. 1 and No. 2 tracks between Burgetts and Center Avenue	Burgetts.
Cadiz Branch	Acre.
Royal Southern	Uhrichsville.
Franklin and Conesville	Tyndall.
Mill Run Branch, Zanesville Ter- minal, Fultonham Spur	Zanesville.
Glenns Run Branch	
Wegee Branch	
River Branch between PN Un- attended Block Station and East End of Bridge 60.62, located one-half mile West of Mile Post YC 60	Rockville.
State Line Branch	Lazearville. Zane when Lazear- ville is closed.
Dresden Branch	Trinway. Zanesville when Trin- way is closed.

Trains on these tracks must move at such speed that they can stop within range of vision, unless tracks are known to be clear and switches properly set.

D1505. Trains will use following tracks and sidings under control expecting to find cars thereon:

Westland and Palanka.

Sidings at Junction No. 1, Treveskyn and Houston.

River Branch—Powhatan.

Zanesville Branch—Trinway, Dresden, Fair Oaks, Darlington, McLuney, North Berne, Del Mount, Williamsport, New Holland, Sabina, Clarksville, Hicks and Eastward siding at Putnam.

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers are located at Pittsburgh, except:

(1) New Cumberland Branch, Block Opr-Dispatchers, Weirton Jet.

(2) Zanesville Branch, Zanesville.

The eastward and westward freight tracks between OB Block Station (Mon. Div.) and Esplen are in charge of Monongahela Division train dispatchers, located at Pittsburgh.

Eastern Division train dispatchers, located in Pittsburgh are in charge of that part of Scully Branch of the Panhandle Division between Jacks Run, Esplen, Island Avenue and Island Avenue Jct., also that part of River Branch of the Panhandle Division between Kings and Rockville.

S16A. Rules 83 and 83a:

The information required by Rules 83 and 83a must be obtained as indicated below.

D1602. Rule 83. Written clearance C. T. 1246 issued by the Signalman or train order issued by Train Dispatcher.

Rule 83a. Verbal or written clearance issued by signalman, except between points where Rule 251 is in effect, the home or block signal displayed so as to permit trains to proceed, will indicate that over-due superior trains in the same direction have left, unless otherwise instructed.

S16B. Rule 98.

D1603. In accordance with Rule 98, stop must be made at the following non-interlocked railroad crossings:

PLACE	CROSSING RAILROAD	PERMITS TRAINS ON TRACKS OF THIS DIVISION TO CROSS AFTER STOPPING
Newark	B. & O. R. R.	Vertical
Zanesville	B. & O. R. R.	Vertical
Crooksville	N. Y. C. R. R.	Vertical
Lancaster	H. V. R. R.	Vertical
Washington C.H.	B. & O. R. R. D. T. & I. R. R.	Semaphore type signals govern
Bellaire, east of station	B. & O. R. R.	Horizontal
Bridgeport	B. & O. R. R.	Horizontal
Tiltonville	W. & L. E. R. R.	Horizontal

The position of target at these crossings will govern as indicated above except as follows:

At Junction City trains on Pennsylvania Railroad tracks may proceed over B. & O. Crossing without stopping, at a speed not to exceed fifteen (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.

At Washington C. H. Semaphore type signals govern movement over crossings.

Trains, after stopping, may proceed upon receiving proper target indication and, where required, proper block signal.

Targets at B. & O. R. R. crossings east of Bellaire station and west of Bridgeport station will be operated by trainmen and left in position last used.

At Darlington movements over N. Y. C. Ry. crossing are governed by automatic signals.

Trains approaching crossing and finding the governing home signal at stop and no train on or approaching the crossing on the N. Y. C. Ry. will stop and not proceed, except 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, unlock 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. Ry., 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.

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

The normal position of target at Tiltonville will be for W. & L. E. R. R. trains. W. & L. E. distant semaphore switch indicators and 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, set the distant switch indicators and throw the cross-over switches for their movement over the crossing. The positions of the distant switch indicators are controlled by hand levers operated in connection with the crossover switches on W. & L. E. R. R. main track.

S16C. Rule 104:

Unless hand-operated switches in main track are listed in the time table as being in charge of a switch tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed fifteen (15) miles per hour.

D1603A. Switch tenders are stationed at and have charge of main track switches as indicated:

LOCATION	SWITCHES
Newark, Ohio.....	First Street.

D1603B. Signalmen are in charge of main track switches as indicated:

LOCATION	SWITCHES
Newark, Ohio.....	Fifth Street. (Note *)
Zane.....	Yard tracks to Wheeling Branch.
Bremen.....	Junction with N. Y. C. R. R.
New Lexington.....	

Trains or engines must approach switches at the above points prepared to stop and must stop clear of switch or route unless signal to proceed is received from signalman.

Signalman must not set switch to divert an approaching train until he is assured of its identity and that its speed does not exceed fifteen (15) miles per hour.

*NOTE—Crews of yard engines using crossover between No. 1 westward and No. 2 eastward main tracks at ND Cabin, Fifth Street, Newark, will be responsible for and handle their own switches. Permission for each movement over this crossover must be secured from the Operator at ND Cabin and each movement must be reported clear to him as soon as completed.

S16D. Rules 106 and 106a.

D1604. Enginemen and trainmen are relieved from observing Rule 106 and 106a at Fourth Ave., Smithfield St., Corliass, Ingram, Crafton, Idlewood, Steubenville and Newark passenger stations, in both directions.

S16E. Rules 251, 253 and 254.

D1605. Rules 251, 253 and 254 are in effect between Pittsburgh and Heisey, except on Branches.

In territory operated under Rule 251, trains will be expected to make the usual running time and when delayed by equipment or engine failures will be required to comply with Rule 86.

Trains consuming more than twenty minutes at Collier and Conesville water and coaling stations must report to Signalman at State Line or Tyndall for instructions.

D1606. (Double, Three or More Tracks.)

When proper signal is displayed or permission is given by Signalman, trains with passenger equipment will run passenger extra without train orders.

Station Master at Pittsburgh when instructed by the Superintendent is authorized to verbally instruct Conductor to display signals for following Section. Conductor must instruct Engineman.

D1607. Approaching the following grade crossings, trains running against the current of traffic, must sound a second warning whistle, Rule 14 (l) and must reduce speed so the front of train will not pass over crossing in excess of one-half of its maximum authorized speed.

LOCATION OF GRADE CROSSINGS.

Canonsburg, College Street.

Automatic Highway Grade Crossing signals at the following locations do not operate for trains running on sidings. Trains running on sidings must use care to avoid accidents, sounding a second warning whistle, Rule 14 (l), when necessary.

LOCATION.

Canonsburg, College St.	Wellsburg, 25th Street
Meadow Lands	Wellsburg, 26th Street
Gregg	Wellsburg, 27th Street
Burgettstown, Patterson Crossing	Brilliant, Penn Street
West of Station	Rayland, Main Street
Acre, Eastward Siding	Bremen
Miller	North Berne
Custer { Eastward and	Circleville
Westward Sidings	Washington C. H.
Port	Wilmington
Wellsburg, 22nd Street	

The track circuits operating Flash Light Signals or other type of apparatus where highway crossings are protected by such signals, vary from 800 to 4500 feet and therefore trains not clearing the entire circuit before reverse movement is made must move over crossing carefully to avoid accident.

D1608. Trains moving on Yard and other tracks not operated under Block Signal Rules, or by train orders, must move at such speed that they can stop within range of vision, unless tracks are seen or known to be clear and switches properly set.

D1609. When starting a freight train on an ascending grade, having a helper on the rear, the front engineman will signal for the return of the flagman. When the flagman returns, the engineman of rear helper will signal to release brakes. Steam should then be applied gradually to avoid rough handling of the train.

When necessary to take the slack to start the train, the front engineman will do so, after having first given the whistle signal as prescribed by Rule 14 (a). If not successful in starting the train after having taken the slack with the front engine, the rear engineman will take the slack, after having given the whistle signal as prescribed by Rule 14 (a). When there are two engines on the front end of a train, the leading engineman only will take the slack; and when there are two helpers on the rear, the rear engineman only will take the slack. In starting the train under either of the above conditions, the engineman next to the train will not use steam until necessary to supplement the other engine. Enginemen must use care and good judgment to avoid damage to the train.

When starting a freight train on a descending grade, having a helper on the rear, after proper signals have been transmitted and the brakes released, the helping engine on the rear will start the train. The engineman must use care and avoid rough handling. If for any reason the helping engine on the rear cannot start the train the engineman on the hauling engine, on receiving proper signals, will use steam gradually until the train is started.

Enginemen of helping engines on the rear of train must know that the air brakes are released before attempting to start.

When starting a single engine train, or a train without a helper on the rear, on an ascending grade, on a level or on a descending grade, the engine will be moved carefully for a distance of one car length for each 20 or 25 cars in the train, using the independent brake if necessary to control the speed until the entire train is in motion.

Trainmen must be in position to give signals and to assist in holding the train when necessary to get the slack.

After helper engine has assisted train over the grade, helper engine will cut off in the following manner, if the train is in motion:

Close the angle cock on the cabin car, then open knuckle on cabin car, leaving angle cock on front end of engine or rear, as the case may be, open. Trainmen will then cut the air hose between cabin car and engine, which will result in an emergency application being made on helping engine and stopping same.

Hose cutting devices are furnished on cabin cars, and care should be taken to see that hose is cut, and not allowed to pull apart.

Conductors, before leaving points at which trains are picked up will notify enginemen exact tonnage in trains and whether or not train requires helping engine at points where helping engines are located.

D1610. Trains must not leave their initial station without train orders or notice from Operator or Signalman that there are no orders.

D1611. No. 27 track between Esplen and Corliss will be used in both directions as a siding.

D1612. The switch leading from eastward departure yard to Scully No. 1 eastward freight track at Duff is spring operated for trailing movements only. The construction of this switch permits movements from eastward departure yard to Scully No. 1 eastward freight track without stopping for hand switch operation. It may also be hand operated, but if opened by hand it must be closed by hand. If an engine or train is stopped on switch while moving from eastward departure yard to Scully No. 1 eastward freight track it must not take slack or back up until switch has been thrown for the movement.

Westward movement on Scully No. 1 eastward freight track at this point is governed by Position light dwarf signal located five (5) feet east of switch. Signal Aspect Rule 275, figure 2 will be displayed when switch is not properly opened or closed. Signal Aspect Rule 278, figure 2, will be displayed when switch is properly set for movement either from Scully No. 1 eastward freight track to eastward departure yard or for westward movement on Scully No. 1 eastward freight track. If this dwarf signal does not display Rule 278, figure 2, and switch lamp "Green," westward trains on Scully No. 1 eastward freight track will report promptly by telephone to signalman at Esplen.

D1613. Yard Master at Scully will see that hand operated derrails at clearance point on eastward departure yard tracks Nos. 110, 112, 114 and 116 at Duff, are secured in proper position before permitting tracks to be occupied.

D1614. Between the hours of 3.00 P. M. and 11.00 P. M., during which time there is no crossing watchman on duty, trains or engines before making movements over Chestnut Street crossing, Carnegie, P. C. & Y. R. R. must station a trainman on ground to protect highway traffic.

D1615. Signal aspect (Rule 278, Fig. 1) at Junction No. 1 and Signal aspect (Rule 278, Fig. 2) at Lewis Run will be authority for trains to use siding between Junction No. 1 and Lewis Run.

Trains or engines clearing at points on siding between Junction No. 1 and Lewis Run must report clear to and secure permission to again enter siding, from Signalman at Carnegie.

D1616. Nos. 902, 903, 922, 923, 993 and 994 will use westward siding at Bridgeville, and have right over all trains on that track.

D1617. Trains using the tracks of the Chartiers Gas Coal Company west of Richfol will be governed by the following instructions:

A member of train crew must precede all train movements in either direction across Adams Avenue street car line to warn the public of the approaching train.

Trains must run carefully over other street crossings on this track, and a member of train crew must be stationed on front end of train to warn the public and give the signal in case it is necessary to stop.

D1618. Westward trains must not pass the clearance point at the end of double track at Houston in advance of the time shown on Time Table.

D1619. Passenger trains beginning or ending trips at Washington will use main track while making up or disposing of trains. Yard or other engines must not delay them.

D1620. Main Street crossing, Washington, is not protected by crossing watchman and following arrangement is in effect for protection of highway traffic:

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

For all westward regular passenger trains, except No. 583, arriving at Main Street Station, Ticket Agent at Main Street Station will flag trains over crossing. Train No. 583 will be flagged over crossing by front brakeman.

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.

D1621. Between the hours of 7.00 A. M. and 4.30 P. M. daily except Sunday and continuously on Sunday, during which time there is no crossing watchmen on duty at Maiden and Wheeling Streets, Washington, following arrangement is in effect for protection of highway traffic.

Crossing watchmen will remain on duty until after No. 522 and No. 563 have departed.

Between the hours of 7.00 A. M. and 4.30 P. M., also 6.10 P. M. and 9.00 P. M. daily except Sunday, all regular passenger trains will be flagged over these crossings by front brakeman. All other trains and engines including passenger extras, must station a trainman on crossings to protect the movement before passing over them.

On Sunday between the hours of 5.00 A. M. and 9.00 P. M. all regular passenger trains will be flagged over these crossings by front brakeman. All other trains and engines including passenger extras, must station a trainman on crossings to protect the movement before passing over them.

D1622. Westward trains or engines on Burgetts Branch must stop at end of double track, clear of switches, unless track is clear.

Westward trains or engines on Hickory Branch and eastward trains or engines on Burgetts Branch must not foul the main track between Stop Posts located at clearance points, Center Avenue, without permission from Signalman at Burgetts.

D1623. 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:—

M. & O., Hickory, Burgetts, Langeloth, Cadiz, Royal Southern, Palanka (including wye tracks at Houston), Westland, Zanesville between Circleville and Morrow, Mill Run, Fultonham Spur and Dresden Branches and wye tracks at Cecil.

D1624. Nos. 600, 610, 620, 601, 611, 630, 621 and 631 will use main track between Center Avenue and telephone booth at East Y Switch, and have right over all trains and engines between these points for 20 minutes before the scheduled leaving time and 20 minutes after the scheduled arriving time at Center Avenue.

D1625. The normal position of switches at CY Unattended Block Station will be for eastward movement on No. 1 track.

Trainmen on westward trains will be required to handle switches at CY Unattended Block Station.

The normal position of switches at East Weirton will be for westward movement. Trainmen on eastward trains will be required to handle switch at east end of No. 2 track.

The extension of No. 2 track between CY Unattended Block Station and Yard Office, Weirton Junction, will be operated as a yard track and trains may use this track without permission from Signalman at Weirton Junction.

D1626. Where switches or derails are in charge of signalman, four short sounds of the engine whistle, Rule 14 (j) will be the indication to the Signalman to open the switch and derail. After this indication is given, trains will approach switch prepared to stop unless switch and derail are properly set and proceed indication is given.

If necessary to change any route for which proceed indication has been given to an approaching train, switch will not be changed or proceed indication given to any conflicting route until train for which proceed indication was first given, has stopped.

D1627. Terminal Branch first class trains will arrive at and depart from Eighteenth Street passenger station, using station track. Extra trains and yard engines will clear such trains between Chapline and passenger station.

Trains must approach Eighteenth Street passenger station prepared to stop unless track is clear.

D1628. Trains or engines using connection between Terminal Junction yard and Martins Ferry switching track must stop before using crossing over B. & O. track leading to Wheeling Steel Corporation Plant unless proceed signal is received from trainmen of such train or engine stationed at the crossing to protect the movement. Such trainmen must be supplied with flagmen's signals for use when necessary.

D1629. Trains and engines on W. & L. E. R. R. connection must approach junction switch at OJ Unattended Block Station under control, stop at clearance point and secure permission from signalman at Rockville for movement on Terminal Branch. Clearance point on W. & L. E. R. R. connection indicated by stop post. Switches will be handled by trainmen.

D1630. The normal position of switch leading to Terminal Branch from River Branch at OJ Unattended Block Station will be for movement to and from Terminal Branch.

D1631. Trains must approach junction of Terminal Branch and Wheeling Branch yard tracks and crossovers west of Zane prepared to stop unless switches are properly set and track is clear.

D1632. In addition to the protection required by Rule 103a, trains before making movements over street crossings at Eoff Street and Chapline Street, Wheeling, between the hours of 10.00 P. M. and 2.00 P. M., (during which time there is no crossing watchman on duty), must place a member of the crew on the ground in position to protect street traffic.

D1633. Fulton Road Crossing, Terminal Branch, is not protected by crossing watchman. Trainmen of trains using this crossing must afford proper protection to highway traffic.

D1634. Employes must be governed by the following ordinance of the City of Wheeling:

It shall be unlawful for any corporation, person or persons to obstruct the streets or sidewalks of the City of Wheeling by permitting any engine or train of cars to stand thereon, except in case of necessity for the preservation of life or property.

For any violation of this ordinance, the person in charge of the engine or train of cars so obstructing said street or sidewalk shall, upon conviction, pay to the City of Wheeling a fine of not more than one hundred (\$100.00) dollars or be imprisoned for not to exceed ninety days, or be both so fined and imprisoned, etc., etc.

D1635. For the protection of pedestrians using crossing at the entrance to Wheeling Steel Corporation's By-Product Plant, Lower Ferry, conductors after completing work will leave crossing cut for a distance of not less than three car lengths on either side in order to afford an unrestricted view at this point.

D1636. Shifting crews will so far as possible arrange their work so as to eliminate shifting movements over the crossing at east end of LaBelle Works of the Wheeling Steel Corporation, Steubenville, at 8:00 A. M. and 5:00 P. M., at which time crossing is used by employes of the Steel Company going to and from work. This crossing is protected by watchman employed by the Steel Company and crews doing work at that point will obey signals given by the watchman in order to avoid liability of injury to the Steel Company's employes.

D1637. Class L1s engines will be permitted on W. & L. E. Ry. tracks between W. & L. E. Junction and Connors with the understanding that they will not be permitted on the first bridge west of Connors nor the first bridge east of Warrenton station. Care must be exercised while turning on the Wye at Warrenton.

Should crews be instructed by the W. & L. E. train dispatcher to make movements which will cause a violation of these instructions, the dispatcher's attention must be immediately called to the fact that Class L1s engines cannot be used on the bridges named.

D1638. W. & L. E. Class D-4 and E-1 Engines with ventilators raised do not afford proper over-head clearance under bridge at 17th Street, east of Chapline. Enginemen must see that ventilators are closed when passing under this bridge.

D1639. On account of close clearances, train crews must exercise caution at the following points:

Crafton—Crafton Lumber and Supply Co.; close side clearance between siding and sheds and lumber piles.

Carnegie—Superior Branch; close clearance between tracks and buildings and platforms Superior Mill and Superior Paper Co.

Carnegie—Viviano Macaroni Co.; close side clearance between house track and building.

Oakdale—Armstrong Cork Co.; close side clearance between side track and building.

Midway—M. & O. Branch; I and A Coal Co.; close clearance between siding and tipple.

Bulger—Bulger Block Coal Co.; close clearance between siding and coal tipple.

Brilliant—Morgans Feed Company; close side clearance between side track and storage buildings and platform.

Steubenville—Eastern Ohio Sand & Gravel Company's plant located on River Branch just east of main line bridge east of Steubenville, trainmen must not ride on top or side of cars while switching under coal loading tipple on either track. Engines must not be permitted to pass under tipple and care must be exercised to see that chutes from sand bins properly clear cars and engines.

Steubenville—River Sand and Gravel Company, Adams Street; close side clearance along foundation.

Mingo Junction—Ohio Nut and Washer Company; close side clearance along depressed track.

Mingo Junction—Henrietta Mine; Close clearance at tipple, also care must be exercised to see that chute across run-around track properly clears cars and engines.

Martins Ferry—Close clearance between the B. & O. and P. R. R. tracks at north-east corner of City Electric Plant, Martins Ferry; crews moving engines or cars on our tracks must protect against B. & O. movements and must not pass this point on our tracks while B. & O. equipment is standing or moving on the adjoining track.

Bellaire—Close side clearance between side tracks and Bellaire Enamel Company Plant, Doerr Foundry Plant, Koehline Ice Company Plant, Bellaire Stove Foundry and along wall and platform east of Freight Station.

Wellsburg—Close side clearance between side track and Eagle Glass Company Plant.

Warwood—Ackermann Manufacturing Company's crane does not afford proper overhead clearance.

Wheeling—Ohio River Sand and Gravel Company, 24th Street; care must be exercised to see that chutes properly clear cars and engines.

Eighteenth Street Yard—Automobile platforms will not clear man on side of car.

Zanesville—Close clearance on the Roekel track near switch 6, cars should not be placed on or removed from this track while trains are approaching or passing on main track.

D1640. 12th Street crossing, Wellsburg, is not protected by crossing watchman and following arrangement is in effect for protection of highway traffic:

For trains Nos. 520 and 900 daily except Sunday, Ticket Agent, Wellsburg will flag trains over crossing. On Sundays front brakeman will flag trains over crossing.

For trains Nos. 531, 541, 830, 831 and 841 front brakeman will flag trains over crossing.

All other 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.

D1641. Conductors of all passenger trains stopping at Dennison will report by telephone to operator at Uhrichsville for orders before departing from that point.

D1642. Conductors of freight trains having work at Jewett St., Dennison, or Dyke, will report by telephone to operator at Uhrichsville for orders before departing from those points.

D1643. Enginemen of freight trains requiring supplies or work on engines at Dennison must report by telephone to Train Dispatcher before cutting engine off train on main tracks.

D1644. 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. 4 yard track at Jewett Street, Dennison.

D1645. No. 6 Yard track between Uhrichsville and Jewett Street, Dennison will be used in both directions as a siding. Permission from Signalman at Uhrichsville will be authority to use this track in westward direction and proper interlocking signal indication at Uhrichsville will be authority to use it in eastward direction.

D1646. Freight trains having cars to set off at Dennison for any reason must confer with Yard Master and secure instructions as to what track the set-off will be made on.

D1647. At Trinway trains and engines using Wye tracks or lead to freight yard will do so under full control and at such speed that stop can be made within one-half the distance of vision.

Before using the crossing on north leg of Wye track trains and engines will stop and not proceed until it is known the crossing is clear.

The normal position of switch leading to passenger station track at Trinway will be for movement to and from main track.

D1648. B. & O. and N. Y. C. trains will enter and leave from switch 6, at Zanesville.

D1649. At Zanesville eastward freight trains will stop west of Main Street and keep clear of the street crossing until route is clear over B. & O. R. R. crossing and into yard.

D1650. The clearance at the N. Y. C. connection with Zanesville Branch main track at Second Street, Zanesville, is close and employees should use care to avoid personal injury.

D1651. Between the hours of 6.30 A. M. and 10.30 P. M., on Sundays, trains must stop before passing over Dug Road Crossing, located 1500 feet east of Putman, and over Cooper Mill Road Crossing, located 2700 feet west of Putman, and not proceed over these crossings until proper protection is afforded highway traffic.

D1652. B. & O. Railroad eastward trains at Fair Oaks before entering main track will secure orders, general order information, clearance message and block indication from signalman at Zanesville by telephone.

D1653. Eastward trains at Spangler before entering main track will secure orders, general order information, clearance message and block indication from signalman at Zanesville by telephone.

D1654. At Fultonham trains must approach the interchange yard prepared to stop short of switch engine.

D1655. At Junction City eastward local freight trains must take siding at switch 4, and westward local freight trains at switch 1, and do their station work from siding.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. Enginemen of helping engines, except pushers, must be provided with a copy of all orders affecting the movement of the trains they are assisting. The engineman of each engine taken on as a hauler at a point where no orders are delivered to the train, must be advised by the train engineman of all orders affecting the train in the territory covered by the additional hauling engines.

D1702. While a train-order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a.

D1703. When a slow order to be delivered to a train covers a track close to the Block Station, Signalman must bring the train to a stop before delivering the order.

D1704. At Zane Block Station, yellow flashing light signal located directly below the eastward home signals, will be used instead of the yellow train order signal prescribed by Rule 290.

This yellow flashing light signal will apply to trains that are governed by the fixed signals under which it is located, and will be used in the manner Rule 221a provides for using the yellow train order signal.

In connection with using it, when the signalman goes on the ground to hand orders to engineman and conductor, he will also give the train a hand signal as may be necessary to insure proper delivery of the orders, using a yellow flag by day and a yellow light by night.

The display of a red train order signal, as prescribed by Rule 289, when conditions require, will be continued.

Where yellow flashing light signals are not installed, rules and instructions for delivery of train orders to trains governed by fixed signals remain in effect.

S18. YARDS AND YARD INSTRUCTIONS.

S18A. _____

D1801. Rules 93 and 317d are amplified as follows:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by time-table schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 15 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day, at least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1801A. Rule 93a—Engines using main track within yard limits will display at least one yellow flag by day and at least one red light by night to indicate rear of train.

D1802. Yards indicated by Yard Limit boards are located at:

Washington	Roseville
Benwood	Crooksville
Kings	New Lexington
Mingo Junction	Junction City
Martins Ferry	Bremen
Bellaire	Lancaster
Hanover St.	Circleville
Eighteenth St. (Wheeling)	Washington C. H.
Trinway (Zanesville Branch)	Wilmington
Dresden	Morrow
Zanesville	

D1803. Within yard limits the signalman may permit an engine to enter main track while block is occupied by a passenger train, when it is necessary to do switching in connection with such train.

S19.		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.	
0.51	70.59	1.27	41.38	2.02	29.50	2.37	22.93
0.52	69.73	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.66	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.34	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.12	2.43	22.08
0.58	62.07	1.34	38.29	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.09	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.17
1.05	55.38	1.41	35.64	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.61	2.19	25.90	2.54	20.70
1.09	52.17	1.45	34.28	2.20	25.71	2.55	20.58
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.31	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.74	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.04	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.40	9.00
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.25	2.34	23.38	8.34	7.02
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

S20. SPEED RESTRICTIONS.

S20A. On account of braking arrangement, when passenger trains have class X-25, X-29, R-7, RF, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars operated, the lading of which is less than 25,000 pounds, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply, and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Company.

Class R-7 and RF milk cars average 215 cans, maximum 225 cans. A 40-quart can of milk weighs 100 pounds, a 46-quart can 125 pounds, ice 5 tons, so that the weight of lading would be less than 50,000 pounds. R-7 cars equipped with shelves will carry 400 cans of milk; if these are of 40-quart capacity, weight of lading and ice will be 50,000 pounds; 46-quart capacity, weight of lading and ice will be 60,000 pounds, based on full load.

Freight cars to comply with the above instructions must be equipped with steam heat line, air signal line, ten-inch air brake cylinder, three position retaining valve, E-7 safety valve, K-2 triple valve and steel wheels.

D2001. Maximum Speed: Miles per hour unless otherwise specified.

Passenger trains . . .	Main Line:	
	With passenger engines:	
	East of Dennison	60
	West of Dennison	70
	With freight engines	50
	On freight main tracks	30
	Chartiers Branch:	
	With passenger or freight engines	50
	B. & M. Branch	25
	Hickory, Burgetts & Langeloth Branches	20
New Cumberland Branch	25	
Freight trains	Wheeling Branch:	
	Weirton Jct. and Wheeling	50
	River Branch:	
	Kings and Bellaire	50
	Bellaire and Powhatan	30
	Terminal Branch	25
	State Line Branch	15
	Cadiz Branch	20
	Zanesville Branch:	
	Between Trinway and Lancaster:	
With passenger engines	50	
With freight engines	45	
Between Lancaster and Morrow	25	
Freight trains	Main Line:	
	Between Pittsburgh and Dennison	35
	Between Dennison and Newark	40
	Arranged service trains VL8, PH10, VL2, VL6, LM4, VL7, SW1, PH7 and PH1 with M1 or M1a engines:	
	Between Pittsburgh and Tunnel No. 8	40
	Between Tunnel No. 8 and Tunnel No. 9	45
Between Tunnel No. 9 and Licking	50	
On freight main tracks	30	

	Miles per hour	
Freight trains	Chartiers Branch	30
	B. & M. Branch and P. C. & Y. R. R., west of Woodville	15
	Westland and Palanka Branches	15
	Hickory, Burgetts and Langeloth Branches	10
	New Cumberland Branch	20
	Wheeling Branch	35
	River Branch:	
	Kings and Bellaire	35
	Bellaire and Powhatan	25
	Terminal Branch	20
	State Line Branch	10
	Cadiz Branch	15
	Zanesville Branch:	
	Between Trinway and Lancaster	30
	Between Lancaster and Morrow	25
Circus trains	Main Line	30
	Chartiers Branch	30
	New Cumberland Branch	15
	Wheeling Branch	30
	River Branch:	
	Kings and Bellaire	30
	Bellaire and Powhatan	20
	Terminal Branch	15
	Cadiz Branch	10
	Zanesville Branch	20
Wreck trains and Trains hauling industrial derricks or other pivoted machinery	Main Line, Chartiers and Wheeling Branches:	
	On Curves	20
	On straight track:	
	With boom trailing	30
	With boom forward	20
	River Branch—Kings and Bellaire:	
	On Curves	20
	On straight track:	
	With boom trailing	30
	With boom forward	20
	River Branch—Bellaire & Powhatan	20
	New Cumberland Branch:	
	On Curves	15
	On straight track	20
	Terminal Branch	15
State Line Branch	10	
Cadiz Branch	10	
Zanesville Branch:		
On Curves	15	
On straight track	20	
(With boom forward half this speed)		
Track cars	Unless otherwise specified	20
	When hauling track cars or trailers	10
	Through crossovers and turnouts, highway and railroad crossings	5
	Hand cars operated under Rule 80, maxi- mum	8

NOTE.—The heavy end of industrial cranes must be forward and the light end trailing.

D2002. Speed indicated below must not be exceeded between stations named; on curves and over bridges:

	Miles per hour
Main Lines:	
Tunnel No. 1	20
Monon Block Station on track B	10
Monon Interlocking and Fourth Street (Mon. Div. Post)	15
Tunnel No. 2	30
Carnegie interlocking No. 1 and 2 tracks	30
Weirton Jct. and Mingo Jct., New Cumberland Branch passenger trains with engines not equipped with cab signals	15
Steubenville, Franklin Ave. and Slack St.	35
Steubenville, Slack St. and Tunnel No. 9	55
Tunnel No. 5	
Passenger trains	40
Freight trains	25
Tunnel No. 9, N2, I1 and M1 Engines	25
Jewett St., Dennison and Water Street Overhead Bridge, Uhrichsville	30
Newcomerstown	
College St. and Goodrich St.	25
Lead from 1 to 6 track, K engines	5
Coshocton, Locust St. and Walnut St.	10
East Newark, Cedar St. and	
B. & O. R. R. Crossing	25
Passenger trains	25
Freight trains	15

SIDINGS:

	MILES PER HOUR	
	Passenger	Freight
Broadhead	15	15
Sturgeon	20	15
Burgetts	20	15
Dinsmore	20	15
Custer	20	15
Morgan Run	15	15
Licking	20	15
Lazeaville (Whg. Branch) over crossings at 20th, 22nd, 25th, 26th and 27th Streets, Wellsburg	5	5

Chartiers Branch:

Carnegie and Houston, N2 or heavier Engines	20
Arden and Chestnut St.	35
Chestnut St. and Washington	20

Scully Branch and O. C. Bridge:

Elliott and Rosslyn	20
Corliss and Esplen, track 27	10
Esplen and Island Avenue	10
Esplen and Jacks Run	10
Westward trains on Scully No. 1 eastward freight track approaching east end of eastward departure yard at Duff	10

P. C. & Y. R. R. via Lewis Run and Jct. No. 1:

Carnegie, Borough Limits	5
------------------------------------	---

Wheeling Branch:

West Switch LaBelle No. 4 Mine and Mile Post WJ-10	30
Wellsburg, Third Street to Twenty-seventh Street	15
Wheeling and 14th Street	10
14th Street, Wheeling, and Benwood	20

	Miles per hour
New Cumberland Branch:	
East Weirton and Chester	20
Between east switch, Crescent Brick Plant, M. P. 8.5, and east switch Etna Brick Plant, M. P. 9.3	15
Between the east switch Etna Brick Plant, M. P. 9.3, and east switch Union Brick Plant, M. P. 9.7	10
Between east switch Union Brick Plant and Mile Post 10 ...	15
Between a point 2000 feet east of Mile Post 15 and Mile Post 16	15
River Branch:	
Avondale St. and Buckeye Street, Martins Ferry	20
Ambler and Mapleton	10
Terminal Branch:	
Martins Ferry; over street crossings at grade	6
Wheeling; over street crossings at grade	10
Cadiz Branch:	
H 10 Engines	10
Zanesville Branch:	
Engines running backward	20
Trinway and Spangler	40
	K-4 and H-10 engines
	L-1 engines
Dresden	8
Zanesville	15
	Terminal Railroad
	O. R. & W.
	Between Ayers Sand Co. Siding No. 3 and Deffenbaugh
Spangler and Lancaster	40
Spangler and Crooksville	20
Lancaster and Circleville	H-10 Engines
South Zanesville ..	Main Street Crossing
Darlington	Mile Post 21 and Mile Post 22
Darlington and Goston	Mile Post 22 to Mile Post 34
FS and Fultonham	(Crews will exercise care moving over public road crossings, respectively 0.6, 0.8 and 2.8 miles from main track connection)
Crooksville and Lancaster	H-10 Engines
Crooksville	Main Street Crossing
McLuney and Opie	(Crews will exercise care moving over public road crossings, respectively 0.3, 0.4 and 1.2 miles from McLuney Station)
McLuney and Goston	Between a point 1980 feet west of M. P. 33 and a point 2100 feet west thereof
Goston	Through tunnel
New Lexington and Bremen ..	Engines of the Mikado type or of the 2-6-6-2 Mallet type
Junction City	B. & O. R. R. Crossing
Bremen	Within corporate limits
Sabina	Over Howard Street Crossing
Reesville	Over Road Crossing, Eastward trains

	Miles per hour
Zanesville Branch—Continued	
New Holland	Within corporate limits
Wilmington	Within corporate limits
Ogden and Clarksville	Over Pyle's Crossing, 2.75 miles east of Clarksville, westward trains
East of Hicks	Between telegraph poles 142 over 20 and 142 over 24
Morrow	Within corporate limits
Distant Signals:	
Crooksville	Westward 30 Eastward 40
McLuney	Westward 40

CURVES

Main Line:	
Bridge No. 0.95, Monongahela River, west end of	20
Elliott and Mile Post 16, West of Noblestown	40
Primrose and Burgettstown	50
Burgettstown and Bridge 42.11 except as otherwise specified ..	40
Tunnel No. 4, west end of	30
State Line and Collier Station	35
First curve east of Bridge 42.11	35
First curve west of Bridge 42.11	35
On reverse curves, at New Alexandria	40
Mile Post 52	50
First curve West of No. 10 Tunnel	50
Mile Post 93 and Mile Post 94	60
Mile Post 122	60
Mile Post 125 and Mile Post 126	60
On reverse curve Mile Post 148	60
Mile Post 150 and Mile Post 151	60
All other curves ..	70
	With current of traffic
	Against current of traffic
Chartiers Branch:	
Main Street, Carnegie	10
Junction No. 1	30
Junction No. 1 and Kirwan	40
Mile Post 5 and Bridge 7.24	30
Bridge 7.24 and Richfol	40
Arden	35
All other curves ..	50
	With current of traffic
	Against current of traffic
Westland and Palanka Branches:	
All curves	5
River Branch:	
East of Steubenville Station	35
West of Rush Run Station	35
Water Station, Bellaire	15

	Miles per hour	
Wheeling Branch:		
West of Weirton Jct.....	30	
East of Follansbee Station	Passenger Trains.....	40
	Freight Trains.....	30
Between Bridge 5.25 and Gilchrist Mine Tipple.....	30	
West of Mile Post WJ-15	Passenger Trains.....	40
	Freight Trains.....	30
Wheeling, Mile Post WJ-23.....	30	
Terminal Branch:		
Approaches to Ohio River Bridge 1.75.....	10	
East approach to Chapline Hill tunnel.....	15	
Cadiz Branch:		
West of Mile Post 6.....	10	
Zanesville Branch:		
Ellis.....	Switch 1 Ellis and Telegraph Pole No. 9 over 7.....	30
Zanesville.....	Between Mile Post 15 and Switch 4.....	30
	Between Switches 4 and 6.....	10
	Between Switch 6 and Fair Oaks.....	15
All other curves between Trinway and Lancaster.....	40	

BRIDGES

LOCATION	CLASS OF ENGINES							
	D E F G	K	M1	L1	I1 N2	N1	H10	Lighter Than H10
	MILES PER HOUR							
Main Line.								
Bridge 7.37, East of Rosslyn, tracks 1 and 2.....	60	40	40	40	30	X	40	50
Bridge 7.37, East of Rosslyn, Broadhead Westward Siding.....	15	15	15	15	15	X	15	15
Bridge 35.03, State Line.....	60	60	35	30	30	X	50	50
Bridge 136.42, West of Trin- way.....	60	60	50	40	40	X	50	50
Chartiers Branch								
Bridge 0.47, East of Junction No. 1.....	50	50	X	40	20	X	50	50
Bridge 3.54, West of Kirwan..	50	50	X	40	20	X	50	50
Bridge 11.78, West of Van Emman.....	40	20	X	30	15	X	30	40
Bridge 15.85, East of Shingiss	40	20	X	30	15	X	30	40
Bridge 21.54, East of Tyler- dale, on side track.....	10	10	X	10	10	X	10	10
Bridge 21.73, east of Tylerdale.	35	35	X	30	20	X	30	30
Westland Branch								
Bridges 0.06 and 0.36.....	10	5	X	10	5	X	10	10

X—Prohibited.

	Miles per hour	
Over Bridge 7.37, East of Rosslyn, tracks 1 and 2	M1 and N2 Engines with 21,000 gallon tanks.....	30
Over Bridge 7.37, East of Rosslyn, tracks 1 and 2	11 Engines with 21,000 gallon tanks	20
Over Bridge 7.37, East of Rosslyn, Broadhead Westward Siding.....	11, N2 and M1 Engines with 21,000 gallon tanks.....	10

BRIDGES.

LOCATION	CLASS OF ENGINES							
	E G	C	H	I	K	L	M	N
	Miles per Hour							
15.19	Wheeling Branch West of Short Creek							
	40	15	30	15	35	25	15	15
24.19	River Branch Brilliant							
24.32	50	25	35	25	40	35	25	25
29.90	Brilliant.....							
29.90	50	20	35	20	50	35	20	20
30.74	East of M. P. YC-30							
30.74	50	20	40	20	35	35	20	20
30.74	East of Rayland							
30.88	50	15	30	15	35	25	15	15
30.88	Rayland							
32.61	50	20	35	20	45	30	20	20
32.61	West of Tiltonville							
40.77	40	15	35	15	40	30	15	15
40.77	East of M. P. YC-41							
41.41	40	15	35	15	40	30	15	15
41.41	East of Switch 1, Bellaire..							
48.13	30	X	20	X	10	10	X	X
48.13	Wegee.....							
53.03	30	X	20	X	20	20	X	X
53.03	West of Ault							
54.02	30	X	25	X	25	20	X	X
54.02	Pipe Creek							
58.52	30	X	20	X	25	20	X	X
58.52	Powhatan.....							
1.67	Terminal Branch Jefferson St.							
1.67	25	X	25	X	25	20	X	X
1.75	Ohio River							
1.75	25	X	25	X	25	10	X	X
2.57	West of Mt. Wood Tunnel							
2.57	25	X	25	X	20	25	X	X
5.20	29th and Eoff St.							
5.20	25	X	25	X	20	25	X	X

X—Prohibited.

BRIDGES

LOCATION	CLASS OF ENGINE						
	D	E Exc. E8	H6	G H10 K	I1	H21 Cars	NYC Eng. 235,000 lbs. or more
	MILES PER HOUR						
Zanesville Branch							
1.21	West of Trinway			40	30	20	
1.49	East of Dresden			30	25	20	
10.50	West of Gilbert	25	25	30	20	20	
16.80	West of Zanesville			35	30	20	
19.92	West of So. Zanesville		40	25	20	X	
22.61	West of Darlington			35	25	X	
22.79	West of Darlington			35	25	X	
25.34	East of Roseville			40	30	X	
27.27	West of Roseville			40	30	X	
29.81	West of Crooksville			35	30	X	
32.58	West of McLuney			30	20	X	
35.32	West of Goston		20	30	20	X	
39.30	West of New Lexington			30	25	X	15
41.76	East of Junction City			40	30	X	25
50.98	West of Bremen			30	20	X	
55.53	West of North Berne			40	30	X	
67.42	East of Amanda					X	
69.85	West of Amanda					X	
70.78	West of Amanda					X	
71.50	East of Stoutsville					X	
72.56	East of Stoutsville					X	
82.40	West of Circleville		15	10	X	X	15
87.88	West of Kinderhook				X	X	
90.56	West of Williamsport				X	X	
93.45	East of Atlanta				X	X	
108.57	West of Washington C. H.				X	X	
111.69	East of Jasper			20	X	X	
112.07	East of Jasper				X	X	
113.08	West of Selden				X	X	
114.30	West of Selden	15	15	15	X	X	
122.41	East of Reesville				X	X	
125.30	West of Reesville				X	X	
130.13	West of Wilmington				X	X	
131.59	West of Wilmington		10	10	X	X	10
133.33	East of Ogden				X	X	
135.03	West of Ogden		15	10	X	X	15
135.80	West of Ogden				X	X	
138.48	East of Clarksville				X	X	
139.58	West of Clarksville				X	X	
143.41	East of Hicks				X	X	
144.34	West of Hicks				X	X	
145.20	West of Hicks				X	X	

X—Prohibited.

New York Central Class H-10a engines may be operated between New Lexington and Bremen at a speed not exceeding thirty (30) miles per hour and must not exceed speeds indicated over bridges as follows:

	Miles per hour
Bridge No. 39.30	10
Bridge No. 41.76	20

New York Central Class K-3 locomotives may be operated between New Lexington and Bremen and must not exceed speeds indicated over bridges as follows:

	Miles per hour
Bridge No. 39.30	20
Bridge No. 39.47, on siding	30
Bridge No. 49.66	40

This class locomotive must not be permitted to use industrial tracks between New Lexington and Bremen.

D2003. Dead engines of a design having two or three pairs of drivers and no trucks may be moved only at speeds not exceeding twenty miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding twenty-five miles per hour.

Two or more such dead engines in the same train shall be separated by one or more cars.

Miles
per hour

D2004. Engines without trucks..... 15

D2005. Rule 750 amplified:

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

CLASS OF ENGINES	Miles per hour
N-1s.....	8
C-1.....	8
I-1s.....	8
All Others.....	15

If engines with any main or side rods disconnected while on the main track, have interference between cross-head or guide and front crank pin, on account of front wheels getting out of register, enginemen must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

When the front sections of side rods on Class I-1s engines have been removed, also when the front side rods on Class L-1s engines, equipped with duplex cross heads, have been removed, the main rods must be taken off and the cross heads properly secured with the studs provided for that purpose.

Miles
per hour

D2006.

Through all main track non-interlocked turnouts,
unless otherwise specified..... 10
Main track turnout at OJ Block Station..... 15
Main track turnout, Chapline..... 15

D2007. Class M-1 engines will not exceed speed indicated below:

	Miles per hour	
	Forward	Backward
All interlocking turnouts at Monon and Esplen Block Stations.....	10	5
Newark: No. 2 westward track to No. 1 westward main track and from No. 2 eastward main track to No. 1 eastward track at First Street.....	10	5
All main track non-interlocked crossovers and connections to or from yard, station or industrial tracks.....	10	5
All crossovers and turnouts in yard, station or industrial tracks.....	10	5

Miles per hour

All engines on wyes at Cecil, Houston and Weirton Jct..... 10
Burgettstown and Chester wyes..... 5

Miles
per hour
D2008. Passenger trains hauled by engines equipped with
diamond type tender trucks. 30

D2009. Miles
per hour

D2010. Electrically equipped multiple unit cars moved
deadhead in steam trains, motors not removed. 20

If it is known that the motors have been removed from such cars
before deadhead movement is made this restriction does not apply.

D2011. Passenger trains with freight cars not equipped for
passenger service must not exceed maximum speed for freight
trains.

D2012. Various:

The following classes of engines must not exceed speed indicated
below:

CLASS	FORWARD			BACK- WARD
	With Train		Light	
	Psgr.	Freight		
A	..	15	15	15
B	..	20	20	20
C-1	..	20	20	20
D-16	60	40	40	40
E-3-7	60	40	40	25
G-5	60	40	40	40
H-8-9-10	50	40	30	25
I-1, H-6	40	40	30	25
K-2-3-4	70	40	40	25
L-1	40	40	30	20
N-1-2	40	40	30	20
M-1	70	50	40	25
H6, H8 and H10 engines with tanks equipped with pedestal type trucks	..	..	35	35
Gas-electric rail motor cars	60	..	60	60
Gasoline rail motor cars	60	..	60	60

D 2013. MINIMUM RUNNING TIME FOR PASSENGER TRAINS EITHER DIRECTION.

BETWEEN	Dis- tance	Min.
Main Line:		
Pittsburgh and Carnegie	8.5	15
Carnegie and Laurel Hill	9.3	13
Laurel Hill and Burgetts	9.0	10
Burgetts and State Line	8.2	13
State Line and Weirton Jct.	6.2	8
Weirton Jct. and Mingo Jct.	5.1	7
Mingo Jct. and Acre	11.2	13
Acre and Custer	13.6	14
Custer and Dyke	17.8	18
Dyke and Newcomerstown	19.2	21
Newcomerstown and Tyndall	19.1	21
Tyndall and Licking	28.1	24
Licking and East Columbus	30.8	31
Pittsburgh and East Columbus	186.1	Hrs. Min. 3 28
Chartiers Branch:		
Carnegie and Bridgeville	3.7	7
Bridgeville and Houston	11.5	17
Houston and Chestnut St.	7.5	11
Chestnut St. and Washington	0.7	2
Carnegie and Washington	23.4	37
B. and M. Branch:		
Bridgeville and Bishop	6.3	17
Wheeling Branch:		
Weirton Jct. and Lazearville	7.3	11
Lazearville and Short Creek	8.0	16
Short Creek and Wheeling	9.3	12
Weirton Jct. and Wheeling	24.6	39

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

S21. SIGNAL ASPECTS.**D2101. SIGNAL ASPECTS NOT STANDARD**

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



INDICATION—Take siding as herein directed.

NAME —Take siding indicator.

Rule 288 is modified accordingly.

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).

LOCATION—Custer. TAKE SIDING AT—Dyke.

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

D2102. In conforming to the speed when operating under Rule 282 (Caution signal) and Rule 283 (Approach signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce to not exceeding one-half its maximum authorized speed at the signal, the speed must be so reduced as soon as proper handling of the train will permit. Where the indication shown in Rule 282 is received, engineman must not resume speed on seeing next signal clear, if there is a facing switch between the point where he sees the signal and the signal.

When the indication shown in Rule 280 is received, engineman must not resume speed until the track is seen to be clear to the end of the block.

Where the indication shown in Rule 283 is received, engineman may resume speed on seeing the next signal ahead clear.

D2103.

D2104. Signal Aspects displayed at the following distant signals do not govern movements beyond the switches indicated as follows:

LOCATION	DIRECTION	GOVERNS APPROACH TO
McLuney.....	Westward	Switch 1 and Storage Track

S22. BLOCK SIGNAL RULES.

D2201. Four wheel cabin cars must not be allowed to stand in an Automatic Block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from Signalman.

D2202. The first paragraph of Rule 362 Amplified:

Trains must not pass a Stop Signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a Stop Signal without Clearance Card (Form C).

Instructions on Clearance Card (Form C), Page 133, Book of Rules, amplified as follows:

This card must be used only in case of failure of Block-signal, Interlocking-signal or the Home-signal referred to in paragraph 3, or when signal cannot be displayed for an engine returning to its train.

D2203._____

D2204._____

D2205._____

D2206._____

D2207. At block stations below indicated after a thorough understanding with the signalman and upon written permission from him, if the track to be used is seen or known to be clear, trains or engines may pass Block-signal in the Stop position to make movements outlined, while the block is occupied by other than an opposing train, but must not proceed from that point without proper Block System information. Rule 362 modified.

BLOCK STATION	MOVEMENTS BETWEEN
Hills.....	Block Signal and end of station platform
Meadow Lands.....	Block Signal and end of station platform
WT Block Station....	Westward, Unattended Block Station Signal and Spring Street.
Lazearville.....	Westward block signal and Twelfth Street. Eastward block signal and 200 feet east of switch 1.
WD—Wheeling.....	Eastward, Unattended Block Station Signal and Eighth Street.

(FORM OF WRITTEN PERMISSION TO BE USED BY SIGNALMAN
AFTER CONSULTING WITH AND BEING AUTHORIZED
BY THE TRAIN DISPATCHER)

“C. & E. Train.....

You may pass..... ward stop signal in accordance with timetable special instructions No. D-2207.

.....
Signalman”

D2208._____

S23. MANUAL BLOCK SYSTEM.

D2301. Rules 301 to 375, inclusive, are in effect between the following stations, except that Rules 317a, 317b, 318a and 318b will apply only on portions of the division as specified.

Between Manual Block Signal located 2200 feet west of Mile Post 1, Chartiers Branch and Houston on No. 2 track.

Houston and Home Signal west of P. C. & Y. Junction Switches at Junction No. 1 on No. 1 track.

Houston and Washington.

Bridgeville and Bishop.

Burgetts and Center Avenue.

Weirton Junction and Chester.

Weirton Jct. and Zane.

Kings and Rockville.

GR and PN Unattended Block Stations.

WT Unattended Block Station and Zane.

Trinway and Morrow.

D2302. Rule 317a will apply for movements against current of traffic in Cab Signal territory.

D2303. Rule 317b will apply on all single track portions of the division where manual block signal rules are in effect and for movements against the current of traffic, except in Cab Signal territory.

D2304._____

D2305. Rule 318b will apply with the current of traffic between the following stations:

Between Manual Block Signal located 2200 feet west of Mile Post 1, Chartiers Branch and Houston on No. 2 track.

Houston and Home Signal west of P. C. & Y. Junction Switches at Junction No. 1 on No. 1 track.

Burgetts and Center Avenue.

CY Unattended Block Station and East Weirton.

Kings and Rockville.

D2305A. _____

S23A. UNATTENDED BLOCK STATIONS.

An Unattended Block Station is a point designated by a sign indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2306. Unattended Block Stations are controlled by the Signalman specified in Time-table, or Special Instructions.

The sign indicating an Unattended Block Station will display by day the station call, and in addition by night, a red light and a yellow light horizontal, the yellow light next to the main track.

The Signalman may give a train oral permission to enter one block and by the use of Clearance Card (Form K) may authorize a train to pass one or more Unattended Block Stations.

Clearance Card, Form K, authorizing a train to pass one or more unattended Block Stations without stopping, is annulled when train clears the main track and reports clear of the block.

Unless otherwise provided, trains must stop at Unattended Block Stations and Conductor or Engineman must obtain permission from the Signalman to enter, and ascertain condition of the block, and report clear.

If, from any cause, Conductor or Engineman is unable to communicate with the Signalman either by the usual means of communication or the use of commercial lines, and should no cause for detaining the train be known, it may proceed through that block on its rights or time-table authority, preceded by a Flagman to the next point of communication and report to the Superintendent.

Conductors and Enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light, and report the fact to the Superintendent.

Where a Block Station is Attended a portion of the time, and Unattended the remainder of the time, during a 24-hour period, the Unattended Sign will be installed and light on Sign extinguished during the time the Station is Attended.

FORM

K

THE PENNSYLVANIA RAILROAD CLEARANCE CARD

FORM

K

Block Station, _____ M. _____ 193 _____

To Conductor and Engineman: Train _____

Proceed at _____

as though _____ signal was displayed.

Report clear at _____

Signalman.

The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.

The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.

To be printed on green paper, size 5 1/4 x 3 1/4.

D2307. A train receiving Clearance Card (Form K) to pass an unattended block station, and arriving at such station after the time for it to become an open block station, must identify the train to the signalman before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled.

S24. _____

D2401. _____

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Except as otherwise provided by Cab Signal Rules Special Instructions, Rules 501 and 505, 505b to 514, inclusive, are in effect between the following points:

Pittsburgh and First Street, Newark, via main line.

OB Block Station (Mon. Div.) and Rosslyn, Scully No. 1 and No. 2, Eastward and Westward freight tracks.

Esplen, Island Avenue and Jacks Run.

Carnegie and Manual Block Signal located 2200 feet west of Mile Post 1 on No. 2 track, Chartiers Branch.

Home Signal west of P. C. & Y. Junction Switches at Junction No. 1 and Carnegie on No. 1 track.

In Automatic Block System territory trains will not pass Automatic Block Stop Signal, Interlocking and other Stop Signals without clearance card (Form C) or train order.

D2502. (DOUBLE, THREE OR MORE TRACKS). In Automatic Block System territory at interlockings where there is no Block-signal that governs the use of the block from the limits of the interlocking, the Home-signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next Block-signal beyond the interlocking.

D2503. Unless it is known that gasoline motor cars and cars of similar type or construction will operate Automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block signal territory unless special provision is made for Manual Block protection and such gasoline motor cars and cars of similar type or construction must not be permitted to stand alone between the signals of a block or interlocking station without permission from Signalman; Signalmen and Levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2504. In Automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the Signalman, unless otherwise instructed by the Superintendent.

S25A. _____

S25B. CAB SIGNAL RULES.

Definitions.

Cab Signal—Four-indication position light signal located in engine cab indicating a condition affecting the movement of a train.

Cab Signal System—A series of consecutive blocks governed by cab signals operated by electric agency actuated by a train or by certain conditions affecting the use of a block, and used in conjunction with block and interlocking signals.

Equipped Engine—An engine equipped with cab signal apparatus, including whistle and acknowledgment, in operative condition for the direction in which it is to move.

Equipped Train—A train operating under cab signal protection.

D2505. Cab Signal System in service on main tracks operating with current of traffic

between Pittsburgh and Newark.

Cab signals will not indicate conditions ahead when engine is—

- (a) Moving against the current of traffic (unless track is equipped for movement against current of traffic).
- (b) Pushing cars.
- (c) Not equipped for backward running and is running backward.

Cutting-in Sections Located.

For Westward Trains:

PH Interlocking between westward dwarf signal just west of Washington Street foot bridge and westward home signal just east of No. 1 Tunnel.

Monon Interlocking, on Monongahela Division Track No. 1 between westward distant signal and westward home signal.

East of Corliss Interlocking on track No. 27, approximately 600 feet east of westward home signal.

Near Rosslyn, between Automatic Signals No. D49 and D57 on Scully No. 2 westward track.

At Weirton Junction Interlocking, approximately 1500 feet east of westward distant signal No. N11 governing main track, New Cumberland Branch.

For Eastward Trains:

At Weirton Junction Interlocking, approximately 1500 feet west of eastward distant signal No. JO2 governing main track, Wheeling Branch.

At Burgetts Interlocking, approximately 800 feet west of eastward distant signal No. B272 governing eastward main track, Burgetts Branch.

At Carnegie Interlocking, at eastward distant signal No. W16 governing No. 1 track, Chartiers Branch.

The following rules are in effect:

1. Except as provided in paragraph 5-a, a non-equipped engine or train must not be dispatched from any of the following terminals or Divisions for movement in cab signal territory:

Pitcairn, Pittsburgh (Twenty-eighth Street), Washington, Scully, Burgettstown, Weirton Junction, Benwood, Mingo Junction, Dennison, Newcomerstown, Wally, Newark and Columbus.

2. The required departure tests must be made by the engineman before entering cab signal territory.

Testing sections, additional to those at terminals, located

at Trinway on Zanesville Branch at a point 350 feet east of westward block signal. Location designated by a stand on north side of track, equipped with a light. Enginemen on trains moving to Main Line at Trinway will make test of Cab Signals at this point.

3. Unless authorized by the Superintendent, an equipped engine must not enter cab signal territory without having cut-out cock fixed in cut-in position.

4. When there is a defect in the cab signal apparatus which cannot be repaired by the engineman, he may cut out the warning whistle and proceed at not exceeding one-half the authorized speed for an equipped train to the next point of communication, report, and be governed by instructions from the Superintendent.

5. Unless authorized by the Superintendent, a non-equipped train must not exceed speed as follows:

Trains other than passenger trains 20 miles per hour.

Passenger trains 30 miles per hour.

Such movements must not be made, except when authorized by the Superintendent.

5-a. Between PH Block Station and Monon, Monongahela Division Passenger trains are authorized to move as non-equipped trains.

Between Weirton Junction and Mingo Junction, Wheeling, River and New Cumberland Branch Trains are authorized to move as non-equipped trains.

6. Cab signal aspects, indications and names are shown in Rules 278, 283, 284, 286. Cab signal indications do not supersede fixed signal indications, except when cab signal changes to a more restrictive or a more favorable aspect after passing a fixed signal.

7. When cab signal and fixed signal aspects conflict, the more restrictive indication governs.

8. If after passing a fixed signal, cab signal changes from Caution Slow Speed to a more favorable aspect, speed must not be increased until the train has run its length.

9. Except within interlocking limits, if cab signal changes to Caution Slow Speed, a train or engine may proceed at not exceeding 15 miles per hour expecting to find a train in the block, broken rail, obstruction, or switch not properly set. A train or engine exceeding 15 miles per hour must at once reduce to not exceeding that speed.

If, after entering interlocking limits under a more favorable fixed signal indication than that given by Clear Slow Speed signal, cab signal changes to Caution Slow Speed, stop; and secure permission from signalman before moving in either direction.

S25C.

S25D. GRADE SIGNALS.

D2506. Grade Signals are located as follows:

AT OR BETWEEN	TRACKS	SIGNAL NOS.
Duff and Esplen	1	D-12 and D-08
Verner and Island Ave. Jct., O. C. Ry.	1	C-28 and C-22
West of Idlewood	1	74
East of Rosslyn	3	76
East of Carnegie	1, 3	82
Camp Hill and Oakdale	2	103, 111
Noblestown	3	157
Mile Post 22 and Mile Post 23	1, 2 and 3	226
Weirton Jct. and Bulger	1 and 2	306, 314, 324, 340, 360, 368, 378, 398
Burgettstown and Bertha	2	281
New Alexandria and Custer	2	505, 513, 553, 585, 595, 607, 625, 649, 657, 667
Stebenville and Weirton Jct.	1	424
4500 feet east of Mile Post 46	1	452
Jewett and No. 9 Tunnel	1	702, 690, 680
2000 feet west of Mile Post 82	2	823
900 feet west of No. 10 Tunnel	1	836
900 feet east of Mile Post 86	1	858
500 feet west of Mile Post 88	1 and 2	880, 881
4800 feet west of Mile Post 92	2	929
750 feet west of Mile Post 146	2	1461
3900 feet west of Mile Post 147	2	1477
2000 feet west of Mile Post 149	1	1494
At Mile Post 151	1	1510
1500 feet west of Mile Post 154	2	1543

A tonnage freight train as referred to in Rule 277, is a train having 80 per cent or more of the authorized slow freight engine rating or having in excess of 90 cars, including the cabin car.

Before entering territory where Grade Signals are in use, conductor must notify engineman of authorized slow freight engine rating for that trip, exact tonnage or number of cars in train and changes due to setting off or picking up cars.

S26. INTERLOCKING RULES.

D2601. Dual Controlled Switches located at the following points:

	LOCATION
Sturgeon	Wally
Bertha	Heisey

Should dual controlled switches fail to operate, a member of the crew of train desiring to use same will call the signalman in charge and be governed by instructions from him with regard to manual operation of these switches. In all cases where trainmen received instructions from the signalman to operate these switches manually, the same trainman should remain at the switch and restore it to normal position upon completion of the movement.

S26A. Rule 663 amplified.—Trains or engines must not pass an interlocking Stop-signal without receiving Clearance Card (Form C) or train order. The signalman may authorize a conductor or engineman to fill out Clearance Card (Form C).

D2602. Remote Controlled Switches.

Outlying Location	Interlocking Rule Governing	Station Controlled by	Method of Making movements against current of traffic between outlying locations and stations controlled by
Siding Switch Lewis Run	Rule 605 Separate Interlocking Unit	Carnegie	By train order
Junction No. 1	Rule 605 Separate Interlocking Unit	Carnegie	By train order
Camp Hill	Rule 605 Separate Interlocking Unit	Carnegie	By train order except between Camp Hill and home signal on No. 1 track, 1050 feet west of Mile Post 10
Oakdale	Rule 605 Separate Interlocking Unit	Laurel Hill	By train order
Sturgeon	Rule 605 Separate Interlocking Unit	Laurel Hill	By Signal, Rule 605
Bertha	Rule 605 Separate Interlocking Unit	Burgetta	By train order
4082 feet west of Weirton Jct.	Rule 605 Separate Interlocking Unit	Weirton Jct.	By train order
East end westward siding Mingo Jct.	Rule 605 Separate Interlocking Unit	Mingo Jct.	By train order
West end eastward siding Mingo Jct.	Rule 605 Separate Interlocking Unit	Mingo Jct.	By train order
East end eastward siding Mingo Jct.	Rule 605	Mingo Jct.	By Signal, Rule 605
East end westward siding, Acre	Rule 605 Separate Interlocking Unit	Acre	By train order
West and east ends eastward siding, Acre	Rule 605 Separate Interlocking Unit	Acre	By train order
East end westward siding, Custer	Rule 605 Separate Interlocking Unit	Custer	By train order
East end westward siding, Port	Rule 605 Separate Interlocking Unit	Port	By train order
West end eastward siding, Port	Rule 605 Separate Interlocking Unit	Port	By train order
East end westward siding, Isleta	Rule 605 Separate Interlocking Unit	Newcomerstown	By train order
West end eastward siding, Isleta	Rule 605 Separate Interlocking Unit	Newcomerstown	By train order
Wally	Rule 605 Separate Interlocking Unit	Morgan Run	By train order
West end westward siding, Tyndall	Rule 605 Separate Interlocking Unit	Tyndall	By train order
West end eastward siding, Tyndall	Rule 605 Separate Interlocking Unit	Tyndall	By train order
Heisey	Rule 605 Separate Interlocking Unit	Licking	By train order

D2603. 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.

S27. NON-INTERLOCKED SWITCHES CONNECTED WITH MANUAL BLOCK STATION SIGNALS.

D2701.

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
Zane.....	Wheeling Branch to yard track
Circleville.....	Transfer track (2 switches)

S28. TRACK CARS, ETC.

(a) General definition of track car—amplified:

Track car—A hand car, or self-propelled car or truck, which may be manually moved to or from the track.

(b) Rule 829 paragraph 10, amplified:

Track cars must not be operated except as prescribed by Rule 80 when so provided in the time table.

(c) Rule 206, amplified:

The prefix H.C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

(d) Rule 80, amplified:

When track cars are approaching road crossing at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) Track cars must be equipped with Flagman's signals as follows:

Day Signals—two red flags, torpedoes and fuses.

Night Signals—two red lanterns, two white lanterns, torpedoes and fuses.

D2801.

(1) Track cars will be operated over entire Division as provided for by Rule 80.

(2) Track cars must not be used in Automatic Block System territory unless special provision is made for Manual Block System protection.

(3) In Automatic Block System territory, Signalman will not permit trains or track cars to follow track cars without instructions from the Superintendent. He must also comply with Rule 221c when track between his block station and the next block station in advance is occupied by a track car.

(4) In the application of Automatic Block System Rules to track cars, Signalmen must not give permission, nor a fixed signal, authorizing a track car to enter a block at any point without authority from the Superintendent.

(5) To avoid delay to passenger trains, track car extra must clear main track and report clear to the Superintendent, or Signalman before a passenger train is due to leave the block station in the rear.

(6) Where Automatic Block System Rules for single track Nos. 551 to 564, inclusive, are in effect and opposing movements are not protected by Controlled Manual Block system rules, track cars must clear main track and report clear to the Superintendent, or Signalman before an opposing or following passenger train is due to enter block at a block station, Signalman will not permit any train to enter a block occupied by a track car without instructions from the Superintendent.

(7) Track cars must not pass an attended block station without verbal permission or proper hand signal in addition to fixed signal.

(8) Track cars will not operate automatic or semi-automatic signals, or highway crossing warning signals, neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; Signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

(9) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must run on the rail nearest the ditch, and on double, three or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train can not be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a Flagman has been placed in position where train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

(10) Velocipedes to be operated by authority of the Superintendent.

(11) Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

(12) The last four numerals of the present M.W. number shall be known as the running number.

(13) Track cars must not pass over remote controlled switches without permission from the Signalman and will report clear after having cleared same.

(14) In the movement of track cars at interlockings, the following instructions will govern: The Signalman before clearing the signal for movement of a track car through, or giving permission for the movement within the interlocking, must secure all affected switch levers with standard blocking device, the levers to remain secured in this manner, until the driver of the track car reports that the movement has been completed. The driver of the track car must report immediately to the Signalman when the movement has been completed.

Pony trucks may shunt track circuits and must not be used within interlockings except by permission of Signalman.

(15) In Controlled Manual Block System territory Signalman must comply with Rule 221c when track between his block station and the next block station in either direction is occupied by a track car.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. Equipment as designated must not be permitted on the bridges, tracks, etc., named:

Line, Branch or Side Track	CLASS OF ENGINES													
	B	C1	E	G5	D16 H6	H8 H10	I1	K2 K3 K4	L1	M1	N1	N2	CC1 CC2	
Between Pittsburgh and Monon, on main line.....													A	A
Pittsburgh No. 1 Tunnel—Engine backing.....										A	A	A	A	A
Try Street Yard.....		A					A	A	A	A	A	A	A	A
Monon and Division Post (Mon. Div.) Between Monon and Elliott, on main line.....							A	See Note	A	A	A	A	A	A
Over B track at Monon.....														D
Point Bridge Elevator trestle.....	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Painter's Mill track.....	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Between Elliott and Newark, on main line.....													A	A
No. 27 track between Corliss and a point 500 feet east of Junction Switch with Scully No. 1 Eastward track at Esplen.....		A											A	A
Corliss Yard.....							A	A	A	A	A	A	A	A
East end No. 6 track.....							A	A	A	A	A	A	A	A
West end No. 6 track.....							A	A	A	A	A	A	A	A
West end No. 8 track.....		A					A	A	A	A	A	A	A	A
Phillip Carey Co.....		A					A	A	A	A	A	A	A	A
Crafton: Station track and Lumber Co. Siding.....		A					A	A	A	A	A	A	A	A
Carnegie Yard: Tracks 16, 17, 18, 19, 20 and 21.....		A					A	A	A	A	A	A	A	A
Track 12, and on west end tracks 13 and 14.....		A					A	A	A	A	A	A	A	A
Kobler & Streng.....		A					A	A	A	A	A	A	A	A
L. B. Foster Track.....		A					A	A	A	A	A	A	A	A
L. B. Foster track beyond first switch south of Crossing..	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Superior Branch Bridge No. 1. Superior Branch beyond Bridge No. 1.....		B					B	B	B	B	B	B	B	B
Fort Pitt: Viviano track, main line to platform track.....		A					A	A	A	A	A	A	A	A
Viviano platform track.....	AD	AD	AD	AD	AD	AD	AD	AD	AD	AD	AD	AD	AD	AD
M. K. Frank tracks.....	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Walkers Mill: Brick Works Siding—450 feet from main track switch.....													A	A
Brick Works Siding—beyond a point 450 feet from main track switch.....		A					A	A	A	A	A	A	A	A
Duquesne Slag Prod. Co. tracks.....		A					A	A	A	A	A	A	A	A
Duquesne Slag Prod. Co. tracks to a point 800 feet from main track switch.....		A											A	A
English Mine: Main line switch to loaded track.....		A					A	A					A	A
English Mine: Beyond loaded track.....		A					A	A	A	A	A	A	A	A
Oakdale: Team track.....		A											A	A
Armstrong Cork Co.....													AD	AD

NOTE:—Class K2 engines with all flanged drivers prohibited.

Line, Branch or Side Track	CLASS OF ENGINES													
	B	C1	E	G5	D16 H6	H8 H10	I1	K2 K3 K4	L1	M1	N1	N2	CC1 CC2	
Noblestown: Siding and run-around track. Forest Oil Company.....	A	A	A	A	A	A	A	A	A	A	A	A	A	A
American Mineral Products Co. Siding.....													A	A
E. H. Jennings Siding.....													A	A
Moirhead and Rittmeyer siding.....		A					A	A	A	A	A	A	A	A
Sturgeon: Willow Grove Mine.....		A						A		A	A	A	A	A
McDonald: Team track-to highway crossing only.....													A	A
Team track-highway crossing to end of track.....		A						A	A	A	A	A	A	A
Back track—100 feet from point of switch.....													A	A
Back track-beyond this point to end.....		A						A	A	A	A	A	A	A
M. & O. Branch.....		A						A	A	A	A	A	A	A
I and A Coal Co. tracks, under tipple.....	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Bulger: Bulger Mine.....		C						C	C				C	C
Bulger Mine through cross-over west of tipple.....	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Bulger Mine: Beyond clearance point on empty track and on No. 1 track from a point 733 feet east of tipple to end of track.....	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Burgettstown: Florence Branch.....		AB						AB	AB	AB	AB	AB	AB	AB
Dinsmore: Francis Mine on Empty Track West of Tipple.....		C						C	C	C	C	C	C	C
Bertha: Bertha Mine No. 2.....		A						A	A				A	A
Bertha Mine No. 2: Beyond clearance point on loaded tracks at east end and west of loaded track switches west of tipple on empty track.....		A						A	A	A	A	A	A	A
State Line: Superior Mine Siding.....		A						A	A	A	A	A	A	A
Collier: Collier westward yard at both east and west ends of all tracks except track next to No. 4 main track.....		A						A	A	A	A	A	A	A
Locust Grove Mine.....		A						A	A	A	A	A	A	A
Scio: Team track.....		A											A	A
Ohio China Co.....		A											A	A
M. P. 85 (West of) Edwards Mine.....		A						A		A	A	A	A	A
M. P. 86 (East of) Meehan Mine beyond a point 250 feet west of frog.....		A						A		A	A	A	A	A
M. P. 88 (West of) Ross Clay Co.....		A						A	A	A	A	A	A	A
Ferguson-Edmundson Co.....		A						A	A	A	A	A	A	A
Dennison: Wolf Lanning Co.....		A						A	A	A	A	A	A	A
West end westward yard tracks 9-11-13-15.....		A						AB	AB	AB	AB	AB	AB	AB
Dennison Sewer Pipe Co. lead Switch leading to tracks East of inspection shed.....		A						A	A	A	A	A	A	A
Coal dock and alley tracks.....		A						A	A	A	A	A	A	A
Shop Yard.....		A						A	A	A	A	A	A	A
East End No. 1 coach track South Side.....		A						A					A	A
Beyond No. 14 switch, West End Eastward Yard.....		A						A					A	A

Line, Branch or Side Track	CLASS OF ENGINES													
	B	C1	E	G5	D16 H6	H8	H10	I1	K2 K3 K4	L1	M1	N1	N2	CC1 CC2
Uhrichsville:														
Twin City Grocery Co.	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Latto-Conwell	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Royal Southern Branch		BC				BC	BC	BC	BC	BC	BC	BC	BC	BC
M. P. 94 (East of) Universal Sewer Pipe Corporation Plant No. 1		A					A	A	A	A	A	A	A	A
M. P. 96 (East of) Romig Sewer Pipe Co.		A					A	A	A	A	A	A	A	A
Look 17: Station Spur		A					A	A	A	A	A	A	A	A
Ross Clay Company		A					A	A	A	A	A	A	A	A
Mile Post 100 (East of): Belden Brick Co., North of Road Crossing		A					A	A	A	A	A	A	A	A
Port Washington: Station Spur beyond a point 200 feet West of frog		A					A	A	A	A	A	A	A	A
Newcomerstown: Canton Brick Track		A					A	A	A	A	A	A	A	A
Standard Oil Co.		A					A	A	A	A	A	A	A	A
Panhandle House track		A					A	A	A	A	A	A	A	A
All connections to yard off No. 6 track		A								A				A
East end of freight house track		A					A		A	A	A	A	A	A
No. 24 track connection with Ash Pit track		A					A	A	A	A	A	A	A	A
Wye tracks										A	A			A
West Lafayette: Moore Stamping & Enamel- ing Co. track		A					A	A	A	A	A	A	A	A
Team track, 100 feet east of highway crossing to end of track		C					C			C	C	C	C	C
Coshocton: Old Stock track		A					A	A	A	A	A	A	A	A
New Stock track		A					A	A	A	A	A	A	A	A
American Art Works		A					A	A	A	A	A	A	A	A
Clow Siding		A					A	A	A	A	A	A	A	A
Freight House track		A					A	A	A	A	A	A	A	A
Conesville: Franklin Branch		BC				BC	BC	BC	BC	BC	BC	BC	BC	BC
Conesville Branch		BC				BC	BC	BC	BC	BC	BC	BC	BC	BC
On that part of the Conesville Branch necessary to serve coaling station		A					A	A	A	A	A	A	A	A
Adams Mill team track		C								C	C	C	C	C
Trinway: All connections to yard off eastbound siding and drill track		A								A	A			A
East ladder track connections.		A					A		A	A	A	A	A	A
On inside of short wye.		A					A		A	A	A	A	A	A
On freight house tracks		A					A		A	A	A	A	A	A
Hanover: Old Stock track		A					A	A	A	A	A	A	A	A
Old Stock track over unload- ing pits	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Marne: Station Spur		C					C	C	C	C	C	C	C	C
Stellar Oil		C					C	C	C	C	C	C	C	C
Newark: Homer Billman		A					A	A	A	A	A	A	A	A
Holoplane Glass		A					A	A	A	A	A	A	A	A
Helsey Glass		A					A	A	A	A	A	A	A	A
Cree Becker		A					A	A	A	A	A	A	A	A
Dixie Coal		A					A	A	A	A	A	A	A	A
Pure Oil		A					A	A	A	A	A	A	A	A
Three outside tracks at freight house		A					A	A	A	A	A	A	A	A
Burke Golf		A					A	A	A	A	A	A	A	A
O. C. Bridge: Duquesne Light Co. track		A					A		A	A	A	A	A	A

Line, Branch or Side Track	CLASS OF ENGINES													
	B	C1	E	G5	D16 H6	H8	H10	I1	K2 K3 K4	L1	M1	N1	N2	CC1 CC2
Scully Branch:														
Pruett-Shaeffer Co. track		A						A		A	A	A	A	A
Prest-O-Lite Co. track		A						A		A	A	A	A	A
Guibert Steel Co. track		A						A		A	A	A	A	A
Bridge No. 2—P. C. & Y.								B			B	B	B	B
Scully Yard:														
Westward receiving tracks											A			A
Ladder track connection											A			A
Westward departure tracks,														
Ladder track connection											A			A
Eastward Advance tracks														
Ladder track connection											A			A
Eastward receiving tracks														
Ladder track connection											A			A
Dump track	C	C	C	C	C	C	C	AC	AC	AC	AC	AC	AC	AC
Nos. 1 to 9 Steel Car tracks		A					A	A	A	A	A	A	A	A
Coaling Trestle, on I-beam supports		B					B	B	B	B	B	B	B	B
Pike Spur		A						A	A	A	A	A	A	A
Thornburg Siding		A						A	A	A	A	A	A	A
Dixon Co. track		A						A	A	A	A	A	A	A
Between Carnegie and Wash- ington											B	B		B
Carnegie:														
Carnegie Coal & Supply Co.		AC						AC	AC	AC	AC	AC	AC	AC
Atlantic Refining Co.		A						A	B	A	B	A	B	A
Freight House Bridge		B						B	B	B	B	B	B	B
Freight House run-around track		A						A		A	A	A	A	A
Carnegie Lumber Company track	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Glenn: Neal Construction Co.	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Leadale: Contractors Supply Co.		A						A	A	A	A	A	A	A
Bower Hill: J. B. Sipe Co., on back track		A						A	A	A	A	A	A	A
Bridgville:														
Mayer Brick Co.	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Flannery Bolt Co.	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Vandium Co.	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Higbee Glass Co.	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Universal Rolling Mill to First Switch											A	A		A
Universal Rolling Mill— Straight Lead to Scales											A	A		A
Universal Rolling Mill— Other Track	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Mayview: Power Co. spur		A						A	A	A	A	A	A	A
Hills: Montour Interchange track											A	A		A
Montour No. 4		A						A	A	A	A	A		A
Montour No. 4, beyond a point 1100 feet from switch	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
Richfol: Standard Tin Mill lead and storage tracks and tracks to old Davis Mine beyond 500 feet from main track switch		A						A	A	A	A	A	A	A
Standard Tin Mill, private tracks to mill		A	A	A	A	A	A	A	A	A	A	A	A	A
Magnolia Mine Branch		A						A	A	A	A	A	A	A
Canonsburg: Hazel Mine tracks		A						A	A	A	A	A	A	A
Hazel Mine Empty Track beyond Fort Pitt Bridge Crossing		A	A	A	A	A	A	A	A	A	A	A	A	A
Fort Pitt Bridge Works tracks		A						A	A	A	A	A	A	A
Canonsburg Iron & Steel Co. tracks		A						A	A	A	A	A	A	A
Hardy & Rankin Co. tracks		A						A	A	A	A	A	A	A
Beaver Lumber Co.		A						A	A	A	A	A	A	A
Pottery & Chemical Co. spurs		A						A	A	A	A	A	A	A
Fort Pitt Bridge Works empty track	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Lindley Mine		A						A	A	A	A	A	A	A

Line, Branch or Side Track	CLASS OF ENGINES												
	B	C1	E	G5	D16H8	H6H10	I1	K2K3K4	L1	M1	N1	N2	CC1CC2
M. L. & Z. Branch, to clearance point on loaded and empty tracks of Manifold No. 1 and No. 2 Mine. Manifold Mine No. 2 west of grade crossing at tippie....	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
Lutton Mine, on bridge....	B	B	B	B	B	B	B	B	B	B	B	B	B
Enterprise Mine tracks....	A								A	A	A	A	A
Enterprise Mine on run-around track or Slack track trestle....	B	B	B	B	B	B	B	B	B	B	B	B	B
Rich Hill Mine beyond clearance point—loaded and empty end....	C								C	C	C	C	C
Washington: Mile Post 20 to West Penn Power Plant, Washington, inclusive, all industrial tracks	A								A	A	A	A	A
Tyler Tube, bridge, stock shed track....	A	A	A	A	A	A	A	A	A	A	A	A	A
Tylerdale Conn. R. R. west of east switch leading to Interchange track....	A								A	A	A	A	A
Tylerdale, connection from Tylerdale Connection to main track West Woodland Ave....	A								A	A	A	A	A
Crescent Brewing track....	A	A	A	A	A	A	A	A	A	A	A	A	A
McElroy Milling track....	A	A	A	A	A	A	A	A	A	A	A	A	A
Richman Scrap Yard track....	A	A	A	A	A	A	A	A	A	A	A	A	A
Lytle Lumber Co. track....	A	A	A	A	A	A	A	A	A	A	A	A	A
Lytle Lumber Co. track beyond 50 feet from switch....	A	A	A	A	A	A	A	A	A	A	A	A	A
Washington Mould and Foundry Co....	AD	AD	AD	AD	AD	AD	AD	AD	AD	AD	AD	AD	AD
Transfer Yard....	A								A	A	A	A	A
Enginehouse Lead track at Maiden Street....	A								A	A	A	A	A
Atlas Glass Company, on bridge....	B								B	B	B	B	B
Between Bridgeville & Bishop									AB	AB			AB
Mayer Lumber Co....	A	A	A	A	A	A	A	A	A	A	A	A	A
P. & W. Va. Transfer—All tracks except No. 2 track at west end....									A	A			A
P. & W. Va. Transfer No. 2 track at west end....	A								A	A	A	A	A
National Mine No. 2 on bridge	B	B	B	B	B	B	B	B	B	B	B	B	B
McClain Coal Co., on bridge.	B	B	B	B	B	B	B	B	B	B	B	B	B
McLean Coal Co....	A								A	A	A	A	A
Cecll, on Wye....	A								A	A	A	A	A
Westland Branch to point 800 feet West of Wye switch										A	A	A	A
Westland Branch, beyond point 800 feet West of Wye switch	A								A	A	A	A	A
Reed Lumber Co. track....	A								A	A	A	A	A
Palanka Branch, on Wye....										A	A		A
To switch leading to empty track and clearance point on loaded track—Midland Mine....	A									A	A		A
Cummings Spur....	A								A	A	A	A	A
Templetons Spur....	A								A	A	A	A	A
South Empty Track beyond Midland No. 1 Tippie....	A	A	A	A	A	A	A	A	A	A	A	A	A
West of Woodville—P.C.&Y. Railroad....	BC	BC	BC	BC	BC	BC	BC	BC	BC	BC	BC	BC	BC
Burgetts Branch: West of a point 100 car lengths West of bridge No. 3, first bridge West of Burgetts-town Yard....										A	A	A	A
Patterson Mine beyond derail Yard track connection....	C	C	C	C	C	C	C	C	C	C	C	C	C
Hickory Branch: Wye track connection....	A								A	A	A	A	A
West of empty track switch Marie Mine....										A	A		A
East of empty track switch Marie Mine....	A								A	A	A	A	A

Line, Branch or Side Track	CLASS OF ENGINES												
	B	C1	E	G5	D16H8	H6H10	I1	K2K3K4	L1	M1	N1	N2	CC1CC2
Langeloth Branch: Langeloth Jct. and end of Branch....		C							C		C	C	C
Chemical Co. tracks....		A							A		A	A	A
Langeloth Mine, on trestle....	B	B	B	B	B	B	B	B	B	B	B	B	B
New Cumberland Branch: Between Kings Creek and Chester....		AB							AB	AB	AB	AB	AB
On Wye at Weirton Jct....		A								A	A		A
Cove Valley Lumber Co....		AB							AB	AB	AB	AB	AB
New Cumberland, Acme Clay Co. Loading Track from Main Track to Bridge....	B	A	A	A	B	B	B	B	A	A	A	A	A
On Bridge and Empty Track	B	B	B	B	B	B	B	B	B	B	B	B	B
Kenilworth, J. Porter Coal trestle....	B	B	B	B	B	B	B	B	B	B	B	B	B
Chester, on Wye....		A							A	A	A	A	A
Chester, coach storage track, beyond a point 200 feet east of switch to, at east end....	C	C	C	C	C	C	C	C	C	C	C	C	C
Wheeling and River Branches													B
State Line Branch....									B	B	A	B	B
Standard Mine, high grade or empty track East of tippie.	A	A	A	A	A	A	A	A	A	A	A	A	A
Beech Bottom: Tracks serving Wheeling Steel Corp'n. and Ohio River Power Co....		A							A	A	A	A	A
Warwood — All Industrial Tracks leading from Storage Track, East Warwood....									A	A	A	A	A
Warwood—On Scale, Wheeling Mold & Foundry Co....	B	B	B	B	B	B	B	B	B	B	B	B	B
Warwood — Wheeling Mold & Foundry Co....			A	A	A	A	A	A	A	A	A	A	A
Wheeling — On girders over pits, 265 feet from point of switch, Wheeling Electric Co. Power House Siding, 42nd Street....	B	B	B	B	B	B	B	B	B	B	B	B	B
Wheeling—Bloch Bros. Co., all tracks....		A	A	A	A	A	A	A	A	A	A	A	A
Wheeling—Wheeling Electric Co., 42nd and Water Sts., all tracks....		A	A	A	A	A	A	A	A	A	A	A	A
Steubenville: Both tracks of the Eastern Ohio Sand and Supply Co. beyond sand storage bins....	D	D	D	D	D	D	D	D	D	D	D	D	D
Steubenville—On coal pocket, Liberty Paper Board Co., Side Track....	B	B	B	B	B	B	B	B	B	B	B	B	B
Steubenville — Liberty Paper Box Co., Hill Track....		A	A	A	A	A	A	A	A	A	A	A	A
Steubenville — Bridge and Trestles of Wheeling Steel Corp'n., Steubenville Works	B	B	B	B	B	B	B	B	B	B	B	B	B
Steubenville — Open Hearth Stockhouse Trestle on south side of plant, Steubenville Works, Wheeling Steel Corp'n....	B	B	B	B	B	B	B	B	B	B	B	B	B
Steubenville — Weirton Steel Co....		A	A	A	A	A	A	A	A	A	A	A	A
Mingo Jct.—On bridge over Cross Creek on connection from Mingo Jct. Yard to tracks of the Carnegie Steel Co....		B							B	B	B	B	B

Line, Branch or Side Track	CLASS OF ENGINES												
	B	C1	E	G5	D16 H6	H8 H10	I1	K2 K3 K4	L1	M1	N1	N2	CC1 CC2
Mingo Jct. — On bridges of the Carnegie Steel Co., including Ore Trestle.....		B	B	B	B	B	B	B	B	B	B	B	B
Mingo Jct.—West end No. 400 track, Mingo Jct. Yard.....							A			A	A	A	A
Mingo Jct. — Ohio Nut & Washer Co. Side Track.....		A	A	A	A	A	A	A	A	A	A	A	A
Mingo Jct. — Standard Slag Co., All Tracks.....		A	A	A	A	A	A	A	A	A	A	A	A
Mingo Jct.—Henrietta Mine Track.....		A	A	A	A	A	A	A	A	A	A	A	A
Mingo Jct.—Henrietta Mine Side Track, beyond east end of tiple.....	D	D	D	D	D	D	D	D	D	D	D	D	D
Brilliant—James Morgan Side Track, beyond gasoline storage tanks.....	A	A	A	A	A	A	A	A	A	A	A	A	A
Glenns Run Branch.....							B	B	B	B	B	B	B
Martins Ferry—Buckeye Side Track.....		A	A	A	A	A	A	A	A	A	A	A	A
Martins Ferry — Belmont Brewery Side Track.....		A	A	A	A	A	A	A	A	A	A	A	A
Martins Ferry—Furnace Side Track.....		A	A	A	A	A	A	A	A	A	A	A	A
Bellaire—Between west end of Bridge 261 and Mile Post B-2.....	C	C	C	C	C	C	C	C	C	C	C	C	C
Wegee Connection—Between Ambler and Webb.....		A	A				A	A	A	A	A	A	A
Between east end of Bridge 48.13, Wegee and Krebs Run.....		B	B				B			B	B	B	B
Powhatan, Neff Lumber Co. beyond a point 300 feet from Main Track Switch..	C	C	C	C	C	C	C	C	C	C	C	C	C
Terminal Branch — Between WT Block Station and Zane		B					B			B	B	B	B
On Scale, Wheeling Mold & Foundry Co.....	B	B	B	B	B	B	B	B	B	B	B	B	B
Wheeling Mold & Foundry Co., on curve top of hill track.....		A	A	A	A	A	A	A	A	A	A	A	A
18th St. Yards, all tracks except Nos. 1, 2 and 9.....		A	A	A	A	A	A	A	A	A	A	A	A
Whitaker, Glessner, Creek Mill, all tracks.....		A	A	A	A	A	A	A	A	A	A	A	A
Labelle Branch, all industrial tracks.....		A	A	A	A	A	A	A	A	A	A	A	A
Wheeling Box Co.....		A	A	A	A	A	A	A	A	A	A	A	A
Continental Can Co., 48th St., beyond building line, south side of Water St.....		A	A	A	A	A	A	A	A	A	A	A	A
Cadiz Branch, beyond a point 1000 feet from Junction Switch.....		AC	AC				AC	AC	AC	AC	AC	AC	AC
Dresden Branch.....		C	C	C			C	C	C	C	C	C	C
Cooperdale 500 feet North of North Station siding switch	C	C	C	C	C	C	C	C	C	C	C	C	C
Zanesville Branch.....		{AB {CD					{A {BC			{AB {CD	{AB {CD	{AB {CD	{AB {CD
Between Trinway and Spangler.....		{A {BC					{A {BC			{A {BC	{A {BC	{A {BC	{A {BC
Dresden: Paper Mill tracks 1 and 4 beyond Main St. Crossing Gravel Pit all tracks.....		AC	AC	AC			AC	AC	AC	AC	AC	AC	AC

Line, Branch or Side Track	CLASS OF ENGINES												
	B	C1	E	G5	D16 H6	H8 H10	I1	K2 K3 K4	L1	M1	N1	N2	CC1 CC2
Gilbert: Gravel Pit.....		A	A	A			A	A	A	A	A	A	A
Zanesville Terminal Railroad		BC	BC	BC			BC	BC	BC	BC	BC	BC	BC
Zanesville: B. & O. R. R. connection to a point three-fourths mile east on O. R. & W. From a point three-fourths mile east of B. & O. R. R. connection to Deffenbaugh. Church track..... All yard tracks, except passing sidings, Zanesville yard.....		{A {BC			{A {BC	{A {BC	{A {BC	{A {BC	{A {BC	{A {BC	{A {BC	{A {BC	{A {BC
Putnam: Orris Coal Co. tracks..... Zanesville Stone Ware..... Waller Pottery track.....		A	A	A			A	A	A	A	A	A	A
Fair Oaks: Mark Mfg. Co.....		A	A	A			A	A	A	A	A	A	A
Between Spangler and New Lexington.....		C					C	C	C	C	C	C	C
South Zanesville: Standard Tile Co. tracks..... House track..... Scott Fan track.....		AC C	AC C	AC C			AC C	AC C	AC C	AC C	AC C	AC C	AC C
Roseville: Ransbottom Pottery Co. track Ohio State Brick Plant..... Nelson-McCoy Pottery track House track..... Tyer Pottery track.....		A A	A A	A A			A A	A A	A A	A A	A A	A A	A A
Crooksville: All tracks except passing sidings.....		AC	AC	AC			AC	AC	AC	AC	AC	AC	AC
McLuney: All tracks except passing sidings.....		C	C	C			C	C	C	C	C	C	C
Goston: Jones Sand siding.....		A	A	A			A	A	A	A	A	A	A
Wilbren: Lancaster Coal and Sand Co. track..... Ayers Sand Co. track..... Nugent Sand Co. track..... Imperial Sand Co. track.....		A AC	A AC	A AC			A AC	A AC	A AC	A AC	A AC	A AC	A AC
New Lexington: All tracks except passing sidings.....		A	A	A			A	A	A	A	A	A	A
Bremen: All tracks except passing sidings.....		AC	AC	AC			AC	AC	AC	AC	AC	AC	AC
Between Bremen and Circleville..... Krystal Rook Gravel and Sand Co. tracks..... Taylor Stone Co.....		C					C	C	C	C	C	C	C
Lancaster: Carbon Works track..... Car Shop Yard..... C. & O. Transfer..... All Industrial Tracks..... Columbus Oil and Grease Co. tracks.....		A AC	A AC	A AC			A AC	A AC	A AC	A AC	A AC	A AC	A AC
Amada: All tracks except house track.....		A	A	A			A	A	A	A	A	A	A
Stoutsville: Smith Elevator..... Sears and Nichols Canning Co. track.....		A	A	A			A	A	A	A	A	A	A
Circleville: Cooper House track..... Glass House track..... Shell Oil track.....		AC AC	AC AC	AC AC			AC AC	AC AC	AC AC	AC AC	AC AC	AC AC	AC AC
Between Circleville and Morrow.....		BC					BC	BC	BC	BC	BC	BC	BC

Line, Branch or Side Track	CLASS OF ENGINES												
	B	C 1	E	G 5	D 16 H 6	H 8 H 10	I 1	K 2 K 3 K 4	L 1	M 1	N 1	N 2	CC 1 CC 2
Wilmington: Dayton Power and Light Co. on coal trestle.....	C	C	C	C	C	C	C	C	C	C	C	C	C

POINT BRIDGE:—

Elevator trestle, wreck derricks prohibited.

O. C. RY. BRIDGE 2.42:—

I-1, N-2 and M-1 engines with 21,000-gallon tanks, are not permitted to use O. C. Bridge tracks between Island Avenue Junction and Jacks Run.

P. C. & Y. RAILWAY:—

West of Woodville, wrecking derricks, unless two empty cars are placed between derricks and engine or loaded cars, prohibited.

PAINTERS RUN BRANCH:—

Any car, the gross weight of which exceeds 160,000 pounds, prohibited.

RIVER BRANCH:—

60-ton capacity or heavier wrecking derricks cannot be used on Bridge of so-called "Horn track", B. & O. R. R., Bellaire.

ZANESVILLE BRANCH:—

Zanesville Terminal Railroad: Cars, total weight over 210,000 pounds, except over Bridge Z-391, prohibited. Cars, total weight over 152,000 pounds, over Bridge Z-391 prohibited.

Bridge 39.30, west of New Lexington: Trains having cars the gross weight of which is 320,000 pounds, will not exceed a speed of ten (10) miles per hour.

Between Circleville and Morrow. Cars, total weight over 210,000 pounds, prohibited.

—o—

A—Prohibited on account of Curvature.

B—Prohibited on account of Bridges.

C—Prohibited on account of Light Rail.

D—Prohibited on account of Clearance.

S30. _____

S31. EMPLOYES' REGISTER.

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or operator, when register is signed at a block station, who will witness the signatures.

D3101. Registers for this purpose are located as follows:

Scully	Yard Office.
Canonsburg	Passenger Station.
Washington	Engine House.
Burgettstown	Freight Station.
Weirton Jct.	Yard Office.
Weirton	Freight Station.
Chester	Freight Station.
	Engine House.
Mingo Junction	Hump Office .
Benwood	Engine House.
Dennison	Engine House.
Newcomerstown	Yard Office.
Coshocton	Freight Station.
Trinway	Block Station.
Zanesville	Telegraph Office.
Putnam	Engine House.
Lancaster	Freight Station.
Circleville	Freight Station.
Morrow	Telegraph Office.
Newark	B. & O. Yard Office.

S32. PERSONAL INJURIES.

S32A. Emergency calls for Surgeons will have preference over other business, except train orders.

Employes injured on company property, or while on company business, will be treated by the nearest company physician, without cost, throughout their disability. If hospital attention is necessary they should be sent, if practicable, to one of the company hospitals.

Passengers or others injured on company property will receive first attention by the Medical Examiner or company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

**D3201. MEDICAL EXAMINERS AND
COMPANY SURGEONS.**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Pittsburgh, Pa.	Dr. O. C. Gaub (Surgeon) Office, Clark Building Res., Hotel Schenley	Atlantic 4883 Mayflower 6400
	Dr. J. H. Alexander (Surgeon) Office, Clark Building Res., 6633 Woodmont St.	Atlantic 4883 Schenley 0994
	Dr. J. W. Harper (Med. Exam.) Office, Room 228, Penna. Station	PE 5979
	Dr. J. C. Markel (Oculist) Office, Westinghouse Building Res., 6603 Woodwal Ave.	Atlantic 1626 Hazel 0832
	Dr. L. L. Cooper (Oculist) Office, Room 225, Penna. Station	PE 5979
Corliss, Pa.	Dr. W. P. McCorkle (Surgeon) Office and Res., 659 Sherwood Ave.	Federal 1639
Crafton, Pa.	Dr. C. A. Orr (Surgeon) Office and Res., 1939 Crafton Boulevard	Walnut 2266
Carnegie, Pa.	Dr. W. J. Connelly (Surgeon) Office, 111 E. Main St. Res., 830 Washington Ave.	Carnegie 175 Carnegie 175
	Dr. L. E. Ramsey (Asst. Sur.) Office, 111 E. Main St. Res., 28 Carothers Ave.	Carnegie 269 Carnegie 155-J
	Dr. J. W. Harper (Med. Exam.) Office, Old Freight House	SC 358
Bridgeville, Pa.	Dr. S. J. S. Fife (Surgeon) Office and Res., Washington Ave.	Bridgeville 59
Canonsburg, Pa.	Dr. Chas. L. Harsha (Surgeon) Office, 69 E. Pike Street Res., 222 W. Pike Street	76 183
Washington, Pa.	Dr. J. Frank Donehoo (Surgeon) Office, Washington Trust Building Res., 249 E. Beau Street	55 220
Burgettstown, Pa.	Dr. G. L. McKee (Surgeon) Office and Res., No. 141 Center Ave.	311
	Dr. A. O. Hindman (Asst. Sur.) Office, 31 Main Street Res., 50 Main Street	102-M Burgetts 102-J
Weirton, W. Va.	Dr. F. B. Harrington (Surgeon) Office, Weirton Steel Co., Emergency Hospital, Penna. Ave. Res., Cor. Taylor and West Sts., Weirton, W. Va.	Weirton 221 Weirton 251
Chester, W. Va.	Dr. J. L. Pyle (Surgeon) Office and Res., 323 Carolina Ave.	E. Liverpool 1084
Steubenville, Ohio	Dr. Reed Cranmer (Surgeon) Office, National Exchange Bank and Trust Co. Building, N. 4th and Market St. Res., 661 Lawson Ave.	891 2133
	Dr. S. J. Podlewski (Asst. Sur.) Office, 715 Sinclair Building Res., 317 North St.	237 1741
	Dr. J. W. Harper (Med. Ex.) Office, in freight station	352
	Dr. C. T. Shearer (Asst. Med. Exam.) Office, in Freight House Res., 701 North 7th St.	352 685-M

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Steubenville, Ohio	Dr. J. R. Mossgrove (Oculist) Office, 302 Steubenville Bank & Trust Building Res., 817 N. Fourth St.	923 198
Mingo Jet., Ohio	Dr. C. E. Gourley, (Surgeon) Office, 702 Commercial Street Res., 212 Steuben Street	8170
	Dr. J. W. Harper (Med. Ex.) Office, Mingo Jet. Engine House	Steubenville 2600
Martins Ferry, Ohio	Dr. R. H. Wilson (Surgeon) Office, 30 South Fourth St. Res., 64 North Fourth St.	162 464
Bellaire, Ohio	Dr. F. S. Wright (Surgeon) Office and Res., 3600 Guernsey St.	85
Wheeling, W. Va.	Dr. H. P. Linsz (Surgeon) Office and Res., 2224 Chapline St.	585
	Dr. J. W. Harper (Med. Ex.) Office in Freight Station	Wheeling 5237
	Dr. D. B. Ealy (Surgeon) Office, 58 Sixteenth St. Res., Edgewood, Wheeling, W. Va.	Wheeling 4280 Woodsdale 1150
Cadiz, Ohio	Dr. J. S. Campbell (Surgeon) Office and Res., 127 N. Main St.	Bell 473 Har. & Jeff., 15
Dennison, Ohio	Dr. R. A. Wilson (Surgeon) Office, 238½ Grant St. Res., Wilson St.	387 460
	Dr. J. W. Harper (Med. Ex.) Office, Engine House	927-J
Newcomerstown, Ohio	Dr. C. A. Hanson (Surgeon) Office, 138 Main St. Res., Evansburg Road	Bell Phone 11 Bell Phone 88
Coshocton, Ohio	Dr. A. P. Magness (Surgeon) Office, 613 Main St. Res., 567 Cambridge St.	30-W 30-R
Zanesville, Ohio	Dr. O. I. Dusthimer (Surgeon) Office, 601 Market St. Res., 538 Forest Ave.	Bell 617 Bell 201
	Dr. R. L. Culbertson (Oculist) Office, 228 Masonic Temple Res., 212 Moxahala Ave.	Main 3518-J
	Dr. H. E. Heston (Med. Ex.) Office in Passenger Station	No Phone
New Lexington, Ohio	Dr. J. G. McDougal (Surgeon) Office and Res., Main Street	Bell 298
Lancaster, Ohio	Dr. Clifford B. Snider (Surgeon) Office, 117 N. Broad Street Res., 413 E. 6th Avenue	335-W 335-R
	Dr. H. E. Heston (Med. Exam.) Office in Freight Station	No Phone
Newark, Ohio	Dr. Homer J. Davis (Surgeon) Office, 21 West Locust St. Res., 554 Mt. Vernon Road	Auto 3543 Auto 6173
Columbus, Ohio	Dr. Frank Warner (Surgeon) Office, 240 White Cross Hospital Res., 177 Hubbard Avenue	Adams 9171 University 7376
	Dr. C. I. Britt (Surgeon) Office, 289 E. State St. Res., 2179 Fairfax Road	Main 2683 Kinmore 1020 or Univ. 4151
	Dr. F. S. Lott (Surgeon) Office, 246 E. State St. Res., 2334 Brentwood Road	Adams 2450 Evergreen 3932
	Dr. H. E. Heston (Med. Exam.) Office, Foot of 20th St. Bridge, Shop Yard	Main 1121
	Dr. H. V. Postle (Oculist) Office, 83 South 4th St. Res., 395 Stoddard Ave.	Adams 5768 Fairfax 5260

D3202. HOSPITALS.		
LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Pittsburgh, Pa.	Allegheny General 110 East Stockton Ave., N. S.	Fairfax 2010
Washington, Pa.	Washington Leonard Ave.	3300
Steubenville, Ohio	Gill 726 N. Sixth Street	364
	Ohio Valley Ross Park	1880
Martins Ferry, Ohio	Martins Ferry Hospital North Fourth Street	310
Bellaire, Ohio	The City Hospital 47th Street	53
Wheeling, W. Va.	North Wheeling Hospital 109 North Main Street	900
	Ohio Valley General Hospital 20th and Eoff Street	4840
Dennison, Ohio	Twin City North First Street	133
Coshocton, Ohio	Coshocton City East Walnut Street	19
Zanesville, Ohio	Bethesda Hospital Underwood Street	Main 1730
Lancaster, Ohio	Municipal Hospital North Ewing Street	2795
Newark, Ohio	Newark City Indiana and Buena Vista Streets	Auto 4435 or 4018
Columbus, Ohio	St. Clair 338 St. Clair Avenue	Fairfax 3815
	White Cross 700 Park Street	Adams 9171

D3203. First Aid Boxes, location of, and Stretchers in cars:**First Aid Boxes.**

In baggage, combined, cabin cars and in flagman's equipment box on trains not hauling such cars.

At each passenger and freight station.

At yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops and 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.

S33. USE OF TELEPHONES.

S33A. Employes using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication, to avoid delay.

When used for Block Operations, transmitting train orders, or making any arrangement pertaining to the movement of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine number, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D3301. Telephones are located at Block Stations, clearance point of sidings, crossover switches, home interlocking signals and at other points necessary for train operation.

D3302. If the proper train order forms have not been provided in shelter boxes, the necessary copies must be made on other paper.

Trains doing work on sidings or to be met or passed by another train or trains must place a man within hearing distance of the telephone bell in order that instructions may be given if desired.

Engine and train service men and others authorized to use telephones, will see that shelter boxes are properly closed after using them, and any that are found open should be reported to the Superintendent promptly by wire.

D3303. On Zanesville Branch when using block or siding telephone, to call Block Station, east, ring 2 rings and to call Block Station, west, ring 3 rings. Block Operators will ring 1 ring to call distant Block Station.

S34. MISCELLANEOUS.

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form C. T. 310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form C. T. 310-A to the billing. When such shipments are set off for repairs that may affect the requirements of A. R. A. Loading Rules, they must not be removed except upon authority of the Train Master, and not until after proper inspection, and billing has been endorsed by Agent or Yardmaster "Reinspected at..... and loaded as per A. R. A. Loading Rules."

Conductor, when setting off such shipments for repairs, must notify the proper officer that it is pivoted machinery.

D3401. Rule 701 modified.

When a freight train is stopped for coal or water at a point outside of interlocking limits, the engine need not be detached from the train, if in the judgment of the engineman it is unnecessary.

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.

D3402. _____

D3403. Rule 737 amplified:

Electrically illuminated signs may be displayed on rear of passenger trains.

Search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

D3404. Rule 832 amplified as follows:

To the signal equipment required by crossing watchmen or gatemen, add:

"Fuses"

"Whistle"

The first sentence of the fourth paragraph of this Rule amplified as follows:

When a train, engine or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway near the track, and will display a stop signal by day, holding it in an upright position so that the flat side will plainly appear to any person approaching on the highway.

D3405. Crews placing cars on tracks protected by concrete bumper will leave a space between car and bumper in order to avoid damage to equipment.

D3406. Enginemen, Conductors and Track Car Drivers required to copy train orders at unattended block stations or other outlying points will preserve such copies, endorse on the face of them their name and occupation, and turn them in with their time cards at the end of the trip or day. The Yard Master, Engine Dispatcher or other person receiving these orders will forward them daily to Division Operator, Panhandle Division, Pennsylvania Station, Pittsburgh, Pa.

Conductors and Enginemen of other Divisions will endorse their copies of Train orders as above and send them to Division Operator Panhandle Division, Pennsylvania Station, Pittsburgh, Pa.

D3407. When passenger enginemen find it necessary to ask for assistance or to exchange engines, they will notify the Superintendent by wire from the first telegraph office after it is known that assistance or change of engines is required, and in notifying the Superintendent will use the red and white envelope (G-302-A) and a mimeograph form that is supplied with the envelope. Each passenger engineman will carry a supply of these envelopes and forms, which can be secured by making application to the Engine Dispatcher.

D3408. The storm windows on sides of locomotive cab must be folded back against sides of cab while passing through tunnels, except No. 1 tunnel, Pittsburgh, and No. 2 tunnel, Corliss, and tunnels on Terminal and Zanesville Branches.

Cab ventilators on top of locomotive cabs must be closed while passing through tunnel at McLuney, Zanesville Branch.

D3409. 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.

D3410. When engines are passing over trestles or open-floor bridges, except bridge 1.75 (Ohio River), Terminal Branch, poker or scraper must not be used, grates shaken or coal put on fire.

D3411. Substitute the following for the present Rule 5-a of the Brake and Train Air Signal Instructions No. 99-B-1:

(5-a Freight Cars in a Passenger Train.) Must be equipped with a safety valve applied to the brake cylinder, or the brake cylinder pipe, except in emergency cases cars may be operated without this safety valve and the engineman in charge of the train notified to operate his train brakes under normal operating conditions in such a manner so as to avoid a brake cylinder pressure in excess of 60 pounds at speeds less than 25 miles per hour. The safety valve when applied must be removed when the car returns to freight service.

D3412. _____

D3413. _____

D3414. MP54 coaches or MPB54 combined cars occupied by passengers should not be placed between R50B cars and the locomotive or between R50B cars and P70 type cars.

D3415. Class R50B refrigerator cars must not be moved in freight service except in emergency and then only in trains of 30 cars or less, and should be placed next to the engine.

D3416. All rolling stock equipped with roller bearing trucks must have hand brakes applied when left standing alone.

D3417. The following instructions will govern in the operation of power brakes on freight trains, supplementing Instructions to the Air Brake and Train Air Signal Instructions No. 99-B-1:

1. All cars equipped with air brakes, which are associated together in a train, must have their brakes in working order so that they can be operated from the locomotive.

2. Any cars on which the air brake becomes defective in transit, although in proper condition when the train was dispatched, may be handled to the nearest terminal repair point.

3. Such cars, with defective brakes, must preferably have the air brake repaired in the train at the next terminal repair point or the car must be shopped for such repairs. If, for any reason, the car with the defective brake is continued past the repair point it, must be placed in the train to the rear of the cars having their brakes in working order and operative from the cab of the locomotive.

4. It must be distinctly understood that no train shall be operated with less than the required 85% of the air brakes operative.

5. If the air brake on any car becomes defective in transit, the conductor before cutting the air brake out must locate as nearly as possible the defect and apply to the car the standard cut out card, form M.P. 276.

The following will be considered terminal repair points on this Division:

Scully	Mingo Jct.
Weirton Jct.	Benwood
Dennison	Lancaster

D3418. Employes must stand at least sixty feet away from main track switch stands when trains are approaching or passing.

D3419. Trainmen must not pass over container cars while cars are in motion.

D3420. Except at stations where overhead bridges or subways are located, passenger trains must not leave stations where they are scheduled to stop, while other trains are passing on other tracks between the loading train and the station, unless the conductor personally knows that all of his passengers have been loaded.

Passenger, mail and express trains must not leave a passenger station until baggage, mail and express trucks are clear of all main tracks. Any failure of station attendants to remove trucks promptly must be reported.

D3421. In order that agents may have a proper record for car demurrage purposes, Conductors placing cars for loading or unloading, must furnish the agent with a report giving the initial, number, kind of car, loaded or empty, siding on which placed, seals (if loaded), hour placed or taken out, and signed by the Conductor. It will not be necessary to make this report for empty cars placed for loading with coal at mines or mine sidings or for loading with coke at coke ovens.

Form C. T. 143 will be used for making these reports, but conductors not having these blanks are not relieved of furnishing the agent with this information. Card way bills will not be used to furnish this information.

D3422. Loud whistling within the city limits of Wellsburg, W. Va., must be reduced to a minimum. When recalling flagmen in this territory, whistle should be sounded only loud enough to insure its being heard by them.

D3423. Enginemen on freight trains in pulling away from water stations, coaling stations, sidings, etc., will move at a slow rate of speed for a distance equivalent to the length of their train so as to enable the trainmen to make inspection of cars while pulling by them in an effort to detect loose or broken brake beams, hot journals, etc.

D3424. Rule 702, Ninth Paragraph revised:

Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to enginehouse foreman. Conductors to send hose from passenger equipment cars to foreman car inspectors at terminals; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight Conductors must carry as part of their equipment a supply of form M. P. 401—Conductors Report of Repairs Made and material applied to Foreign and Individual Freight cars by Train and Engine Crews—and use these forms as directed thereon.

D3425. Water troughs in cars containing live hog shipments are to be filled with water and when the temperature is 70 degrees or over during the day, hogs are to be lightly drenched.

As the season advances and the weather becomes very warm hogs must be drenched in transit at every available point between sunrise and sunset and two or three times during the night when the weather is extremely warm.

Hog drenchers are located as follows:—

Conesville—Eastward siding.

Acre—Eastward siding.

Burgetts—Eastward siding.

Conductors must make notation on billing showing points and time at which hogs were drenched.

D3426. When a passenger train is late enough that it may miss connections, Conductor will promptly notify Superintendent whether he has passengers for the connection. In cases where trains that do not run through to points east of Pittsburgh or west of Columbus are late and have connections for such points, the destination of passengers will be given by Conductor from Dennison.

S85. INSPECTION OF PASSING TRAINS.

D3501. Rule 703, amplified:

The following instructions must be observed as far as practicable and other duties will permit. Employes will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot journals, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

Hot Journal	By day— Nose held with one hand, with other hand pointed toward track.
	By night—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
Brakes Sticking	By day— Hands shoved in sliding motion out from body.
	By night—Lamp raised and held stationary.
Broken Wheels, Defective Truck, Dragging Brake Connection, Lading Shifted Over Side or End of Car, Swinging Car Door or any other Dangerous Conditions.	Stop signal.

GENERAL ORDERS.

GENERAL ORDER No. 1901, ZONE A
GENERAL ORDER No. 1901, ZONE B
GENERAL ORDER No. 1901, ZONE C
GENERAL ORDER No. 1901, ZONE D
GENERAL ORDER No. 1901, ZONE E
GENERAL ORDER No. 1901, ZONE F

Effective 2.00 A. M., Sunday April 29, 1934.

Time Table No. 19 takes effect 2.00 A. M., Sunday, April 29, 1934, and contains the necessary instructions issued in general orders up to and including

No. 1809, ZONE A	No. 1806, ZONE D
No. 1818, ZONE B	No. 1807, ZONE E
No. 1807, ZONE C	No. 1803, ZONE F

all of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 19 to see that his copy is complete with all schedule pages properly lined up and note the changes.

Employes must turn in old Time Table to bulletin board attendants after Time Table No. 19 takes effect.

This General Order is printed in Time Table No. 19 and will not be issued in sticker form.

(a) Trains must not exceed a speed of twenty (20) miles per hour on No. 2 westward track between Corliss and east end No. 2 Tunnel.

(b) No. 741 will use No. 3 eastward freight track from Carnegie Block Station to Carnegie passenger station and has right over all trains on that track until 4.45 P. M.

(c) Unless otherwise directed No. 830 will use Burgetts eastward siding, Burgetts to Bulger, for No. 6 to pass.

(d) Unless otherwise directed No. 400 will use No. 1 eastward freight track Weirton Jct. to State Line for No. 102 to pass.

(e) No. 267 will reduce speed to not exceeding five (5) miles per hour at Weirton Jct. station to receive U. S. Mail and will stop at Weirton Jct. upon notification of clerk in charge to train conductor to exchange U. S. Mail.

(f) No. 66 will stop at Dennison to let off dining car crew.

ELLIOTT—SMITHFIELD ST.

(g) Trains on No. 3 eastward and No. 4 westward passenger tracks must not exceed a speed of thirty (30) miles per hour between Elliott and Smithfield St.

(h) Semaphore type signals, the locations of which are not changed, will be replaced with position light signals as the work progresses, until further notice.

SCULLY BRANCH:

(i) Trains on Scully No. 2 westward freight track will run carefully between Scully and a point one-half mile west of Lewis Run looking out for falling dirt and rocks.

CHARTIERS BRANCH:

(j) Trains on No. 1 eastward and No. 2 westward tracks must not exceed a speed of twenty (20) miles per hour between Glenn and Leasdale crossing one-half mile west of Glenn, also at both ends of Bells Tunnel one mile west of Hills account of falling dirt and rocks.

(k) Trains must not exceed a speed of twenty (20) miles per hour on No. 1 eastward track over Central Ave. Crossing, 575 feet East of Canonsburg station.

(l) No. 503 will stop to pick up and No. 562 will stop to let off passengers daily except Saturday and Sunday at Alexander's Crossing just west of Bridge 20 west of Canonsburg.

NEW CUMBERLAND BRANCH:

(m) Trains must not exceed a speed of ten (10) miles per hour between Mile Post 4 and east end of No. 29 track, located 2,200 feet west of Mile Post 3.

(n) Account slide above highways, trains will reduce speed and run prepared to stop short of obstruction between Mile Post 15, west of Congo, and a point one-half mile east of Mile Post 17.

(o) Sidings at East Toronto and Tenbury blocked with cars.

WHEELING BRANCH:

(p) Account rock slide above highway, trains must not exceed a speed of fifteen (15) miles per hour between a point 500 feet East and a point 500 feet West of East Steubenville.

(q) Siding East Steubenville blocked with stored cars.

RIVER AND TERMINAL BRANCHES:

(r) Trains must not exceed a speed of five (5) miles per hour between main track switch leading to 18th St. Yard, Wheeling and a point 205 feet east thereof.

(s) Kings eastward and westward sidings blocked with stored cars.

(t) Yorkville westward siding blocked with cars.

(u) Trains will run carefully between Bridge 54.02 at Pipe Creek and a point 1500 feet west thereof looking out for falling dirt and rocks.

ZANESVILLE BRANCH:

(v) Trains must not exceed a speed of ten (10) miles per hour over Bridge 22.61 just East of Fultonham Spur.

C. E. ADAMS, Superintendent.





Safety is of the
first importance
in...the
discharge
of duty