

THE BALTIMORE & OHIO RAILROAD COMPANY

EASTERN LINES

"SAFETY ABOVE EVERYTHING"



PITTSBURGH DIVISION

TIME-TABLE No. 41

EFFECTIVE 12.01 A. M., EASTERN STANDARD TIME

SUNDAY, SEPTEMBER 25, 1938

J. D. BELTZ,
Superintendent

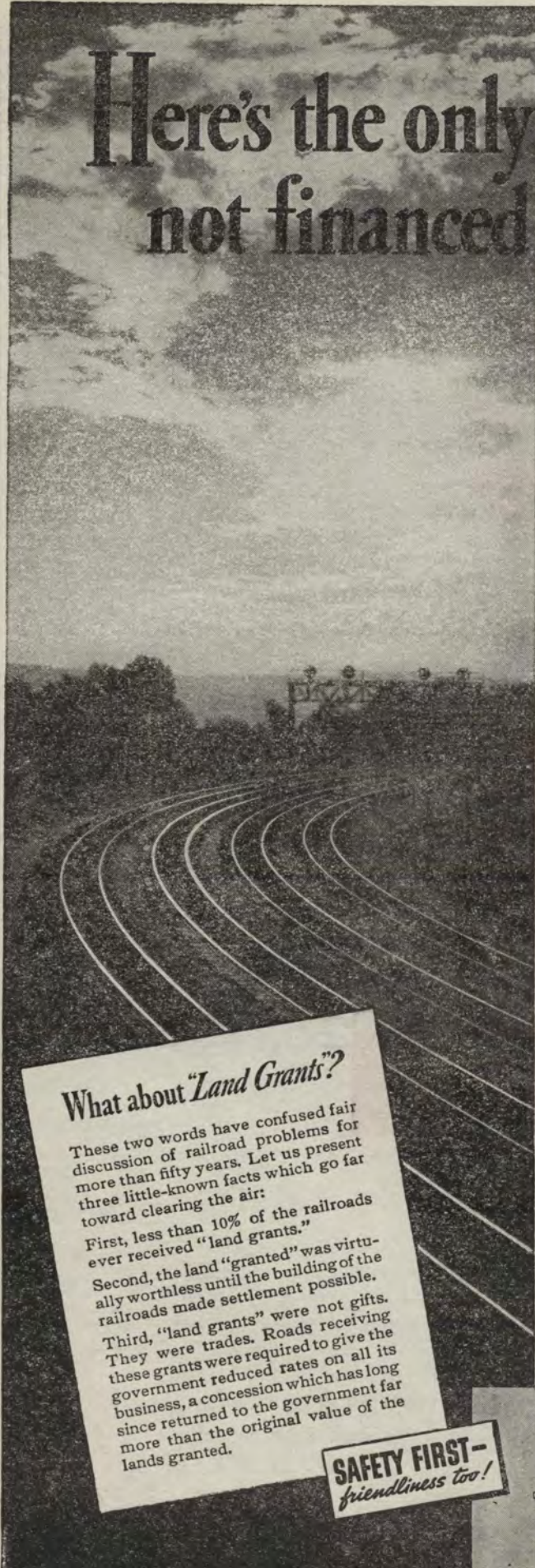
J. M. SCOTT,
General Superintendent

J. D. CLARKE,
Sup't Freight Transportation

J. A. LATCHFORD,
Sup't Passenger Transportation

D. F. STEVENS,
Gen'l Sup't Transportation

C. W. VAN HORN,
General Manager



Here's the only *way* in America not financed by tax money

THE people of the United States use four "ways" of transportation—waterway, airway, roadway and railway.

Of these four, the railroads alone now build and maintain their own "ways" without the aid of the money we all pay in taxes. More than that, they *pay taxes* on their "ways" which help to support schools and other functions of government.

These facts have an important bearing on any discussion of the "railroad problem" for two reasons:

First, people who talk of "putting the railroads through the wringer" overlook the fact that approximately 55% of railroad investment is in their "ways."

Second, railroads must compete with carriers which use ways largely provided for them by taxation.

Take the inland waterways, for example. The construction cost of digging canals or deepening rivers—all paid by the *taxpayers*—is far more than the cost of building railroad tracks. For instance, it is \$142,000 per mile on the Ohio River and \$235,000 per mile on the upper Mississippi. And even the annual maintenance per mile, *also paid wholly by the taxpayers*, is much higher than the annual maintenance costs of the railroads, paid wholly by the railroads.

Aviation benefits by a nationwide system of beacons, emergency landing fields, radio beams, weather reports and the like furnished by the U. S. Government, and airports built by U. S. Government funds or municipalities.

Roads, *not* including city streets, have cost more than \$25,000,000,000—almost twice the investment in railroad tracks and yards.

Looking at these figures, you can see that it costs money to furnish any kind of transportation "way"—and the marvel is that railroads, paying the whole bill themselves, are able to transport commodities of all sorts over all the country at rates averaging well below those of any of our other ways of transportation.

This is no time for snap judgment on the railroads' problems. What's needed is a sensible program.

The railroads have such a program today. It is based on the principle that *the most important transportation system in America should be given a chance to run as a business under fair and equal conditions of competition.*

This program is simply stated in a little pamphlet of vital interest to you. Please write for your copy.

STRAIGHT
THINKING
About the Railroads

What about "Land Grants"?

These two words have confused fair discussion of railroad problems for more than fifty years. Let us present three little-known facts which go far toward clearing the air:

First, less than 10% of the railroads ever received "land grants."

Second, the land "granted" was virtually worthless until the building of the railroads made settlement possible.

Third, "land grants" were not gifts. They were trades. Roads receiving these grants were required to give the government reduced rates on all its business, a concession which has long since returned to the government far more than the original value of the lands granted.

SAFETY FIRST—
friendliness too!

ASSOCIATION OF
AMERICAN RAILROADS

WASHINGTON, D. C.

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS.

Allison Park, Pa. Dr. J. J. CARMAN
 Berlin, Pa. Dr. IRVIN C. MILLER.
 Boswell, Pa. Dr.
 Braddock, Pa. { Dr. I. C. HARRIS, 1015 Braddock Ave.
 Dr. JOS. B. SMITH, 855 Braddock Ave.
 Broad Ford, Pa. Dr. EDGAR A. McCOMBS.
 Butler, Pa. { Dr. W. L. DeWOLF.
 Dr. R. B. GREER.
 Dr. E. T. SIMPSON.
 Claysville, Pa. Dr. JONATHAN R. DAY.
 Confluence, Pa. { Dr. CARL W. FRANTZ.
 Dr. H. P. MEYERS.
 Dr.
 Dr. FRANCIS J. KING.
 Dr. S. SCOTT, Oculist.
 Connellsville, Pa. Dr. DOMER S. NEWILL.
 Dr. W. J. BAILEY, Oculist.
 Dr. THOMAS G. McCLELLAN, Oculist.
 Connellsville, West Side, Pa. } Dr. R. S. McKEE
 Dr. EARL E. BROADRUP.
 Dr. CLAY E. DURRETT.
 Dr. R. M. MOLER.
 Cumberland, Md. Dr. WILLIAM A. GRACIE.
 Dr. THOMAS W. KOON.
 Dr. CHARLES C. ZIMMERMAN.
 Dr. H. T. ROBINSON, Oculist.
 Dr. F. P. O'NEIL, Oculist.
 Dawson, Pa. Dr. H. J. BELL.
 Dunbar, Pa. Dr. DON C. FOSSELMAN.
 Ellwood City, Pa. Dr. H. E. HELLING.
 Elm Grove, W. Va. Dr. T. K. SHIELDS.
 Evans City, Pa. Dr. N. A. DOMBART.
 Everson, Pa. Dr. JAMES P. STRICKLER.
 Dr. J. B. CLINTON.
 Dr. CHARLES O. HENRY.
 Dr. J. E. OFFNER.
 Fairmont, W. Va. Dr. CHARLES W. WADDELL.
 Dr. WILLIAM A. WELTON.
 Dr.
 Dr. H. R. JOHNSON, Oculist.
 Finleyville, Pa. Dr. R. C. STEWART.
 Friendsville, Md. Dr. A. J. MASON.
 Glenshaw, Pa. Dr. L. C. FAUSOLD.
 Glenwood, Pa. { Dr. MORTON McCahill, 5204 Second Ave.
 Dr. FRANK C. ROTE, 5303 Second Ave.
 Hazelwood, Pa. Dr. C. L. CURLL, 99 Hazelwood Ave.
 Hooversville, Pa. Dr. J. M. JAMES.
 Hyndman, Pa. { Dr. A. M. MILLER.
 Dr. JOHN A. TOPPER.
 Dr. ROBERT C. DAVIS.
 Johnstown, Pa. Dr. IRA E. SLOAN.
 Melcroft, Pa. Dr. C. T. URCHURCH.
 Meyersdale, Pa. { Dr. C. C. GLASS.
 Dr. BRUCE LIGHTY.
 Dr. E. F. HEISKELL.
 Dr. C. H. MAXWELL.
 Morgantown, W. Va. Dr. G. R. MAXWELL.
 Dr. D. BRENNAN.
 Dr. F. T. SCANLON, Oculist.
 McKeesport, Pa. Dr. T. S. ARMSTRONG, 1400 Evans Ave.
 Dr. W. M. WOODWARD, 607 Fifth Ave.
 Mars, Pa. Dr. L. H. STEPP.
 Mahoningtown, Pa. Dr. CHARLES W. DAVIS.
 Dr. FRANKLIN W. GUY.
 Mt. Pleasant, Pa. Dr. W. A. MARSH.
 New Castle, Pa. Dr. JOHN FOSTER.
 Dr. D. C. LINDLEY, Oculist.
 Dr. A. R. CRATTY, 813 Wylie Ave.
 Dr. A. L. LEWIN, 3703 Penn Ave.
 Dr. E. S. MONTGOMERY, Room 725, Jenkins Building.
 Pittsburgh, Pa. Dr. C. J. STYBR, 865 Lockhart St., N. S.
 Dr. THOMAS L. WILSON, 940 Western Ave. N. S.
 Dr. HAROLD L. MITCHELL, Neurologist, 121 University Place.
 Dr. JAMES CLYDE MARKEL, Oculist, Room 1003 Westinghouse Building.

COMPANY'S SURGEONS—Concluded.

Point Marion, Pa. Dr. A. D. HUNGER.
 Rockwood, Pa. Dr. GEORGE F. SPEICHER.
 Smithfield, Pa. Dr. J. L. McCRAKEN.
 Smithton, Pa. Dr. McCLAIN POST.
 Somerset, Pa. { Dr. JACOB T. BOWMAN.
 Dr. CHARLES J. HEMMINGER.
 Dr. J. R. HEMMINGER, Oculist.
 Uniontown, Pa. { Dr. A. E. CROW.
 Dr. W. A. McHUGH.
 Valencia, Pa. Dr. L. L. STEPP.
 Washington, Pa. { Dr. J. H. SHANNON.
 Dr. A. E. THOMPSON.
 Dr. JOHN B. McMURRAY, Oculist.
 West Newton, Pa. Dr. J. Q. ROBINSON.
 Dr. WILLIAM A. CRACRAFT, Rooms 310, 311, 312, 313, Riley Law Building.
 Dr. R. J. REED, Jr., 100 Twelfth St.
 Dr. R. J. REED, 100 Twelfth St.
 Dr. MAYES B. WILLIAMS, Rooms 310, 311, 312, 313, Riley Law Building.
 Dr. IVAN FAWCETT, Oculist, 75 Twelfth St.
 Dr. THOMAS R. HOGE, Oculist, 610-11-12-13, Riley Law Building.
 Wheeling, W. Va. Dr. S. E. RALSTON.
 Dr. A. E. WHITTAKER.

HOSPITALS.

Butler, Pa.— Butler County General Hospital.
 Confluence, Pa.— Frantz Hospital.
 Connellsville, Pa.— Connellsville State Hospital.
 Cumberland, Md.— { Alleghany Hospital.
 Memorial Hospital.
 Fairmont, W. Va.— { Cook's Hospital.
 State Miners' Hospital.
 Johnstown, Pa.— Conemaugh Valley Hospital.
 McKeesport, Pa.— McKeesport Hospital.
 Morgantown, W. Va.— City Hospital and Training School.
 Mt. Pleasant, Pa.— Mt. Pleasant Memorial Hospital.
 New Castle, Pa.— New Castle Hospital—Jameson Memorial Hospital.
 Pittsburgh, Pa.— Mercy Hospital.
 Somerset, Pa.— Somerset Community Hospital.
 Uniontown, Pa.— Uniontown Hospital.
 Washington, Pa.— Washington Hospital.
 Wheeling, W. Va.— Wheeling Hospital—Ohio Valley General Hospital.

FIRST AID EMERGENCY CASES.

First Aid emergency cases, with a booklet of instructions enclosed, will be carried on trains and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggagemen of passenger trains, or conductors if no baggagemen, enginemmen of helpers, agents at stations and master mechanic at shops, who are responsible for the compliance with the general notice in reference thereto.

EXAMINING POINTS.

Examiners' Office Days and Hours.

BENWOOD JCT.—Mondays and Fridays, 9 A. M. to 12 Noon.
 BUTLER—By appointment.
 CONNELLSVILLE—Mondays and Thursdays, from 9 A. M. to 12 Noon.
 CUMBERLAND—Mondays, Wednesdays and Fridays, from 9 A. M. to 12 Noon.
 FAIRMONT—Tuesdays, from 9.00 A. M. to 1.00 P. M.
 GLENWOOD—Mondays and Thursdays, 9 A. M. to 12 Noon. Emergency Room, Mondays, Wednesdays and Fridays, 9 A. M. to 5 P. M.
 NEW CASTLE JCT.—Tuesdays and Fridays, 9 A. M. to 12 Noon.
 WHEELING—Wednesdays 9 A. M. to 12 Noon.

RELIEF DEPARTMENT—Concluded.

MEDICAL EXAMINERS' TERRITORIES.

(Reports of disabilities or death should be forwarded to the respective Medical Examiners.)

Callery to Mt. Jewett.....	} Dr. Frank Dorsey, New Castle Jct.
Callery, inclusive, to Newton Falls, and Warren, both exclusive.....	
Cumberland to Hyndman, inclusive....	
Fairmont, exclusive, to Morgantown, inclusive.....	} Dr. B. H. Guistwhite, Cumberland, Md.
Hyndman to Versailles, both exclusive.)	
Rockwood to Johnstown, Connellsville to Morgantown, exclusive.....	} Dr. I. A. Stine, Grafton, W. Va.
Broad Ford to Mt. Pleasant.....	
Washington, Pa., to Wheeling.....	} Dr. H. H. McIntire, Connellsville, Pa.
Versailles, inclusive, to Callery, exclu- sive.....	
	} Dr. W. P. Tinsley, Wheeling, W. Va.
	} Dr. J. E. Hurley, Glenwood, Pa.

RULES GOVERNING SERVICES OF COMPANY'S SURGEONS.

1. Telegraphic calls for surgeons will have precedence over all other business, except train orders.
2. In cases of injuries to passengers or employes requiring surgical aid, the Surgeon of the Company who can reach the point the quickest must be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.

Upon the arrival of the Company's Surgeon he shall assume charge of the situation, making proper arrangement with the surgeon already in attendance for continuance or discontinuance of services.

3. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the injured. Company's Surgeons should be immediately notified, giving number of persons injured and what will probably be required for their relief.
4. The Company will not be responsible for the employment of other surgeons than those above named, and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's Surgeon, or subsequently arranged for by him, must be assumed for the Company.
5. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man, or men, with the injured persons, when necessary; any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement and receive voucher.
6. No important surgical operation should be performed previous to the arrival of the Company's Surgeon, except such as may be required for the immediate safety of the patient.
7. While the Company's Surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits whenever required.
8. Employes will be expected, whenever able, to visit the Company's Surgeon's office for treatment.
9. When an injured employe selects a surgeon other than the one appointed, the Company will be relieved of any obligation to pay for his service, and such surgeon will look to the employe for his compensation.

E. V. MILHOLLAND, M. D.,
Medical and Surgical Director.

SPECIAL INSTRUCTIONS.

1. SUPERIORITY OF TRAINS.

On single track Eastward trains are superior to Westward trains of same class.

EXCEPTION TO NO. 1.

59 is superior to 60 between Confluence, Pa., and Kendall, Md.

2. LOCATION OF STANDARD CLOCKS.

Allegheny.....	Round House.
Allegheny.....	Yard office.
Butler.....	Telegraph office.
Confluence.....	Telegraph office.
Connellsville.....	Caller's office, Depot, Switches.
Cumberland.....	Telegraph office, Caller's office.
Eidenau.....	Telegraph office.
Ellwood City.....	Agent's office.
GA Tower.....	Telegraph office.
Glenwood.....	Caller's office, yard office.
Glenwood Junction.....	Telegraph office.
Greene Junction.....	Telegraph office.
Hyndman.....	Telegraph office.
Johnstown.....	Telegraph office.
Laughlin Junction.....	Telegraph office.
McKeesport.....	Telegraph office.
Morgantown.....	Telegraph office.
New Castle Junction.....	Caller's office, yard office.
Oliver.....	Telegraph office—E. D. T.
Pittsburgh.....	Dispatcher's office.
Pittsburgh.....	Telegraph office.
Pittsburgh.....	P. & L. E. Station Master's office.
Rockwood.....	Telegraph office.
Sand Patch.....	Telegraph office.
Smithfield.....	Telegraph office and General Fore- man's office.
Somerset.....	Telegraph office.
Uniontown.....	Ticket office.
Washington, Pa.....	Ticket office.
WD Tower.....	Telegraph office.
Willow Grove.....	Yard Office.

LOCATION OF WATCH INSPECTORS.

Berlin, Pa.....	E. R. Levy
Butler, Pa.....	R. L. Kirkpatrick
Confluence, Pa.....	Geo. F. Frazee
Connellsville, Pa.....	A. B. Norton
Cumberland, Md.....	S. T. Little Co.
Ellwood City, Pa.....	J. W. Kimpel
Fairmont, W. Va.....	Robinson Jewelry Co.
Hyndman, Pa.....	A. G. Crabbe
Johnstown, Pa.....	Rothstein's
Mahoningtown, Pa.....	T. C. Rainey
McKeesport, Pa.....	Alexander Rankin
Meyersdale, Pa.....	H. N. Cook
Millvale, Pa.....	Jos. S. Wellinger
Morgantown, W. Va.....	M. S. Slavin
Mt. Pleasant, Pa.....	C. H. Jacquette
Pittsburgh, Pa.....	Pugh Bros.
Rockwood, Pa.....	E. A. Malsberry
Somerset, Pa.....	H. E. Stahl
Uniontown, Pa.....	W. Miller
Washington, Pa.....	H. U. Seaman & Co.
West Newton, Pa.....	L. C. Brehm
Wheeling, W. Va.....	Penn Jewelry Co.

3. REGISTER AND BULLETIN BOARD STATIONS.

Register Stations.

Butler.....	Station.
Confluence.....	Telegraph office (C. & O. Sub-Division trains).
Connellsville.....	Station, first class trains originating.
Cumberland.....	Station, first class trains.
Eidenau.....	Telegraph office (Butler Sub-Division trains.)
Johnstown.....	Telegraph office.
Pittsburgh.....	Telegraph office
Pittsburgh.....	P. & L. E. Station Master's office, first class trains.

SPECIAL INSTRUCTIONS—Continued.

3. REGISTER AND BULLETIN BOARD STATIONS—Con.

Register Stations—Concluded.

New Castle Junction..... Telegraph office.
 Rockwood..... Telegraph office (S. & C. Sub-Division first, second and third class trains).
 Somerset..... Telegraph office.
 Smithfield..... Telegraph office.
 WD Tower..... Telegraph office.

Bulletin Boards.

Benwood Junction..... Yard office.
 Butler..... Station.
 Connellsville..... Caller's office, telegraph office.
 Cumberland..... Yard, caller's office, and WC office.
 Demmler..... Yard office.
 Eidenau..... Telegraph office.
 Ellwood City..... Agent's office.
 Fairmont..... Caller's office.
 Glenwood..... Caller's office, yard office.
 Hyndman..... Caller's office.
 New Castle Junction... Yard office, caller's office.
 Pittsburgh..... Telegraph office, Pittsburgh yard office, 40th Street office, Willow Grove yard office, Allegheny yard office and P. & L. E. Stationmaster's office.
 Somerset..... Yard office.
 Uniontown..... Yard office.
 Versailles..... Hostler's room.
 Washington, Pa..... Trainmen's room
 Wheeling, W. Va..... WR Tower.

Conductors of passenger trains will use Form C at register stations where trains do not stop.

Trains entering double track may register with Form C.

Second and third class trains may register with Form C at Rockwood.

Through passenger trains will not be required to register, compare time or sign for General Orders at New Castle Junction.

Trains to and from Butler Sub-Division may register with Form C at Eidenau.

4. FORM A.

Train dispatched east from Connellsville yard will, before starting, obtain Form A from Operator at Greene Junction, by telephone in yard office.

Eastward trains for River Sub-Division, and Westward Trains for W. & P. Sub-Division, out of Glenwood yard will receive Form A from Operator at Glenwood Junction by telephone.

Westward trains from Glenwood yard will receive Form A from Operator at Laughlin Junction by telephone.

Westward trains using No. 3 track, Connellsville to Broad Ford will receive Form A at Broad Ford.

Westward trains from Allegheny will receive Form A from Train Dispatcher by telephone.

Passenger crews starting from P. & L. E. Station, Pittsburgh, will call telegraph office, B. & O. Station by telephone to obtain Form A for B. & O. operation.

5. SPEED RESTRICTIONS.

The following definitions must be observed:

Normal Speed..... The maximum speed permitted by timetable for main track movements.

Medium Speed..... One-half the normal speed, not to exceed thirty (30) miles per hour.

Slow Speed..... One-quarter the normal speed, not to exceed fifteen (15) miles per hour.

Restricted Speed..... Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

These definitions do not supersede nor modify the following speed restrictions:

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains hauled by freight engines, second class, light engines, with or without cabooses.	Extra, slow freight, local, pickup, and work trains.
Between Connellsville and Cumberland, except as noted below:			
Between Connellsville and Hyndman...	50	40	30
Between Hyndman and Cumberland...	55	40	30
Tracks Nos. 1 and 2 between crossover, east of station and signal bridge, west of station, Connellsville.....	20	20	20
No. 4 track, Greene Junction to East end Casparis.....	30	25	20
Around curve, Indian Creek.....	45	40	30
Around curve, Rock Cut.....	30	30	30
Around curve, west of Bailey Point.....	30	30	30
Around curve, Bailey Point.....	30	30	30
Over sink, west of Bailey Point Clay siding	30	20	20
Around Jim Run curve, one mile west of Ohio Pyle.....	40	35	30
Around curve, Ohio Pyle Station.....	30	30	30
Around curve, Salt Spring, one mile east of HK Tower.....	40	35	30
Around Draketown curve, ½ mile west of Huston.....	40	35	30
Huston Curve.....	40	35	30
Through crossover from No. 2 to No. 1 track, Confluence.....	30	20	20
Low Grade Line, between Confluence and Brook.....	40	30	25
Through Benford Tunnel.....	25	25	25
Over sink, east of Bridge east of Benford Tunnel	25	15	10
First curve, west of Ursina Station.....	40	35	30
Around curve, west end of Brook Tunnel...	40	35	30
Around curve, east end of Brook Tunnel...	35	35	30
Over ash sink, just west of Shoo Fly Tunnel	30	15	15
Around curve, Shoo Fly Tunnel.....	30	30	30
Pinkerton tunnel.....	30	30	30
Pinkerton tunnel, Mallet engines.....	15	15	15
Rockwood Borough.....	8	8	8
Around curve, Atlantic Mine.....	40	35	30
Around Franks curve, ½ mile east of Atlantic	40	35	30
Around first curve, east of Yoder.....	40	35	30
First and second curve, west of Salisbury Jet	40	35	30
Meyersdale Borough.....	10	10	10
Between Sand Patch and Hyndman.....	40	Schedule	30
Through Manila interlocking plant.....	30	30	30
Around curves, ½ mile west of Mance to ¾ mile east of Mance.....	35	25	20
Around Roddy's curve, ¼ mile west of Glencoe	35	25	20
Around curves, FO Tower to Fairhope...	30	25	20
Around Bracken's curve, one mile west of Hoblitzell.....	30	25	20
Around curve, Hoblitzell.....	30	25	20
Hyndman Borough.....	10	10	10
Around curve, west of Bridge No. 1, west of Mt. Savage Jct.....	40	30	25
Around curve, Mt. Savage Jct.....	50	40	30
Around curve, overhead bridge, Eckhart Jct.	40	35	30
Around second curve, east of Eckhart Jct.	35	25	20
Viaduct Jct. to Queen City Passenger Station	10	10	10
No. 3 track between FO Tower and Manila	25	20	15
No. 4 track, Mt. Savage Jct. to Viaduct Jct	25	20	15
Connellsville yard.....	10	10	10
Between Rockwood and Johnstown.....	40	30	25
Johnstown Borough.....	5	5	5
Through Hogback Tunnel.....	20	10	10
Third curve, west of Bridge 250.....	25	20	20
Curve, Border.....	25	20	20
Curves, east and west of Bridge No. 250 just west of Foustwell.....	20	20	20
Curve, west of Blough Station.....	25	20	20
Around curve, west end of HV Siding.....	25	20	20

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines, second class, light engines with or without caboose.	Extra, slow freight, local, pickup, and work trains.
Around curves between Hooversville Station and Bridge 230.....	25	20	20
Around curve, west end of Bridge 228.....	25	20	20
Curve, west of M. P. R-25.....	25	20	20
Swamp curve.....	25	20	20
Second curve, west of Mostoller.....	25	20	20
Curve, Coleman Station.....	25	20	20
Curve, west end of Bridge 218.....	25	20	20
First two curves east, and first three curves west of Bridge 217.....	25	20	20
Low Grade Line between Wilson Creek and GA Tower.....	25	25	25
Rockwood wye.....	10	5	5
Running track, Rockwood to Wilson Creek.	20	15	15
Between Somerset and Quemahoning Jct. (via Boswell).....	25	20	15
Between Acosta and Boswell.....	10	10	10
Between Greene Jct., and Fairmont.....	40	30	25
Bridge 400A, Greene Junction.....	20	20	20
Dunbar Borough.....	8	8	8
Over sink at east end of cut, top of Hill at Mt. Braddock, No. 2 track.....	15	10	10
Uniontown city limits.....	4	4	4
Over switches, Oliver E. D. T., Smithfield.	30	25	20
Church Street crossing, Fairchance.....	5	5	5
Entering or leaving west end of Smithfield running track.....	10	10	10
Smithfield running track.....	30	20	20
Curve, Bourne Water Station.....	30	20	20
Around curves between Atchison and Lake Lynn.....	30	15	15
Bridge 350—West of Atchison.....	..	15	15
Passing Eagle Mine tipple.....	25	15	15
Between Dewing switch and first street crossing east of Point Marion.....	15	15	15
Over sinks between Slow Signals, Point Marion and WD Tower.....	25	20	20
Round Bottom Station.....	..	15	15
Bridge 362—East Morgantown Station.....	..	15	15
Bridge 363—East of Decker.....	..	15	15
Bridge 369.....	..	10	10
Over interlocking switches, WD Tower.....	15	15	15
S. & M. Sub-Division.....	15	15	15
C. & O. Sub-Division.....	20	20	15
Berlin and Salisbury Sub-Division.....	20	20	15
I. C. V. Sub-Division.....	25	15	15
I. C. V. Sub-Division—Bridge No. 4.....	5	5	5
Poplar Hollow.....	10	10	10
Bridge 713 for E-27 Engines, C. & O. Sub-Division.....	10	10	10
Bridges 501, 501-2, 501-3 and 502-A-1 on Salisbury Sub-Division.....	10	10	10
Jerome Sub-Division.....	15	15	15
Mt. Pleasant Sub-Division.....	15	15	15
Passing sidings and other Sub-Divisions.....	10	10	10
Using reverse track through tunnels.....	15	15	15
Class S Engines.....	20	20	20
Mallet Engines except EL 1-A, EL 2-A, EL 3-A, EL 5-A and EL 6-A.....	25	25	25
Trains or engines backing.....	25	20	20
When hauling an engine backwards.....	15	15	15
Relief Trains—Cumberland and New Castle Jct— Engine in forward motion.....	..	..	30
Engine in backward motion.....	..	..	20
With crane ahead of engine.....	..	..	15

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines, second class, light engines, with or without caboose.	Extra, slow freight, local, pickup, and work trains.
Relief Trains—Rockwood and Kimmelton— Engine in forward motion.....	..	..	20
Engine in backward motion.....	..	..	15
With crane ahead of engine.....	..	..	15
Relief Trains—Kimmelton and Johnstown— Engine in forward motion.....	..	..	15
Engine in backward motion.....	..	..	15
With crane ahead of engine.....	..	..	15
Relief Trains with crane X-56— All points.....	..	..	15
Relief Trains—Greene Jct. and Fairmont— Engine in forward motion.....	..	..	20
Engine in backward motion.....	..	..	15
With crane ahead of Engine.....	..	..	15
Relief Trains—Glenwood Jct. and Wheeling— Engine in forward motion.....	..	..	30
Engine in backward motion.....	..	..	20
With crane ahead of engine.....	..	..	15
Relief Trains Branch Lines.....	..	..	15
Mallet engines backing up.....	..	..	15
Trains handling steam cranes, locomotive cranes, piledrivers, ditchers and similar equipment.....	..	..	30
Trains, the make-up of which includes dead engines.....	..	..	25
Light engines—over all main highway grade crossings and through all stations and towns.....	..	40	40
Between Connellsville and Glenwood Jct. except as noted below.....	55	40	35
Between Glenwood Jct. and Pittsburgh except as noted below.....	50	40	35
Tracks No. 1 and 2 through Glenwood Jct. and 1000 feet east.....	40	40	35
When handling freight car equipment.....	40	..	..
Into Eastward receiving yard, Connellsville	10	10	10
Crossovers, East Connellsville Station.....	10	10	10
Tracks 3 and 4, Connellsville and Broad Ford	30	15	15
Broad Ford Wye.....	5	5	5
Through Dawson.....	15	15	15
Second curve, west of Florence.....	50	35	30
Oakdale, Round Bottom and Youngs curves.....	40	35	30
First curve west of Smithton Station.....	50	35	30
Curve, west end of FitzHenry.....	50	35	30
Curve, east of Reduction Station.....	45	35	30
Through West Newton.....	15	15	15
Vista Sink and Vista Curve.....	40	25	20
Curve at Shaner Station.....	50	35	30
Guffey curve.....	45	35	30
Coulter curve.....	50	35	30
Curve at Ellrod Station.....	50	35	30
15th Street, McKeesport to Riverton.....	12	12	12
Tracks 3 and 4, "MK" Tower and Glenwood Jct.....	20	15	15
Curve east of 13th Street, Braddock.....	45	35	30
Through Braddock.....	8	8	8
Through Rankin.....	10	10	10
Over switches to W & P Sub-Division, Glenwood Junction.....	10	10	10
Eastward trains to track 4, Glenwood Jct.	10	10	10
Over switches, Pittsburgh Depot.....	10	10	10

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS,	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines, second class, light engines, with or without caboose.	Extra, slow freight, local, pickup, and work trains.
Between Laughlin Jct. and Bakerstown, except as noted below.....	40	25	25
Between Bakerstown and Goehring, except as noted below.....	45	30	30
Between Goehring and New Castle Junction, except as noted below.....	50	30	30
When handling freight car equipment....	40		
To and from Junction R. R. at Laughlin Jct.	15	15	15
Through Schenley Tunnel.....	25	15	15
Over Bridge 251, leading to 36th Street....	10	10	10
Over Bridge 203, Allegheny River.....	30	25	25
Over Spang-Chalfant crossing.....	15	15	15
Both tracks, all curves between Wildwood and Allison Park.....	30	25	25
Freight trains, No. 2 track, Wildwood and Bryant.....		15	15
Eastward trains, Bakers town to Wildwood, when using westward track on curves....	25	25	25
Westward trains, Bakerstown to Downieville, when using eastward track on curves.....	25	25	25
Valencia curve.....	35	25	25
Spring House curve to Evans City crossover.....	35	30	25
First curve, East Eidenau.....	35	30	25
First and second curves, west of Harmony.	35	25	25
Ben Venue curve.....	35	30	25
First curve, West Goehring.....	35	30	25
Over Fourth and Sixth street crossings, Ellwood City.....	25	25	25
Thru turnout and crossover, and single track to P. & L. E. Connection east of UN Tower	30	30	25
Between Glenwood Junction and Wheeling except as noted below.....	40	30	25
Bridge 74, Glenwood Junction.....	15	15	15
From Double to Single track at west end of Bridge 74, Glenwood Jct. and Gilkeson.	25	25	25
Eastward trains, Whitehall to Rand when using westward track on curves.....	25	25	20
First curve, west of Bridge 82.....	30	30	25
First curve, west of Bridge 83.....	30	30	25
First curve, east of Willock Station.....	30	25	20
First curve, west of Bridge 96—Cochrans Mill.....	30	25	20
On curves between Bridge 103 to second curve west of Hackett.....	30	25	20
First curve, east of Gamble.....	30	25	20
Curve Eighty-four station.....	35	30	20
Over Main Street crossing—Washington... Sink, east of M. P. 55.....	10	10	10
M. P. 55 to west end of 172 fill.....	25	25	25
Bridge 174, Valley Grove to 700 feet west.	25	15	15
Over streets, City of Wheeling.....	4	4	4
Between Eidenau and Butler, except as noted below.....	40	30	25
Between Telegraph Office and Bridge 602, Eidenau.....	10	10	10
Curve, east of Bridge 405.....	30	25	25
Curve, east of Renfrew.....	30	25	25
Curve, west of Bridge 407.....	30	25	25
Second curve, east of Mackin.....	30	25	25
Second curve, west of Mackin.....	30	25	25
Allegheny and Millvale.....	10	10	10

5. SPEED RESTRICTIONS—Continued.

Test Mile Markers, which are for the purpose of checking speed recorders on engines, have been placed along No. 1 track between a point 152 feet east of Cooks Mills station and just west of Bridge No. 7; and along No. 2 track, 59 feet east of Outlet No. 4 track, east end Casparis and one mile east thereof, and Enginemen in charge of engines equipped with speed recorders will check their accuracy at these and following points:

River District.

Westbound—From Marker, west of Banning to Signal W-287-26, Jacobs Creek.

Eastbound—From Marker, east of Ellrod to Signal E-307-01, P. & W. District.

Westbound—From Signal W-19-04 at Wilson's Curve West of Bakerstown to Signal W-20-04, Valencia.

Eastbound—From Signal E-51-03, Edgemore to Marker at Johnsons.

W. & P. District.

Westbound—Mile Post 20, Anderson Station to Mile Post 21, Crouches.

Eastbound—Bridge 181, East End Triadelphia passing siding, Mile Post 60 to Bridge 179 west of Roney's Point, Mile Post 59.

Trains will approach the following points expecting to find main track occupied:

Crossover switches west of Connellsville depot.

Crossover switches east of Connellsville depot.

Crossover switches GA Tower.

Yoder coaling station.

Crossover switches east and west end Mt. Braddock yard.

Bourne water tank.

Crossover switches west end Smithfield yard.

Eagle Mine tipple.

Roy No. 7 Mine tipple.

Switches east end Somerset Yard.

Switches west end Somerset Yard.

Crossover switches east and west of Somerset Tower.

West end scale track, Rockwood.

Pit track, Rockwood.

Maximum speed restriction of 40 miles per hour will be observed by stock trains between Connellsville and Cumberland.

Freight trains handled between Sand Patch and Hyndman will be governed by following minimum time restrictions and maximum permissible speed:

	Second Class and Stock Trains.		Steel Specials.		Slow Freight Trains.	
	Min. Time Minutes.	Max. Speed Miles per Hour.	Min. Time Minutes.	Max. Speed Miles per Hour.	Min. Time Minutes.	Max. Speed Miles per Hour.
Sand Patch to Manila.....	5	25	5	20	7	15
Manila to Philson.....	13	25	16	20	22	15
Philson to FO Tower.....	12	25	13	20	18	15
FO Tower to Hyndman.....	20	25	23	20	31	15

The above minimum time does not include time required for inspection of train at FO Tower.

Light engines running forward will not exceed speed of thirty miles per hour between Sand Patch, Pa., and Hyndman, Pa.

Eastward trains on No. 4 track, will not pass Franklin Street west of Viaduct Jct. unless the signal is displayed to pull into Cumberland Yard.

Eastward trains will approach P. W. & S. Junction under control expecting to find trains pulling from Boswell Sub-Division. This does not relieve latter crews from protecting their movement.

Eastward and westward trains will approach Wilson Creek Tower under full control expecting to find trains using crossover switches and pulling from there to Wilson Creek Passing Siding.

Trains will approach Rockwood platform under control, looking out for passengers crossing tracks.

Trains in both directions will run between Point Bridge, Allegheny and 30th Street Crossover, expecting to find main tracks occupied by other trains.

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Concluded.

Class P-1B, P-1C, P-1D, P-6A, P-7, P-9A, Q-1, Q-1A, Q-1AA, Q-1BA, Q-1C, Q-2, Q-3, Q-7F, D-30, L-1, L-1A, L-2A, V-1, V-3 and V-4 engines are restricted to 10 miles per hour over Bridge 72, Second Ave.

Trains and engines are restricted to ten (10) miles per hour over Bridge 66/1 over Hazelwood Ave. and Bridge 66/4 over M. C. R. R. on Glenwood R. R.

Engines rated over 210 are restricted to ten (10) miles per hour over Bridge 602, Butler Subdivision.

Trains moving through No. 10 crossovers and No. 10 turnouts when entering or leaving sidings will reduce the speed to ten (10) miles per hour.

The maximum speed of heavy tonnage freight trains while descending grades between Bakerstown and Downieville, Bakerstown and Wildwood, Whitehall Tunnel and Rand, will be 18 miles per hour, and as much less as may be necessary to insure the safe handling of trains with air brakes.

Rule 105-A, Book of Rules is modified as follows:

When trains are moving against the current of traffic they will not exceed a speed of thirty (30) miles per hour while passing over facing point switches not interlocked.

When other than passenger trains are run on First Class schedules, the train orders will specify the maximum speed.

IN WEATHER SO FOGGY OR STORMY AS TO OBSCURE IN ANY DEGREE THE CLEAR VIEW OF SIGNALS, ENGINEMEN WILL CAUSE THEIR TRAINS TO APPROACH THEM UNDER CONTROL.

6. BRAKEMEN, FLAGMEN AND FLAGGING.

At all points where movement of trains is governed by flag or light signals given by switch tenders the following indications will govern:

Green signals for eastward movements.

Yellow signals for westward movements.

Trains using reverse tracks at Etna will not pass over Spang-Chalfant crossing without hand signal from the Operator.

At Broad Ford, white signal will govern the movement of trains from No. 3 to No. 1 track.

Trains using west leg of wye at Rockwood will flag railroad crossings at east leg of wye and running track. Trains using east leg of wye and running track will approach crossings under control expecting to find crossings occupied.

Westward second, third class and extra trains using East leg of wye at Rockwood will be protected by flagman.

Mallet engines using running track, Rockwood, will protect against trains using east leg of wye account insufficient clearance.

Eastward trains or engines using east leg of wye at Rockwood when a westward passenger train is at the station or approaching will not pass telegraph office until a flagman is sent ahead to prevent possibility of injury to passengers or employees using the platform east of the telegraph office.

Telephones connected with Franklin and Pear Streets watch boxes, Cumberland, and with Viaduct Jet. train order station, are located in watch box at Red Rock, and at Eckhart Junction. Enginemen of Eastward trains stopped at Viaduct Jet. will, when ready to proceed, call their flagman by use of telephone, instead of whistle signal, the use of whistle in that vicinity being prohibited by City Ordinance. Flagmen will locate themselves in the vicinity of one of the above telephones in a position to answer the telephone when called by the engineman.

Eastward passenger trains stopped at Connellsville passenger station will be protected by yard flagman located at Sodom.

Trains on S. M. Branch moving over Charles Street Crossing and State Highway Route No. 53, in the Borough of Hooversville, Pa., will provide flag protection at these crossings.

7. EXPLOSIVES.

Cars loaded with inflammable articles, acid, dynamite, powder and other explosives, and oil tanks, loaded or empty, will be handled in accordance with instructions contained in Bureau of Explosives Pamphlet No. 9 and supplements thereto.

8. EXTRA TRAINS.

Rules 97 and 201 are modified to the extent that in double track territory extra trains may be dispatched without train orders.

Rule 21 is not effective on Butler Sub-Division.

9. FIXED SIGNALS.

Rule 27 is modified to the extent that at an interlocking station where a train is stopped due to the imperfect display of the home signal, and the day signal is plainly seen to indicate "Proceed," the train will be governed by the day indication displayed. When sufficient lights in a color position light signal are displayed to determine correct indication of signal, such indication will govern and the fact reported to the Train Dispatcher.

Automatic block signals are equipped with number boards, semi-automatic block signals are not equipped with number boards.

In color position light automatic block signal territory, where a track is signaled in one direction only, when a train is stopped by an automatic signal indicating "STOP" (Diagram 190-Q Revised as of August 31, 1936), a member of the crew will examine switches, if any, including both ends of crossover between main tracks in the immediate vicinity of the signal involved, and if such switches are found in proper position, train will proceed in accordance with Paragraph B, Rule 509.

Lights in main track switch lamps in automatic signal territory are discontinued, except through terminal yards.

Lights in lamps on derrils on passing sidings will be left burning.

Operating Rules 501-AA, 509-A, and 509-B are modified to permit tonnage freight trains to pass a stop and proceed signal having a circular disc bearing the letter "P" attached at a speed not exceeding fifteen miles per hour, expecting to find a train in the block, broken rail, obstruction or a switch not properly set

It must be understood that the circular disc with the letter "P" has no significance except in combination with a stop and proceed indication as shown in Rule 501-AA and figures 3 and 10, File 190-Q, revised August 31, 1936.

A tonnage train as mentioned above is defined as one having 80 per cent. or more of the authorized slow freight engine rating or having in excess of 90 cars, including the caboose.

Before entering territory where tonnage signals are in use, the conductor will notify the engineman as to the gross tonnage and the number of cars there will be in the train within such territory.

Tonnage signals are located as follows:

At or Between	Track Nos.	Signal Nos.
Main Line Sub-Division.		
Westward Approach Signal, Hyndman..	1	W-189-46
West End Hyndman Westward Passing Siding.....	1	No Number
Brackin's Curve.....	1	W-194-52
Welch.....	1	W-196-31
Beck's Cut.....	1	W-198-10
East of Glencoe.....	1	W-201-01
East of Glencoe.....	3	W-201-01F
East of Philson.....	1	W-203-08
East of Philson.....	3	W-203-08F
Philson Crossover Switches.....	1	W-204-05
Philson Crossover Switches.....	3	W-204-05F
West of Philson.....	1	W-205-12
West of Philson.....	3	W-205-12F
"NA" Tower.....	1	W-206-33
"NA" Tower.....	3	W-206-33F
Mance.....	1	W-207-58
Mance.....	3	W-207-58F
Keystone.....	2	E-212-15
Keystone.....	3	E-212-15F
East of Meyersdale.....	2	E-214-09
Salisbury Junction.....	2	E-216-14
Pinkerton.....	2	E-235-01
Orchard (High Line).....	1	E-240-11
Ursina Junction (High Line).....	1	E-241-52
Victoria.....	2	E-250-38
"GU".....	2	E-258-10
Rock Cut.....	2	E-259-34
River Sub-Division.		
East of Broad Ford.....	4	E-271-43F

SPECIAL INSTRUCTIONS—Continued.

9. FIXED SIGNALS—Concluded.

Tonnage signals are located as follows:

At or Between.	Track Nos.	Signal Nos.
P. & W. Sub-Division.		
Schenley Lake.....	1	W-325-48
Brewery Crossover.....	2	E-328-06
Etna Tunnel.....	1	W-5-32
Undercliff.....	1	W-6-27
Glenshaw.....	1	W-7-47
Elfinwild.....	1	W-9-12
Allison Park.....	1	W-10-22
West of Bryant.....	1	W-13-00
Hardies.....	1	W-15-13
Gibsonia.....	1	W-16-28
West of Gibsonia.....	1	W-17-24
West of Bakerstown.....	2	E-19-11
East of Valencia.....	2	E-20-04
West of Mars.....	2	E-22-34
West of Marshall.....	2	E-23-41
East of Eidenau.....	2	E-29-33
Frisco.....	1	W-43-24
W. & P. Sub-Division		
Rand.....	1	73
East of Willock.....	1	87
East End of Whitehall Tunnel.....	1	99
West End of Whitehall Tunnel.....	2	104
Bertha.....	2	116
Experiment.....	2	128
Cochrans Mill.....	1	143
Hackett.....	1	191
Anderson.....	1	203
Crouches Cross-over.....	1	215
Mollenauer.....	Single	252
Zediker.....	Single	313
Vance.....	Single	325
West of Coffey's Crossing.....	Single	416
Hog Back, Vienna.....	Single	484
East of Chambers.....	Single	507
East of Valley Grove.....	Single	550
Valley Grove.....	Single	562
West of Roneys Point.....	Single	590
East of Elm Grove.....	Single	618
Mt. De Chantel.....	Single	652

Trains on No. 4 track stopped by signal RJ-2085, located at Rockwood Jct., 1.6 miles east of Wilson Creek will examine facing point crossover leading to Western Maryland Railroad and if found properly set for movement of Baltimore and Ohio trains, may proceed.

Rules 501-B and 601-B are revised to read as follows:

"INDICATION—Prepare to stop at next signal."

Train exceeding medium speed must at once reduce to that speed.

"NAME—Approach signal."

RAILROAD CROSSINGS.

STATIONS.	RAILROAD.	Position of signal indicating clear route for Baltimore and Ohio Trains.
Etna.....	Spang-Chalfant Co.,	Interlocking.
Everson.....	Penna.,	No Signal.

The normal position of switch at O. & B. Jct., E. D. T. is for eastward movement. The switches will be handled by train crews.

The normal position of switch at Oliver, E. D. T. is for westward movement.

10. SPACING TRAINS.

All sections of Capitol Limited. Trains 5 and 6 will be spaced ten (10) minutes at all open telegraph offices.

Rules 301 to 377, inclusive, are effective between Greene Jct. and east end Casparis via No. 4 track, Confluence and Brook, via Low Grade, Mt. Savage Jct. and Viaduct Jct. via No. 4 track, and between Greene Jct. and Smithfield.

10. SPACING TRAINS—Continued.

Rules 301 to 377, inclusive, are effective between Callery and Butler—Ribold and Eidenau.

Rules 301 to 377, inclusive, are effective when trains are operating against the current of traffic.

Rules 501 to 515, inclusive, are effective between Connellsville and Cumberland, Connellsville and Pittsburgh—Laughlin Junction, New Castle Junction, Glenwood Junction and Gilkeson.

In automatic block signal territory a train or engine entering a block between block signals will proceed at restricted speed to next block signal.

Rule 91 (a) is not in effect.

Rule 109 (c) is effective on F. M. & P. Sub-Division between Smithfield and WD Tower.

Rule 109 is effective between Wilson Creek and GA Tower on No. 4 track.

When freight trains are operated under manual block with or against the current of traffic between Manila and Mt. Savage Junction, eastward, spacing time of ten (10) minutes between such trains will be observed.

Westward C. & P. trains desiring to run engine around train at Mt. Savage Jct. after having secured permission from the Train Dispatcher will do so by shoving train on westward passing siding and move engine via No. 1 main track between Mt. Savage Jct. Tower and west end of passing siding and the Conductor or Engineman will report clear of No. 1 main track by telephone to Operator at Mt. Savage Jct.

Eastward trains from C. & P. Railroad must stop to clear connection switch and must not foul passing siding until permission is secured from Operator at Mt. Savage Jct. by telephone. In case of failure of means of communication movement will be made via passing siding only when preceded by a flagman a sufficient distance to insure protection.

When permission is requested by C. & P. Conductor or Engineman to use westward passing siding in easterly direction Operator at Mt. Savage Jct. will, after ascertaining that westward siding is clear of trains, report to Dispatcher, who will place Holding Order, Form J, at Mt. Savage Jct. for all westward trains entering westward siding. After order is made complete Operator will display train order signal (red flag by day and red light by night), place safety latch lock over lever governing switch leading to westward passing siding, after which he may authorize C. & P. train to use the siding. In any case where it might be considered necessary to detour a C. & P. train or engine from west end of westward passing siding at Mt. Savage Jct. to Mt. Savage Jct. Tower, via No. 1 main track, the move will be made only when authorized by train order, Form DR.

Except as affected by the above, all train rules, interlocking rules and block signal rules remain in force.

Trains using Sand Patch Eastward Siding will stop clear of Wye track at Sand Patch unless signal indicates proceed.

Eastward freight trains stopped by automatic signals between Manila and Hyndman will wait ten minutes before proceeding unless signal changes to proceed before expiration of that time.

Trains will use eastward main track east of switch leading into Connellsville yard east of Connellsville depot only on authority issued by Form A.

Eastward trains, other than first class, will stop at signal bridge west of Connellsville Depot and obtain permission from the Yard Master at switches by telephone before proceeding unless signal is received from man on ground with a green flag or green light and written instructions are handed on governing movement through yard tracks.

Second, third class and extra trains, eastward, not receiving train order signal at Jerome Jct. train order station, will stop to clear switch leading into Jerome Jct. yard.

Conductor or engineman of eastward third-class and extra trains, when clear of single line at O. & B. Jct., E. D. T. will so report by telephone to Operator at Greene Jct.

Westward trains, including those from O. & B. Short Line, will stop at O. & B. Jct., E. D. T., and before fouling single line, will obtain Form A by telephone from Operator at Greene Jct., which will be authority to use the single track between O. & B. Jct., E. D. T., and Greene Jct. Should the telephone fail, or Conductor or Engineman be unable to communicate with the Operator, westward trains will use single line only by proper flag protection.

SPECIAL INSTRUCTIONS—Continued.

10. SPACING TRAINS—Concluded.

Block indication to westward trains at Oliver E. D. T. or intermediste points, will apply only to O. & B. Jct., E. D. T.

Enginemen of trains operating on F. M. & P. Sub-Division will be required to see the block signals at Smithfield and Oliver E. D. T. change from stop to proceed position before passing same unless cleared of such signals by train order or Form A.

Eastward train not receiving train order signal at Smithfield train order station, will stop to clear switch leading into Smithfield eastbound yard. Block indication to eastward trains will apply only to this point.

Switching engines and trains operating on S. & M. Sub-Division, when using main track between Yard Limit Board, Leckrone and M. R. R. Station, Leckrone, will run with caution expecting to find other trains moving against them.

All freight trains will clear the CAPITOL LIMITED trains 5 and 6, twenty (20) minutes at the last named station in the rear. Yard engines will clear trains 5 and 6 fifteen (15) minutes with the exception that the yard engine which does the Casparis work will be considered a road crew and will be required to clear these trains twenty (20) minutes.

Freight trains will not be permitted in Schenley Tunnel while tunnel is being occupied by a passenger train. Operators at Laughlin Junction and FY Towers will control the movement of trains through the tunnel.

Extra trains using Butler Sub-Division will approach wye at Eidenau, looking out for trains occupying main track.

Trains will approach the following points prepared to stop and will not proceed without signal from the switch tender:

- Greene Jct.
- Broad Ford.
- MK Tower, McKeesport.
- Panhandle Switches, Pittsburgh.

11. HELPER, SWITCH AND YARD ENGINES

On passenger trains with more than one engine where helper is used over entire division or sub-division, the engineman regularly assigned to the run or the extra man holding the regular assignment will be placed on the leading engine.

Helper engines of eastward trains will be detached at Sand Patch after pushing trains over the Summit.

Westward passenger trains will detach helper engine west end of helper pocket, Sand Patch.

When passenger trains are passing through yards or stations, engines engaged in switching on next parallel track will stop.

When helper engines are attached to rear of trains the air must be coupled through, Enginemen on helper engine will cut their brake valve out.

On Schenley Hill stop will be made by eastward loaded trains to uncouple helper engines after passing through Schenley Tunnel. Helper engines pushing trains on any grade will not be detached until all of the train is over the summit, except on Eastward empty trains, helpers will be detached at West End Schenley Tunnel. But one helper engine should be placed on rear of train, consisting entirely of empty cars. If additional engines are required, they should be placed on head end.

Helping Engines pushing westward freight trains will be detached at eastward portal Sand Patch Tunnel.

Rule No. 18 is modified as follows:

"Yard engines running between block stations will display markers on rear of tender or last car of train."

Second and third paragraphs of Rule 93 are modified as follows:

"Within yard limits the main track may be used clearing the time of first class trains ten minutes and protecting against other trains.

12. TELEPHONES.

Location.	Connected with
East End—	
Franklin Street, Cumberland.....	Viaduct Junction Tower.
Watch Box Red Rock.....	Viaduct Junction Tower.
Crossover switches, Eckhart Junction..	Mt. Savage Junction Tower.
Westward outlet switch, Mt. Savage Junction.....	Mt. Savage Junction Tower.
Cooks Mills.....	Hyndman Tower.

12. TELEPHONES—Continued.

Location.	Connected with
Eastward outlet switch, Hyndman....	Hyndman Tower.
Shop Foreman's Office, Hyndman.....	Hyndman Tower.
Hyndman Station.....	Hyndman Tower.
Westward outlet switch, Hyndman....	Hyndman Tower.
Brackens Curve.....	Hyndman Tower.
Crossover switches, Fairhope.....	FO Tower.
Car Inspector's Office, FO.....	FO Tower.
Eastward outlet switch, FO.....	FO Tower.
Glencoe Station.....	FO Tower.
First Floor, Philson Tower.....	FO Tower.
On Pole, NA Tower.....	FO Tower and Manila Tower.
Mance Station.....	Manila Tower.
Crossover switch east of Manila....	Manila Tower.
Signal at West End, Sand Patch Tunnel	Manila Tower.
Signal at East End, Sand Patch Tunnel.	Sand Patch Tower.
Car Inspector's Office, Sand Patch....	Sand Patch Tower.
Westward home block signal, Sand Patch.....	Sand Patch Tower.
Westward outlet switch, Sand Patch....	Sand Patch Tower.
Eastward inlet switch, third track....	Sand Patch Tower.
Meyersdale Station.....	GA Tower.
Crossover switches, Meyersdale.....	GA Tower.
Salisbury Junction Oil House.....	GA Tower.
Eastward outlet switch, Garrett.....	GA Tower.
Yoder Coal Tipple.....	GA Tower.
Garrett Station.....	GA Tower.
Atlantic.....	GA and Rockwood Towers.
Roundhouse, Rockwood.....	Rockwood Tower.
Eastward outlet switch, Rockwood....	Rockwood Tower.
Crossover Switches, west of Rockwood	Rockwood Tower.
Westward outlet switch, Rockwood....	Rockwood Tower.
Eastward outlet switch, Markleton....	Brook and Rockwood Towers.
Westward outlet switch, Markleton....	Brook and Rockwood Towers.
First Floor, Markleton Tower.....	Brook and Rockwood Towers.
Tool House east of Fort Hill.....	Brook and Rockwood Towers.
West End Brook Tunnel.....	Brook and Confluence Towers
Ursina Junction.....	Confluence Tower.
W. M. Transfer.....	Confluence Tower.
Upper water tank, Confluence.....	Confluence Tower.
Westward outlet switch, Confluence...	Confluence Tower.
Confluence Station.....	Confluence Tower.
Crossover HK Tower.....	Greene Jct. and Confluence Towers.
Eastward outlet switch, HK.....	Greene Jct. and Confluence Towers.
Westward outlet switch, HK.....	Greene Jct. and Confluence Towers.
Ohio Pyle Station.....	Greene Jct. and Confluence Towers.
Watch Box, Jim Run.....	Greene Jct. and Confluence Towers.
Watch Box, Bailey Point.....	Greene Jct. and Confluence Towers.
Crossover Switches east of Stewarton.	Greene Jct. and Confluence Towers.
Watch Box, Wortman Run.....	Greene Jct. and Confluence Towers.
Indian Creek.....	Greene Junction Tower.
East End, Casparis.....	Greene Junction Tower.
Crossover Switches, Casparis.....	Greene Junction Tower.
Crossover Switches, Bluestone.....	Greene Junction Tower.
West End Yard.....	Greene Junction Tower.
Central Yard Office.....	Greene Junction Tower.

Rockwood.....	Train Dispatcher.
Scale Track, Rockwood.....	Rockwood Tower.
Wilson Creek Tower.....	Rockwood Tower.
West End Wilson Creek.....	Rockwood Tower.
East End Roberts.....	Train Dispatcher.
East End Somerset Yard.....	Somerset Tower.
West End Somerset Yard.....	Somerset Tower.
Somerset Freight Station.....	{ Somerset Tower and Train Dispatcher.
P. W. & S. Junction.....	Train Dispatcher.
East End Mukden.....	Somerset Tower.
West End Mukden.....	Train Dispatcher.
West End Geiger.....	Somerset Tower.
East End Adams Yard.....	Train Dispatcher.
Quemahoning Junction.....	Train Dispatcher.
East End Coleman.....	Train Dispatcher.
Reading Junction.....	Train Dispatcher.
West End Stoyestown.....	Train Dispatcher.
East End Stoyestown.....	Train Dispatcher.

SPECIAL INSTRUCTIONS—Continued.

12. TELEPHONES—Continued.

Location.	Connected with
West End Rowena.....	Train Dispatcher.
East End Rowena.....	Train Dispatcher.
Hooversville Station.....	Train Dispatcher.
West End H. V. Siding.....	Train Dispatcher.
East End H. V. Siding.....	Train Dispatcher.
West End Jerome Junction.....	Jerome Junction Tower.
Holsopple.....	Jerome Junction Tower.
S. & C. Mine.....	Jerome Junction Tower.
Border.....	Jerome Junction Tower.
West End Walsall.....	Jerome Junction Tower.
East End Walsall.....	Train Dispatcher.
Sun Oil Spur.....	Jerome Junction.
Kelso.....	Jerome Junction.
Johnstown.....	Train Dispatcher.
Zimmerman.....	Somerset Tower.
Harrison Mine.....	Somerset Tower.
Acosta.....	Somerset Tower.
Coal Junction.....	Somerset Tower.
Boswell.....	Somerset Tower.
Ralphton No. 4 Junction.....	Adams Tower.

O. & B. Junction.....	Greene Junction Tower.
Fayette.....	Greene Junction Tower.
Bowest Junction.....	Greene Junction Tower.
Dunbar.....	Greene Junction Tower.
Westward outlet switch, Mt. Braddock	Oliver E. D. T. Tower.
East End Mt. Braddock Yard.....	Oliver E. D. T. Tower.
Mt. Braddock Tower.....	Oliver E. D. T. Tower.
Westward Outlet switch, Evans Storage	Oliver E. D. T. Tower.
Crossover switches, Evans.....	Oliver E. D. T. Tower.
Scale track, Uniontown.....	Oliver E. D. T. Tower.
Passenger Station, Uniontown.....	Oliver E. D. T. Tower.
Westward outlet switch, Leith.....	Oliver E. D. T. Tower.
Eastward outlet switch, Leith.....	Oliver E. D. T. Tower.
Crossover one-half mile east of Oriental.	Smithfield Tower.
Westward outlet switch, Oriental.....	Smithfield Tower.
Eastward outlet switch, Oriental.....	Smithfield Tower.
Fairchance Station.....	Smithfield Tower.
Fairchance crossover.....	Smithfield Tower.
Westward outlet switch, Fairchance	Smithfield Tower.
Transfer.....	Smithfield Tower.
West end S. & M. Junction Yard.....	Smithfield Tower.
West end Outcrop.....	Smithfield Tower.
East end Outcrop.....	Smithfield Tower.
Crystal.....	Smithfield Tower.
C. H. & B. Junction.....	Smithfield Tower.
West end Cheat River.....	Smithfield Tower.
East end Cheat River Siding.....	Smithfield Tower.
Nilan.....	Smithfield Tower.
Dewings.....	Smithfield Tower.
Point Marion Station.....	Train Dispatcher.
Westward outlet switch, Van Vorhis..	Train Dispatcher.
Eastward outlet switch, Van Vorhis..	Morgantown Tower.
Westward outlet switch, Seneca.....	Morgantown Tower.
Eastward outlet switch, Decker Siding.	Morgantown Tower.
Eastward outlet switch, Little Falls..	Train Dispatcher.
Westward outlet switch, Little Falls..	Opekiska Tower.
Westward outlet switch, Jordan Siding.	Train Dispatcher.
Eastward outlet switch, Jordan Siding.	Train Dispatcher.
Eastward outlet switch, Catawba.....	Train Dispatcher.
Montana Siding.....	WD Tower.
Hoult.....	WD Tower.
East leg of Wye, S. & M. Junction....	Smithfield Tower.
York Run Junction.....	Smithfield Tower.
High House.....	{Smithfield Tower
Leckrone Yard.....	and Leckrone.
Leckrone.....	Smithfield Tower.

WEST END.

West end Connellsville yard.....	Broad Ford and Layton Towers.
Everson.....	Broad Ford and Layton Towers.
Hickman Run crossover.....	Broad Ford and Layton Towers.
Dawson station.....	Broad Ford and Layton Towers.
Florence crossover.....	Broad Ford and Layton Towers.
East end Layton eastward passing	Broad Ford and Layton Towers.
siding.....	

12. TELEPHONES—Continued.

Location.	Connected with
WEST END—Con.	
Diamond crossover.....	Broad Ford and Layton Towers.
West end Layton westward passing	Broad Ford and Layton Towers.
siding.....	Broad Ford and Layton Towers.
Jacobs Creek crossover.....	Broad Ford and Layton Towers.
Smithton station.....	Broad Ford and Layton Towers.
Fitz Henry crossover.....	Vista Tower.
West end Fitz Henry.....	Vista Tower.
East end Reduction eastward passing	Vista Tower.
siding.....	Vista Tower.
Reduction crossover.....	Vista Tower.
West end Reduction westward passing	Vista Tower.
siding.....	Vista Tower.
West Newton station crossover.....	Vista Tower.
Agent's office West Newton.....	Vista Tower.
Sand House crossover, West Newton..	Vista Tower.
Gratztown crossover.....	Vista Tower.
West end Gratztown yard.....	Vista Tower.
Suter station.....	Vista Tower.
East end Vista eastward passing siding.	Vista Tower.
Scott Haven crossover.....	Vista Tower.
West end Vista westward passing	Vista Tower.
siding.....	Vista Tower.
Robbins crossover.....	Vista Tower.
Coulter.....	Vista Tower.
East end Ellrod eastward passing	MK Tower.
siding.....	MK Tower.
Ellrod crossover.....	MK Tower.
West End Versailles Station.....	MK Tower.
Hostler's building Versailles.....	MK Tower.
Long Run outlet switch.....	MK Tower.
Water Works crossover.....	MK Tower.
13th St. McKeesport.....	MK Tower.
Peters Packing Company outlet switch.	MK Tower.
McKeesport Ticket Office.....	MK Tower.
Yard Master's office Demmler.....	MK and Bessemer Towers.
East end and West end Demmler yard..	MK and Bessemer Towers.
Westbound approach signal at Besse-	Bessemer Tower.
mer.....	Bessemer Tower.
Mills crossover.....	Bessemer Tower.
Rankin station.....	Bessemer Tower.
Denniston yard office.....	Bessemer Tower.
Highland slag track outlet switch...	Glenwood Junction Tower.
First signal bridge East of Glenwood	Glenwood Junction Tower.
Junction.....	Glenwood Junction Tower.
Glenwood yard office.....	Glenwood Junction Tower.
Hazelwood crossover.....	Glenwood Junction Tower.
End of double track west end of Bridge	Glenwood Junction Tower.
74.....	Glenwood Junction Tower.
Streets Run Branch outlet switch.....	Glenwood Junction Tower.

Westbound home signal and Eastbound	Laughlin Junction Tower.
home signal River Line.....	
Eastbound signal scissors crossover and	Laughlin Junction Tower.
Sylvan Avenue signal bridge P.J.R.R.	

Sylvan Avenue signal bridge P. J. R. R.	Laughlin Jct., FY and Etna Towers.
West End Schenley tunnel.....	Laughlin Jct., FY and Etna Towers.
P. R. R. crossover.....	Laughlin Jct., FY and Etna Towers.
Brewery crossover.....	Laughlin Jct., FY and Etna Towers.
36th Street yard office.....	Laughlin Jct., FY and Etna Towers.
Willow Grove yard office.....	Laughlin Jct., FY and Etna Towers.
Millvale crossovers.....	Laughlin Jct., FY and Etna Towers.
Pine Creek crossover.....	Laughlin Jct., FY and Etna Towers.
East end and West end of Etna passing	Laughlin Jct., FY and Etna Towers.
siding.....	Wildwood Tower.
Seylers outlet switch.....	Wildwood Tower.
East end and West end Wittmer siding.	Wildwood Tower.
Glenshaw station.....	Wildwood Tower.
Glenshaw tool house.....	Wildwood Tower.
Elfinwild crossover.....	Wildwood Tower.
Allison Park station.....	Wildwood Tower.
Bryant crossover.....	Wildwood Tower.
East end Wildwood eastward siding...	Wildwood Tower.
Helper siding Wildwood.....	Wildwood Tower.

SPECIAL INSTRUCTIONS—Continued.

12. TELEPHONES—Concluded.

Location.	Connected with
West end Wildwood westward passing siding.....	Wildwood Tower.
Gibsonia outlet switch.....	
East end Bakerstown passing siding...	
Bakerstown Tower.....	
Valencia station.....	
Downieville crossover.....	
Pennzoil Spur.....	
Mars crossover.....	
East end Callery eastward passing siding.....	Eidenau
Callery station and tower.....	
Crossover, West leg Callery Wye.....	
West end Callery westward passing siding.....	
Evans City station.....	
Crossover, West Wye, Eidenau.....	
Harmony crossover.....	
Zelienople crossover.....	
Shirley Mine crossover.....	UN Tower.
Fombell water station.....	UN Tower.
Goehring crossover.....	UN Tower.
Frisco crossover.....	UN Tower.
Ellwood scale house, ticket office and freight office.....	UN Tower.
Edgemore crossover.....	UN Tower.
Buhls (Evans City 231-R-2).....	Bell phone- Eidenau (Zelienople 107) Butler (Butler 24066)
Ribold.....	Renfrew and Eidenau.
Renfrew.....	Eidenau.
East end and West end Mackin passing siding.....	Butler.
Willock crossover.....	Train Dispatcher at Washington.
Signal East end Whitehall tunnel.....	Train Dispatcher at Washington.
Bruceton crossover.....	Train Dispatcher at Washington.
O'Herrons outlet switch.....	Train Dispatcher at Washington.
Montour Junction crossover.....	Train Dispatcher at Washington.
Finleyville crossover.....	Train Dispatcher at Washington.
Anderson Station.....	Train Dispatcher at Washington.
Eclipse crossover.....	Train Dispatcher at Washington.
End of double track, Gilkeson.....	Train Dispatcher at Washington.
Wylandville Pump Station.....	Train Dispatcher at Washington.
East end, West end Clokey passing sidings and Clokey lap.....	Train Dispatcher at Washington.
East end Brady tunnel.....	Train Dispatcher at Washington.
East end and West end Wade passing siding.....	Train Dispatcher at Washington.
East end and West end Washington yard.....	Train Dispatcher at Washington.
Tylerdale Junction.....	Train Dispatcher at Washington.
Sugar Run Junction.....	Train Dispatcher at Washington.
East end and West end Sugar Hill sdg...	Train Dispatcher at Washington.
East end and West end Duvall passing siding.....	Train Dispatcher at Washington.
East end and West end Taylorstown passing siding.....	Train Dispatcher at Washington.
East end and West end Tunnel passing siding.....	Train Dispatcher at Washington.
East end and West end Claysville passing siding.....	Train Dispatcher at Washington.
East end and West end Bell passing sdg.	Train Dispatcher at Washington.
East end and West end Alexander passing siding.....	Train Dispatcher at Washington.
East end and West end Point Mills passing siding.....	Train Dispatcher at Washington.
Boyd Mine outlet switch.....	Train Dispatcher at Washington.
East end and West end Triadelphia passing siding.....	Train Dispatcher at Washington.
East end House track Elm Grove.....	Train Dispatcher at Washington.
East end and West end Elm Grove passing siding.....	Train Dispatcher at Washington.
Turntable Elm Grove.....	Train Dispatcher at Washington.
East end Terminal Junction siding.....	Train Dispatcher at Washington.
Signal bridge Terminal Junction and 17th Street Wheeling.....	Train Dispatcher at Washington.

13. AIRBRAKES, HANDBRAKES, TESTING, ETC.

Instructions governing the operation and testing of air brakes, and train air signal equipment, and the operation of electric head lights and electric lighting of passenger cars are in Form 1118-D-Revised, which will govern.

When helper engine is used on rear of freight trains, the air brakes must be coupled up to helper engine and operated from leading engine. If necessary to cut helper engine off without stopping train the angle cock will be closed on rear end of the last car or caboose, the uncoupling lever raised and signal given to helper engine to stop helping. When the helper engine drops back far enough to pull the hose apart the brakes on helper engine will act and stop the engine, so that the helper engine will not collide with the train should there be an air hose burst just after cutting off.

When detaching a helper engine from a passenger train on which the road engine has brake pipe cut-out cock located in cab, instead of an angle cock on the pilot, the engineer on road engine will close his brake pipe cut-out cock first. When this is done engineer on helper engine will make a ten pound brake pipe reduction and place automatic brake valve handle in "emergency" position to empty all compressed air in air hoses between helper and road engine. Employee disconnecting hose will then close angle cock on rear of tender of helper engine and disconnect hose.

If the helper is cut off in this manner, there will be no pressure in air hoses and no liability of employees being injured by hose flying out of their hands.

Air will be cut into helper engines used on rear of passenger train and train stopped to cut helper off.

Engineers and conductors will be required to test all trains before leaving terminals and on line of road per instructions contained in Form 1118-D revised.

When necessary to detach engine from train on a grade, sufficient number of hand brakes will be applied to hold train before engines are uncoupled.

When necessary to set cars off on a grade, the air will be applied, hand brakes set on all cars, then air released.

When a passenger train leaves a terminal station, or at any point enroute where a change is made in the train, the flagman will station himself on the rear car of the train and observe if the brakes apply and release on the rear car in the train when the engineman makes the running test of the brakes as provided by Rule 112. If the brakes on the rear car do not apply or release, the train must be stopped and the cause ascertained. If the brakes apply and release, the flagman will give the engineman a signal that brakes apply and release properly by one long and one short blast of the communicating signal. The engineman will acknowledge the signal by two blasts of the engine whistle. When the rear car is one to which the flagman does not have access, he will make the observation and give the signal from the forward platform of the rear car.

In yards where testing plants are maintained and trains can be prepared before crews report for duty, the retainer test will be made under the supervision of the yard forces who in turn will notify Conductor in writing before his train leaves the yard, the maximum tonnage per good mountain brake in train, and when test is made after train crew reports for duty, it will be done under the supervision of the Conductor.

Freight trains east, with the exception of trains 92, 94, 96, 194 and stock trains, will stop at Yoder or before turning hill at Sand Patch and make piston travel test as follows: Before engine is cut from train Engineman will make a fifteen pound application of air and conductor will examine piston travel on each car in the train.

Enginemen of eastward freight trains will, before entering Sand Patch Tunnel, make brake pipe reduction sufficient to determine if any obstruction in brake pipe.

Passing Keystone engineman will set up brake pipe pressure to 90 pounds, which pressure will be carried through to Cumberland. Front brakeman will adjust retaining valves in holding position from head end. Flagman will adjust retaining valves in holding position from rear end in order to have all retainers so adjusted before passing Sand Patch.

Descending grades each brakeman will patrol his portion of the train keeping sharp lookout for heated wheels or any irregularities that might occur and be in position to signal engine crew.

Eastward freight trains will stop at FO Tower and crew will make careful inspection for heated or defective wheels, defective brake riggings, etc.

SPECIAL INSTRUCTIONS—Continued.

13. AIRBRAKES, HANDBRAKES, TESTING, ETC.

—Concluded.

When trains stop at any point, and flagman is recalled, proceed signal will not be given until it is known brake pipe is properly charged.

Eastward freight trains to be handled on Eastern Slope, with the exception of trains 92, 94, 96, 194 and stock trains, will make retainer test before leaving yard or point where train is picked up. If train is picked up at different places retainer test will be made at the most convenient point before passing Sand Patch. The retainer test will be made under the supervision of the Conductor.

Loaded trains east, with 25 or more cars, will use retaining valves in holding position on one-third of the cars in train between Somerset and Tates Curve east of Milford.

Loaded trains West, Oriental to Leith, Mt. Braddock to O. & B. Junction and East, Mt. Braddock to Evans and Morgan Tunnel to Lake Lynn will turn up not less than 75 per cent. of the retainers on the cars, beginning at the engine and working towards the rear of the train.

Retaining valves will be placed in holding position on forward portions of trains on descending grade between Bakerstown and Wildwood, and between Whitehall Tunnel and Rand on all loaded trains, and on empty trains if so required by engineer. The minimum number of retaining valves to be used on loaded trains on Whitehall Grade will be 15 on trains of 50 cars or less, and on Bakerstown grade, 12 on trains of 30 to 60 cars, and 15 on trains of 60 cars or more.

On above-mentioned grades and trains standard air pressure will be:

Main reservoir.....	130 lbs.
Brake pipe.....	90 "

Empty trains will carry the prescribed standard pressure as follows:

Main reservoir.....	100 Lbs.
Brake pipe.....	70 "

14. WATER AND FUEL.

Rule 115 is modified to the extent, that it will not be necessary to detach engines to take water or fuel, unless in judgment of enginemen it is necessary, except double headed freight trains, from which engines will be detached in all cases to take fuel and water.

When it is desired to have eastward trains take water on the Low Grade, the Operator at Confluence will place a placard with the letter "W" in the west window of the tower. Crews finding this placard so placed will stop on the Low Grade for water.

Engines on through freight trains will not take water at Versailles, except in emergency.

15. OPERATING TRAINS BY SIGNAL INDICATION.

When the telegraph line fails, or it is impossible for operator to communicate with train dispatchers, inferior class and extra trains may be permitted to proceed on main track ahead of superior class trains when they have the minimum time and clearance as provided by rule No. 86.

When a train approaches an interlocking station or train order station where passing sidings are located, the operator will report the train approaching to the train dispatcher, giving his office call, train or engine number and direction, when practicable. This may be done as train strikes the distant indicator, whereupon train dispatcher will instruct whether train shall be permitted to keep main or take siding by using the word "Main" which is authority for trains to proceed on main track, and the word "Siding" which is authority to run the train on siding.

When interlocking or block stations are not equipped with indicators, operators will report to train dispatcher as soon as train enters the block in rear. At passing sidings where block station is so located that proper instructions cannot be given trains at that point to take siding, notice will be given at block station in advance. This will require operators at Etna to report the approach of westward trains.

Permission will be received from the train dispatcher before second and inferior class trains are allowed to proceed on main track. Should a train desire to enter a siding it may be permitted to do so, even though the train dispatcher may have instructed that it shall be allowed to proceed on the main track.

Before accepting a signal to proceed on the main track, the conductor and engineman will know that their train is in condition to make average speed.

15. OPERATING TRAINS BY SIGNAL INDICATION

—Continued.

Engineman will notify train dispatcher of the points it is anticipated that stop will be made for fuel and water.

Trains will approach signal stations prepared to enter the siding if signal so indicates, or operator so instructs.

When first class trains approach block stations they will be allowed to proceed on the main unless the train dispatcher has previously issued instructions to the contrary.

Operators are authorized to "Break in" on train orders when necessary in order to report the approach of trains.

Rules D-251 to D-254, inclusive, are effective between Connellsville and Confluence; Confluence and Brook via low grade; Brook and Cumberland, O. & B. Jet. E. D. T. and Oliver E. D. T. "UN" Tower and Laughlin Jet., Pittsburgh and Connellsville, Glenwood Jet. and Gilkeson.

Rules D-261 to D-264, inclusive, are effective between Sand Patch and Manila.

Rules 130 to 132, inclusive, are effective between Confluence and Brook, via High Line, UN Tower and B. & O. Junction (P. & L.E.) Greene Jet. and O. & B. Jet. E. D. T., Oliver E. D. T. and Smithfield, and between Gilkeson and Wheeling.

Rules 508 to 515, inclusive, and 601 to 603K, inclusive, are effective between Gilkeson and Wheeling.

Operators at Greene Junction, FO Tower and Mt. Savage Jet., will, unless the train dispatcher has previously instructed to the contrary, operate first class trains as follows:

Eastward—Track No. 2, Greene Jet., to east end Casparis.

Westward—Track No. 1, FO Tower to Manila.

Eastward—Track No. 2, Mt. Savage Jet., to Viaduct Jet., and will report the approach of second and inferior class and extra trains to the train dispatcher, who will designate track to be used.

Operators at Connellsville, Broad Ford, "MK" Tower, Glenwood Junction and Laughlin Junction will, unless the train dispatcher has previously instructed to the contrary, operate first class trains as follows:

WESTWARD—Track No. 1, Connellsville to Broad Ford, "MK" Tower to Glenwood Junction and Sylvan Avenue to Schenley Tower.

EASTWARD—Track No. 2, Schenley Tower to Sylvan Avenue, Glenwood Junction to "MK" Tower and Broad Ford to Connellsville, and will report the approach of second class and extra trains to the train dispatcher, who will designate track to be used.

CENTRALIZED TRAFFIC CONTROL BETWEEN GILKESON AND WHEELING.

In centralized traffic and other remote control territory certain switches, including the entrance and exits of passing sidings, ends of double track and junction, switches are handled by dual control switch machines that are arranged for operation, either by motor and controlled by train dispatcher, operator or by a hand throw lever.

The operation of a selector lever, which forms a part of the switch machine, changes the gearing from power to hand operation, and vice versa.

Whenever a train or engine is required to move over a dual control switch under a "stop signal indication," the selector lever must first be thrown to "hand operation" to prevent the motor from operating the switch under the train or engine. The selector lever must be kept in "hand operation" position until the movement has been completed and thereafter be restored to power position.

In centralized traffic control territory, when a train is stopped by a stop signal, located to protect a dual control switch governed by the train dispatcher, the conductor will immediately report to the train dispatcher by Company's telephone situated near the switch.

If communication over Company's lines fails and a public telephone can be reached within ten minutes, the conductor will, by that means, report to the train dispatcher for instructions.

Should the signals and all means of communication fail, and no cause for detaining the train be known, the conductor, after having an understanding with the engineman, will be governed by the following instructions:

(1) Place and keep selector lever of all dual control switch machines in "hand throw" position until the last car of train has passed over same. Before leaving, place hand throw lever in normal position and selector lever in power position.

SPECIAL INSTRUCTIONS—Continued.

15. OPERATING TRAINS BY SIGNAL INDICATION—Concluded.

(2) Where signal protects facing switch at the entrance to a double track signaled for movements in one direction only, train will proceed with the current of traffic, expecting to find train in block, broken rail, or switch improperly set.

(3) Where signal governs the entrance to a passing siding, the train may, when preceded by a flagman, move either on the siding or main track to the exit end of passing siding, or to the next block signal displaying a more favorable indication than STOP.

(4) Where signal governs from the exit end of a passing siding or the end of double track and train is headed toward a single track section, after waiting ten minutes, computed from the time of its arrival, train will, when preceded by a flagman, move to the next point of communication or to the next block signal displaying a more favorable indication than STOP.

Rule 509 is modified to read, "When a train is stopped by a "STOP" signal it will stay until authorized to proceed, or in case of failure of means of communication it may proceed when preceded by a Flagman to the next signal displaying proceed indication.

When a train is stopped by a "Stop and proceed" signal it may proceed:

"B"—at once at slow speed expecting to find a train in the block, broken rail, obstruction or switch not properly set

"C"—at single track tunnels after five (5) minutes have elapsed preceded by a flagman a sufficient distance to insure protection.

16. JOINT OR SPECIAL USE OF TRACKS.

Track paralleling main track between Rockwood and point west of Wilson Creek will be used as follows: between Rockwood and Wilson Creek crossover as running track for westward, third class and extra trains; between Wilson Creek crossover and west end, as passing siding.

Tracks at Adams Yard will be designated as follows:

First track from main track as storage track; second track from main track as eastward siding; third track from main track as westward siding.

Tracks at Roberts, Pa. will be designated as follows:

Track north of main track as Eastward running track.

Track south of main track connected at both ends as Roberts Storage No. 1.

Track leading off Roberts Storage No. 1 will be known as Roberts Storage No. 2.

Eastward running track will be used on authority of the Train Dispatcher only.

Track north of main track at Geiger, Pa. will be known as Geiger Storage Track.

Track south of main track at Summit, Boswell Sub-Division, will be known as Summit Storage Track.

Track south of main track between Smithfield and Fairchance Transfer, will be known as Smithfield running track. Smithfield running track will be used on authority of Train Dispatcher only and crews leaving same will report clear.

Track south of main track at Catawba, W. Va. will be known as Catawba Storage Track.

Crews will not block that portion of North leg of wye, Leckrone, between straight track switch and M. R. R. main track switch and will not foul straight track on North leg of wye or at Diamond Crossover in front of B. & O. Agent's office. Crews will be required to afford protection against H. C. Frick Coke Company locomotive while performing service on north leg of wye, when crossing straight track at B. & O. Agent's office.

Trains and engines using running track between Salisbury Jet. and West Meyersdale will proceed with caution expecting to find trains or engines moving in opposite direction.

Baltimore & Ohio through passenger and freight trains will use P. & L. E. tracks between MK Tower, McKeesport, and P. & L. E. connection at West Pittsburgh.

Baltimore & Ohio trains operating over P. & L. E. tracks between MK Tower, McKeesport, and P. & L. E. connection, West Pittsburgh, will be governed by rules and time table of P. & L. E. R. R.

Trains for Pittsburgh yard, except those for passenger train shed, will pull in on track east of Second Avenue.

16. JOINT OR SPECIAL USE OF TRACKS—Concluded.

Trains using Pennsylvania track, Gratztown, will be governed by special instructions of the Pennsylvania Railroad which read as follows:

Trains moving on yard tracks, industrial sidings and tracks designated as branches but not operated under block signal rules or train orders, must move at such speed so they can stop within range of vision, unless tracks are seen or known to be clear and switches properly set.

Trains will move ONLY under flag protection from the junction of the Youghiogheny Branch of the Pennsylvania Railroad with our line to GZ Block Station.

17. MAIL.

Rule 114 is modified to the extent that trains Nos. 5 and 6, when moving on other than their regular track, will not stop to exchange mail.

Trains handling postal cars must not pass stations where mail is taken in advance of schedule time.

Safety Rule No. 43 is modified to permit dispatchment of newspapers at proper destination where trains do not stop; however, due care must be exercised to avoid accidents.

18. TRAIN ORDER STATIONS IRREGULAR HOURS.

Stations open less than twenty-four hours, daily except Sunday:

Renfrew—8.00 A. M. to 5.00 P. M.

Opckiska—8.00 A. M. to 12.00 Noon; 1.00 P. M. to 5.00 P. M.

Point Marion—8.00 A. M. to 12.00 Midnight.

Friendsville—8.00 A. M. to 5.00 P. M.

Somerfield—7.30 A. M. to 4.30 P. M.

19. MAXIMUM WEIGHT LIMITS.

	CARS GROSS WEIGHT IN POUNDS.
Cumberland to New Castle Junction.....	240,000
Fair Oaks Coal Co.....	240,000
Salisbury Branch.....	240,000
Shaw Extension.....	240,000
Grassy Run Extension.....	240,000
Hocking Extension.....	240,000
Niverton Extension.....	240,000
Berlin Branch.....	240,000
Pine Hill Branch.....	240,000
Niver Branch.....	240,000
Garrett to Wilson Creek No. 4 Track.....	240,000
Rockwood to Somerset.....	240,000
Somerset to Walsall.....	240,000
Walsall to Johnstown.....	230,000
Wilson Creek Branch.....	200,000
Wye Track Somerset.....	240,000
Old Junction Siding.....	240,000
Somerset County Fertilizer Co.....	220,000
Adams Mine Siding.....	240,000
End of Wye to Friedens.....	240,000
Vulcan Slope Mine.....	240,000
Siding at Kimmelton.....	240,000
Ralphton Mine No. 15.....	240,000
Knickerbocker Mine at Rowena.....	240,000
Jerome Branch.....	240,000
Hiyasota Mine No. 1.....	240,000
P. W. & S. Junction to Coal Junction.....	240,000
Coal Junction to End of Wye.....	240,000
End of Wye to Quemahoning Junction.....	240,000
Ralphton Mines Nos. 4 and 5.....	180,000
Whites Creek Branch.....	170,000
C. & O. Branch Confluence to Somerfield.....	240,000
C. & O. Branch Somerfield to Kendall.....	190,000
Indian Creek Transfer Track.....	240,000
End of Indian Creek Transfer Track to Jones Mills.....	240,000
Mill Run Junction to Mill Run.....	240,000
Sparks Mine No. 1 Siding.....	120,000
Melcroft Branch.....	240,000
Wye track at Jones Mills.....	240,000
Greene Junction to F. M. & P. Junction.....	240,000
O. & B. Short Line.....	170,000
Eureka Fire Brick Co. Siding, Mt. Braddock.....	240,000
Youngstown Coke Works Branch.....	210,000
Lemont Ovens No. 2.....	200,000
Oliver Coal and Coke Company Branch.....	170,000
Siding to Freight House, Uniontown.....	240,000
C. F. Eggers Siding.....	240,000
Crossland Ovens Branch.....	240,000
Marie Mine.....	110,000
E. I. DuPont Powder Company Siding.....	240,000

SPECIAL INSTRUCTIONS—Continued.

19. MAXIMUM WEIGHT LIMITS—Concluded.

CARS GROSS
WEIGHT IN
POUNDS.

Planing Mill Siding, Fairchance.....	230,000
S. & M. Branch.....	240,000
York Run Branch.....	240,000
Bowood Mine No. 1 Siding.....	220,000
Gilmore Coke Company Siding.....	220,000
H. C. Frick Coke Co., Leckrone.....	240,000
Dewing Mill Spur.....	240,000
Lake Lynn to Canyon Mine.....	240,000
Mt. Pleasant Branch.....	220,000
West Yough Bridge.....	200,000
Adamsburg and Wendel Mine Branches.....	240,000
Laughlin Jct. to Br. No. 72.....	240,000
Br. No. 72 to Pittsburgh Train Shed.....	220,000
Pittsburgh Train Shed.....	210,000
"FY" Tower to 43rd Street.....	240,000
Willow Grove Jct. to Herrs Island.....	240,000
Willow Grove Jct. to Allegheny Shops.....	240,000
Allegheny Shop to Stieron Street.....	220,000
Glenwood Jct. to Wheeling.....	240,000
Tylerdale Connecting R. R.....	240,000
Sugar Run Branch.....	240,000
Velte Foundry and Machine Company Siding.....	240,000
Mars Milling Company Trestle.....	200,000
Callery to Ribold.....	240,000
Eidenau to Butler.....	240,000
Wurtemberg Branch.....	160,000
22nd St. to 9th St., Pittsburgh.....	150,000

For exceptions refer to Form 1594.

20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES.

Trains will stop three hundred feet from all railroad crossings and junctions not interlocked and not proceed until signal is placed in position, giving trains of this railway the right to proceed. Where there is no signal, trains will not proceed until the way is seen to be clear.

Trains will stop at crossing of Southwest Pennsylvania R. R. at Everson, and will not proceed without sending a flagman ahead and knowing that crossing is clear.

21. WHISTLE SIGNALS.

Whistle signals provided for by Rule 14 (da) and 14 (ea) will be effective on all Branch lines at Junction points with Main Line.

Before entering repair tracks, six long blasts of whistle will be sounded.

Operating Rule 14-I is amended as follows:

Sound	Indication
(14-I — — o o)	Approaching public crossings at grade to be prolonged or repeated until the crossing is reached.

When trains are running against current of traffic on double track, whistle signals will be sounded as shown below to cover recall of flagman:

— — — — o o o	Flagman may return from west or south.
— — — — o o o	Flagman may return from east or north.

Should the engineman of a passenger train on which the engine is scheduled to run through the next terminal in advance find, after leaving the last stop that a relief engine will be required at the terminal, they will sound two short blasts of the whistle three times with a short pause between each of the two blasts; thus oo oo oo. This signal is to be given when approaching and passing the first open office after it is known that a relief engine will be required. Operators hearing this signal will at once order relief engine from the terminal or station in advance where relief engines are provided and will then notify the Train Dispatcher.

As an additional precaution for the safety of Trackmen working on or near important running tracks, and particularly where the view is obstructed from any cause, track gangs will be provided with portable "W" banner and will display this banner in both directions where protection is required.

Where these portable whistle posts are displayed, Enginemen will sound proper whistle signal to warn Trackmen of approaching trains.

This banner must not be used to reduce speed of trains, which will continue to be covered by standard speed posts.

22. MARKERS.

Rule 19 is modified to permit the use of yellow lights in markers in lieu of the green lights specified.

23. TRAIN ORDERS.

The following form of order has been adopted to notify certain trains to take siding in making a meeting point.

"No.....Engine.....take siding and meet
No.....Engine.....at....."

On single track, whether manual block rules are in effect or not, when a "middle order" so called, is addressed to the Operator at the intermediate train order office, there will be a train order signal displayed at that office in every case and Rule 208 governs until the order has been delivered by the Operator to trains affected until all have arrived from one direction. The Operator is not relieved from such delivery, even though the time of a "wait" order has elapsed, unless the order addressed to the Operator has been annulled by the Train Dispatcher.

Rule 221 is modified to the extent that, at all train order stations in Automatic Block Signal territory while an Operator is on duty the train order signal shall indicate "stop" when trains are to be stopped for train orders. When there are no orders, the signal must indicate "proceed."

When a train order is received the Operator must before repetition, display the signal to indicate "stop" and reply to the Train Dispatcher "stop displayed."

On single track, where Rules 301 to 377 are in effect to admit a train that is not carrying passengers into a block within which a work extra is working and is not clear of the block, a copy of the work extra's working order will be addressed and delivered to such trains at the entrance of the block and they may be admitted under the caution indication of the block signal. A work extra working within a manual block, single track, is an opposing train as it is liable to move in either direction, and trains carrying passengers will not be admitted to the block, unless it is clear or a 31 train order Form A, making a definite meeting point with the work extra, authorizes the movement.

Rule 317 is hereby modified to the extent that train order Form T will be used for following movements only.

When a train order is to be delivered to a train at an interlocking station where the home signals are also used as block and train order signals, the signalman will:

A—Display the home signal at "stop" for the track and in the direction of the train to which the orders are addressed, and will also place reminders on the machine levers that control train movements into the block.

B—Display a red flag, and in addition, a red light at night, in the places provided for that purpose at the station to indicate that there are orders to be delivered.

C—When a train approaches for which there are no orders, these signals may be cleared or removed only in accordance with Operating Rule 36.

This combination of signals must be acknowledged by the engineman by one short and two long sounds of the engine or motor whistle.

Automatic Block Signal Territory.

In automatic block signal territory, the signalman, upon hearing the acknowledging whistle, will, if the rights of the train are not restricted at that station, cause the home signal to display the correct block indication.

The engineman having acknowledged the display of the train order signal, will, upon proper observance of the home signal proceed at slow speed to the interlocking station only, unless there otherwise directed by train order or clearance card, Form A.

After receiving orders, the speed of the train will then be governed by the block indication received at the home signal.

Non-Automatic Block Signal Territory.

In non-automatic block signal territory, the signalman, upon hearing the acknowledging whistle, will, if the rights of the train are not restricted at that station, cause the home signal to display "permissive" indication.

The engineman having acknowledged the display of the train order signal will then proceed at slow speed to the interlocking station only, unless there otherwise directed by train order or clearance card, Form A.

After receiving orders, the speed of the train will be governed in accordance with the block indication shown on clearance card, Form A.

The Form A will not be delivered to a train other than one carrying passengers until the spacing time has elapsed.

The Train Order Station, Johnstown, Pa., will be the point designated in train orders as Johnstown.

SPECIAL INSTRUCTIONS—Continued.

24. SWITCHING OVER HIGHWAYS AT GRADE.

In the movement of engines with or without cars while switching over highway grade crossings within yard limits, also commercial and station sidings, mine, industrial or passing sidings; unless there is a crossing watchman at his post or the gates are down, a member of the crew will protect highway traffic at crossings by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the Engineman to proceed.

The same protection will be given whenever a light engine is making a movement either forward or backward over highway crossings at grade (except when running from one station to another as a straightaway movement), also whenever a train or engine takes a siding and obscures the view from highway of an approaching train.

When necessary to cut a train at a highway grade crossing, the ends of the cut, where practicable, shall be not less than 50 feet from the center-line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as indicated above until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of cuts at crossing which cannot be protected should, where practicable, be left standing not less than 150 feet from the center line of crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the Engineman to make the movement.

When a car or cars are set off or placed on any track they must be left standing not less than 150 feet from the center line of the highway crossing when the space permits.

Train crews will protect each movement over Poplar Street, Locust Street, Railroad Street, and Main Street in the City of Johnstown, Pa.

By order of Public Service Commission of State of Pennsylvania, the hours of crossing watchman at Messenger Street in the City of Johnstown, Pa., will be from 7.00 a. m. to 12.30 p. m. and from 1.00 p. m. until 3.30 p. m.

All train movements over said crossing for the remainder of the twenty-four hour period will be protected by a member of the train crew stationed on the crossing.

The Commission has also restricted the speed of trains over this crossing to six miles per hour.

25. INTERLOCKING.

Rule 684 is revised to read:

"When necessary to disconnect a switch, derail or movable frog, they shall first be spiked and Signal Maintainer must give to the Operator 'Out of Service' form, in duplicate, specifying the part or parts affected. This form must be signed by each Operator on duty, and one copy filed by the Signal Maintainer. The 'Out of Service' form must in a like manner be used when it is necessary to disconnect a detector bar, signal or circuit. Signals governing over routes affected shall be secured so as to display the most restrictive indication."

The following code signals will be observed within interlocking limits:

Sound	Indication
—	All trains within interlocking limits stop immediately.
o o	Resume normal movement after receiving the proper signal or permission from the signalman.
o o o	Whistle or siren test.
o o o o	Call signal maintainer or repairman.

26. OPERATION OF SPRING SWITCHES.

On main track trailing movements there are no restrictions except speed restrictions governing the territory in which the switch is located.

Trailing movements through switch (springing it), thirty (30) miles per hour unless otherwise restricted.

Facing spring switch on tangent, twenty-five (25) miles per hour.

Facing spring switch for turnout with curvature of 10 degrees or under, twenty (20) miles per hour, above 10 degrees, fifteen (15) miles per hour.

27. HOURS OF SERVICE LAW.

The Hours-of-Service Law requires that no employee in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor permitted to be on duty more than sixteen hours in the aggregate in any twenty-four-hour period, except in case of casualty, unavoidable accident

27. HOURS OF SERVICE LAW—Concluded.

or Act of God. After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four-hour period, he shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

Any employe concerned who may be ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty.

Train and engine crews after being on duty twelve hours will notify the dispatcher by telegraph from the first open telegraph office, the time they will be on duty fourteen hours.

28. ELECTRIC HEADLIGHTS.

HEADLIGHTS WILL BE DIMMED PROVIDING TRAINS ARE NOT NEAR A PUBLIC ROAD CROSSING ON GRADE WHEN:

Approaching block stations and train order offices, or other places indicated by train order, when signals are displayed indicating train orders or messages are to be handed on.

Headlights will be lighted in entering and passing through tunnels.

29. BRIDGE AND TRESTLE PROTECTION.

Conductor or Flagman will ride on rear of train when passing over bridges and trestles and observe if hot cinders have been dropped, and if so train will be stopped and fire extinguished.

30. TRAINS LEAVING A SIDING OR CROSSING FROM ONE TRACK TO ANOTHER IN AUTOMATIC BLOCK SIGNAL TERRITORY.

When a train takes a siding at a point where switches are hand operated and signal indication Rules D-251 to D-254, inclusive, are in effect, the Conductor or Engineman will, when communication is available, report the train into clear, and will receive permission from the Train Dispatcher before again fouling the main track.

At points where communication is not available, trains that have taken siding may re-enter the main track when their superiority permits.

When a train takes siding to be passed by another train moving in the same direction, or is delayed in siding doing station work, or when making a crossover movement from one main track to another at a point where switches are hand operated, and either or both Signal Indication Rules D-251 to D-254, inclusive, or Automatic Signal Rules 501 to 515, inclusive, are in effect, then switches to be used in leaving Siding, or crossing from one track to another, must be thrown three minutes before fouling the main or crossover tracks. To expedite their own movement when being passed by a train, the outlet switch should be opened as soon as the train to be followed has passed the switch.

When trains meet at passing sidings on single tracks, hand-operated switch will be thrown as soon as the rear of the train to be met has passed the signal located at the fouling point of the siding. Movement from siding to the main track, will be governed by the indication displayed by the leave siding signal.

At points where spring switches are in service and switch foulings protected by automatic block signals (equipped with number boards), conductor or engineman will push a button located at the fouling point of siding immediately after the train to be followed has passed the switch and be governed by the indication shown on leave siding signal, then wait three minutes before fouling the main track.

Where spring switches are in service and switch foulings protected by semiautomatic signals (without number boards), train will be governed by indication shown on signal.

This does not relieve crews from protecting their trains in accordance with Rule 99.

30A. TRAINS OPERATING OVER SPRING SWITCHES.

Trains moving through spring switches must not exceed the speed specified in timetable at the point involved.

Trains trailing through and stopping on a spring switch must not reverse movement or take slack until switch operating lever is set and latched for such movement.

When preparing to move a train in the facing direction over spring switch reversed trainmen must first see that the switch operating lever is thrown to the reverse position and latched, and that the switch point is in proper position.

SPECIAL INSTRUCTIONS—Continued.

30A. TRAINS OPERATING OVER SPRING SWITCHES—Concluded.

When a train or engine has been stopped by a signal which governs over a spring switch in a facing direction, trainmen must examine the spring switch points to know that they are fully closed before the movement is made over the switch.

31. INSPECTION OF PASSING TRAINS.

Rule 117, is supplemented as follows:

If no indication of conditions endangering the train is seen, employees will give proceed signal to rear of passing train.

Train and enginemen on moving trains will be on the lookout for signals, when passing stations, sidings, water stations, points where trackmen are working and other places where employees are stationed along track, and when possible, will exchange signals with men on ground. When other duties permit, trainmen will be stationed at rear of both passenger and freight trains to exchange signals when passing stations and sidings. On trains having official, or other cars to which trainmen do not have access, on rear of train, signals will be exchanged from rear of car first ahead of such car or cars.

Attention of operators, trackmen, employees on trains and others is called to importance of observing condition of passing trains for defects and loads shifting, such as long timber, telegraph poles, pipe, etc., and where there is any indication of shifting load the train will be signaled to stop and most available means made to communicate with train crew the reason for stopping.

The following code of signals will be used by employees for conveying information to train crews that defects are noted on passing trains:

LOAD SHIFTED—

By day or night—Give a stop signal.

CONNECTIONS DRAGGING—

By day or night—Give a stop signal.

HOT JOURNALS—

By day—Hold nose with thumb and finger of one hand, pointing to the train with the other.

By night—Hold the lamp by guard wires around the globe and swing it in a small vertical circle.

CAR DOOR SWINGING—

By day—Hold hand horizontal above the head.

By night—Hold lamp by guard wires around the globe, in vertical position and swing it across but not beyond the body, then hold it above the head.

BRAKES STICKING OR WHEELS SLIDING—

By day—Place palms of hands together in a horizontal position.

By night—Hold lamp by guard wires around globe in front of and close to body, and raise and lower it vertically a distance of 12 inches.

Section men will observe the passing of all trains and if everything is found all right section foreman will give a proceed signal with green flag to the rear of the train.

UNCLASSIFIED.

Following will govern handling of General Orders and Rules 83 (d) and 220 (A) are modified accordingly:

General Order will be issued by each division effective 12.01 A. M. of the 1st and 15th of each month, covering all matters requiring General Order Instructions, Conductor and Engineer must have a copy of the General Order in effect before starting trip or entering upon any division.

Form A required by Rule 83-C must show under Part A, Line 2, the number of the General Order in effect in addition to numbers of train orders, if any are delivered, and train will not leave initial station or enter upon another division until engineer and conductor have copy of the General Order bearing number shown on Form A.

Conductors and Engineers working only in yards will sign receipt for General Order affecting territory in which they will work, on time slip received when going on duty.

When an accident occurs involving personal injury or damage to property belonging to passengers, employes, or others, no information is to be given by employes concerning the accident excepting to duly authorized officers or representatives of this Company.

Employees operating motor cars must not pass an open telegraph or block station nor leave a point where company's telephone service to an open office is available without receiving from the operator information as to train movement, also movements of other motor cars in the same or opposing direction of which he is informed. They should state the direction in which they are to move and the operator to whom this information is given will notify the operator at the station in

UNCLASSIFIED—Continued.

advance and proper record be made by these operators on their block sheets or train register, so that in event a motor car is to be operated within these limits, the operator will be in position to give information as to movements of other cars within the same limits.

Except when telegraph or telephone service fails operators must receive information as to the location of trains from the train dispatcher, using Form 1089-A-Rev. for that purpose.

Telegraph operators in furnishing information and instructions to motor car operators, will furnish same in writing except where it is given over telephone, in which case motor car operators will take the information and instructions in writing, using Form 1089-A-Rev. for that purpose, and will repeat same to the telegraph operator. Telegraph operators will also keep copy of all information and instructions given with motor car operator's name on file.

The information received does not relieve those acting upon it from exercising proper precaution at all times.

In the operation of such cars, where there are three or more tracks, special effort will be made to confine the operation to outside tracks. When necessary to use other tracks, and a train is approaching from either direction on any track, the car must be stopped and the occupants stand clear of the running tracks.

When two or more motor cars are being operated within the same limits (or when those operating motor cars do not have access to telegraph office or telephone), all such cars must be so operated that they can be stopped within range of vision.

When there are section gangs located between telegraph stations without means of communication with one of such stations, the Operator should inform other cars of the fact that they may look for them.

Motor cars must not be operated in excess of twenty (20) miles per hour. During fog or storm the speed must not exceed ten (10) miles per hour.

Work train employes and others, except those in direct charge of steam ditchers, will not be permitted to occupy the flat cars on which steam ditchers are loaded while in operation, or ride on same when ditcher is being hauled in train. Ditcher should always be fastened securely to the flat car when train is in motion. Conductors receiving instructions to move cranes will personally examine same and know that both crane and boom are properly secured.

Freight trains that have been stopped a sufficient time to permit inspection will not, when starting, exceed a speed of eight miles per hour until the caboose has passed the point at which the engine stood, unless a proceed signal is given from the rear-end before the caboose reaches that point.

In yards where switching is performed at both ends, or in any yard where tracks are shoved, the following rule will govern movements.

When a track is shoved a yard man will be stationed at the head end of the leading car to govern the movement and see that cars are stopped where they will not foul other tracks or be shoved over the ends of tracks or details.

When cars are ridden over a hump or kicked into tracks that are clear, a sufficient number of hand brakes will be applied to prevent movement to foul any other tracks or be shoved over the ends of tracks or details when struck by other cars.

Power heavier than E-27-c Class is restricted from operating on Old Tannery Track, Confluence.

Class S and S-1 engines will not use crossover at west end of platform at Confluence, Pa.

Class S and S-1 engines will not be operated on any track in Salisbury Jet. Yard other than the running track and river track.

Class S, S-1, EL-6 and Simple Mallet engines will not use east leg of wye or running track at Rockwood.

Two "S" Type locomotives will not be operated on Wye track Rockwood, coupled.

Class S and S-1-A engines will not enter east end Nilan passing siding.

Two or more S type engines coupled will not be run on wye track at Smithfield.

Engines must not be taken beyond first switch on East End of Leith Works on Middle Track or beyond East End of Coke Ovens on front track.

Mallet and Class "S" engines will not pass on adjacent tracks in Smithfield Yard account close track centers.

Mallet or "S" type engines will not be operated over bridge at Uniontown Freight Station.

Engines larger than E-27 type will not be taken beyond point of switch on Armour Siding, Uniontown, Pa.

SPECIAL INSTRUCTIONS—Concluded.

UNCLASSIFIED—Continued.

Class S, S-1-A and Mallet engines will not be operated over bridge in middle at Lemont No. 2.

No. 1 middle track at Leckrone, Pa. can only be used for distance of forty-five car lengths.

Engines will not be operated over bridge on Fairhance Lumber Company Siding, Fairhance, Pa.

Dewings Branch can only be used to east end of bridge
Engines cannot pass switch point on Team Track Smithton account heavy curvature.

Mikado and Class P-6, P-7, P-9A, P-6A, P-1B, P-1C, P-1D, L-2, L-2A, V-1, V-3, V-4 or two or more engines coupled, will not be permitted to enter Pittsburgh Train Shed.

Class Q-4, S, S-1, S-1-A, T, T-1, T-2, or Mallet engines cannot be operated over Bridge 72 to Pittsburgh Yard.

Class S, S-1 and S-1-A engines are restricted from using middle cross-over from run-around track to Eastbound passing siding at Wildwood mine.

Engines are restricted from using trestle of Mars Milling Company, Mars, Pa.

Class S, S-1, S-1-A, T, T-1, T-2 and Mallet engines cannot be turned on wye at Callery; Class Q-4, S, S-1, S-1A, T, T-1, T-2 and Mallet engines cannot be turned on wye at Eidenau.

Crews delivering cars to trestle of Seidel Coal & Builders Supply Company at Ellwood City, Pa., will hold on to sufficient number of cars to avoid necessity of engine going on this trestle.

Mallet engines are restricted from entering industrial sidings W. & P. District.

Employees on engines will not lean out cab windows passing through Pinkerton Tunnel and yard tracks.

On four engine trains, two engines will be coupled on head end and two on rear end of train.

Engines turning on the wye at Sand Patch will proceed around east leg first thence west leg, returning to initial point via straight track paralleling storage track. Trains or engines moving on these tracks in opposite direction will do so only under flag protection. No engine will be permitted to use the wye track at Sand Patch without first securing permission from the Operator. When clearing the wye track the engineman will report clear to the Operator.

Engines using wye at Sand Patch will, before fouling the eastward passing siding, secure permission from Operator by telephone to proceed even though signal is set to proceed.

Passenger trains finding "Take Siding Signal" displayed at pull-in switch Sand Patch will call operator before pulling in on siding.

On trains entering west end of Connellsville Yard, some member of train crew will close all crossover switches. Conductors (and engineman of light engines or trains backing in the yard) will see that these instructions are carried out.

Trainmen will ride out on trains when retaining valves are used and on entering and leaving yards and at the following points:

MAIN LINE SUB-DIVISION.

Sand Patch to Hyndman. Sand Patch to Yoder.

S. & C. SUB-DIVISION.

Geiger to Rockwood. Geiger to Stoyestown.

F. M. & P. SUB-DIVISION.

Outerop to Cheat River. Oriental to Leith
Mt Braddock to Greene Jct.

P. & W. SUB-DIVISION.

Bakerstown and Downieville, westward.
Bakerstown and Wildwood, eastward.
"FY" Tower and Glenwood Junction, both directions.

W. & P. SUB-DIVISION.

Rand and Bruceton, both directions.

Trains will stop to clear crossover switches Greene Jct. unless signal is received from switchtender located on ground, in addition to fixed signals.

UNCLASSIFIED—Concluded.

Rules 980 and 1042 are modified as follows:

Trainmen will permit passengers to ride on the rear platform of the rear car when there are side doors and end gates in position. Chains will not be considered as a substitute for gates.

Rule 41 is modified that it will be permissible to start train from cars other than baggage car at intermediate stations.

When backing passenger trains into Pittsburgh from Laughlin Junction, the following instructions will be complied with:

Conductor will make a test with Conductor's Brake Valve to assure he has proper brake pipe pressure before starting to back-up and will make running test of air brakes with Conductor's valve after entire train is on straight line, after which the brake will be handled exclusively by Engineman through the Engineman's brake valve except in case of emergency.

Speed will be regulated by the Engineman, but if in the Conductor's judgment excessive speed is being made, it will be reduced upon receiving proper communicating signal from the Conductor.

Trains will approach Pan Handle switches under control and will be brought to a stop by the Engineman unless he receives three blasts of the communicating signal from the Conductor, this signal only to be given in case a proceed signal is received from the switch tender.

When entering the train shed the final stop will be made by the Engineman upon receiving communicating signal from the Conductor, this signal to be given two car lengths from the point it is desired that the rear of train be stopped; the distance, however, should be regulated by the speed of the train when entering the train shed.

City Ordinance No. 566 prohibits locomotives emitting smoke while standing or passing through Pittsburgh for periods of more than one minute out of eight consecutive minutes. Fine of \$100 for each violation. Crews will comply with this Ordinance.

HOLIDAYS.

New Years, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas.

INSTRUCTIONS GOVERNING SAND PATCH TUNNEL.

Absolute block will govern movement in tunnel.

When helper engines are employed all engine numbers will be reported. Helper engines pushing westward trains will have the right to drop back to east portal of tunnel where permission for further movements will be obtained from the operator by telephone unless reported clear by operator at Sand Patch.

When helper engine is ahead of or in the middle of a train, engine will go through tunnel and engineman report clear.

Engines pushing trains over summit will be reported in tunnel and tunnel will be considered blocked until they are reported out.

Each office will keep a record of all trains and engines in and out of both ends of tunnel on a sheet provided for that purpose.

Trains finding the stop signals located at the east and west portals of tunnel in stop position will immediately communicate with operator by telephone located at the signal.

It will not be permissible to allow any freight train in either direction to enter tunnel while same is occupied by passenger train; likewise it will not be permissible to allow a passenger train to enter tunnel while same is occupied by a freight train, unless that freight train is being delayed in the tunnel and operator has clear understanding with conductor that track to be used by passenger train is clear and freight train will not move until the passenger train has cleared the tunnel.

EXPLANATION OF LETTERS.

<p>A Arrive. B Flag stop Saturday only. C Stop to discharge passengers. D Day Train Order Station. DN Day and Night Train Order Station. DPN Day and Part Night Train Order Station. G Stop to discharge passengers from Gary, Ind., and points west, or to receive passengers for stations east of Baltimore.</p>	<p>M Stop Monday to pick up passengers. N Night Train Order Station. R Stop Sunday only. X Stop to receive or deliver U. S. Mail, Milk or Perishable Express.</p>
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DIVISIONAL STAFF.

EAST END

WEST END

Superintendent:

J. D. BELTZ.

Train Master:

W. E. BOYLAND.

Train Master:

R. A. J. MORRISON.

Assistant Superintendent:

C. C. PITCHER.

Road Foreman of Engines:

F. R. BROWNING.

Road Foreman of Engines:

J. L. NORRIS.

Division Engineer:

H. A. LYNCH.

Terminal Train Masters:

B. Z. HOLVERSTOTT.

Assistant Terminal Train Masters:

C. L. SENHEISER,
A. B. STEALEY.

Division Engineer:

G. B. FARLOW.

Assistant Division Engineer
and Master Carpenter:

J. G. COLLINSON.

Claim Agent:

J. L. ALLEN.

Master Mechanic:

J. W. SCHAD.

Claim Agent:

P. C. DIX.

Assistant Engineer:

W. E. KEARFOTT.

Chief Train Dispatchers:

R. W. HOOVER,
J. W. THORNTON.
M. W. FITZPATRICK,

Train Dispatchers:

Main Line

R. M. BELL,
J. J. SMITH,
J. J. DOWNS.

F. M. & P. and
S. & C. Sub-Division.

E. A. WILSON,
E. E. EVANS,
C. H. WALTER,

W. & P. Sub-Division.

V. V. BAILEY,
C. W. BROWN,
C. F. WILSON.

Extra Train Dispatchers:

W. GAUMER,
C. H. BEAN,
J. E. McLAIN,
L. J. LITTLE,
R. O. MURRAY,

C. L. KEITH,
S. C. DOWNIN,
W. A. REYNOLDS.
R. E. FULWIDER.

WESTWARD.

Distance from Cumberland.	Train Order Stations.	Main Line Sub-Division, TIME-TABLE No. 41. September 25, 1938.	Length of Passing Sidings in 45 Foot Cars.	FIRST CLASS.										
				15	7	117	C & P 123	21	65					
				DAILY	DAILY	DAILY Ex. Monday	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday					
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.					
0.6	DN	CUMBERLAND.		12.20	3.19	4.30	8.20	12.40	.....	.....	.....	.....	.....	.....
	DN	0.6 VIADUCT JCT.		12.22	3.21	4.32	S 8.23	12.42	.....	.....	.....	.....	.....	.....
2.4		1.8 ECKHART JCT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.6	DN	1.2 MT. SAVAGE JCT.	108	12.26	3.25	4.36	F 8.29	12.46	.....	.....	.....	.....	.....	.....
9.0		5.4 COOK'S MILLS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.9	DN	4.9 HYNDMAN.	175	S 12.41	3.40	4.51	.....	S 12.58	.....	.....	.....	.....	.....	.....
18.0		4.1 WILLIAMS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.7	DN	3.7 "FO" TOWER.		1.00	3.56	5.07	.....	F 1.17	.....	.....	.....	.....	.....	.....
23.5		1.8 GLENCOE.		.....	.....	.....	.....	F 1.19	.....	.....	.....	.....	.....	.....
26.3		2.8 PHILSON.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.7	DN	5.4 MANILA.		1.16	4.12	5.23	.....	1.37	.....	.....	.....	.....	.....	.....
33.4	DN	1.7 SAND PATCH.	129	1.21	4.17	5.28	.....	F 1.42	.....	.....	.....	.....	.....	.....
34.4		1.0 KEYSTONE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37.2		2.8 MEYERSDALE.		1.27	S 4.25	.....	.....	S 1.50	.....	.....	.....	.....	.....	.....
38.5		1.3 SALISBURY JCT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41.6	DN	3.1 "GA" TOWER.		1.37	4.35	5.39	.....	1.56	.....	.....	.....	.....	.....	.....
42.1		0.5 GARRETT.		.....	.....	.....	.....	S 1.57	.....	.....	.....	.....	.....	.....
44.9		2.8 ATLANTIC.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49.0	DN	4.1 ROCKWOOD.	138	1.47	S 4.48	5.48	.....	S 2.10	.....	.....	.....	.....	.....	.....
53.3		4.3 CASSELMAN.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
56.0		2.7 MARKLETON.	136	1.57	4.58	5.57	.....	F 2.20	.....	.....	.....	.....	.....	.....
60.8	DN	4.8 BROOK.		2.03	5.04	6.03	.....	2.27	.....	.....	.....	.....	.....	.....
63.5		2.7 URSINA.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.5	DN	1.9 CONFLUENCE.	98	2.09	S 5.12	6.09	.....	S 2.33	.....	.....	.....	.....	.....	.....
70.4		5.0 BIDWELL.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
73.9		3.5 "HK" TOWER.	110	2.19	5.23	6.19	.....	2.45	.....	.....	.....	.....	.....	.....
75.6		1.7 OHIO PYLE.		S 2.21	.....	.....	.....	F 2.49	.....	.....	.....	.....	.....	.....
78.2		2.6 KAUFMANN.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
80.9		2.7 STEWARTON		2.31	5.32	6.28	.....	2.59	.....	.....	.....	.....	.....	.....
85.0		4.1 INDIAN CREEK.		.....	.....	.....	.....	F 3.07	.....	.....	.....	.....	.....	.....
88.9		3.2 CASPARIS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
90.7	DN	2.5 GREENE JCT.		2.47	5.47	6.41	.....	3.17	6.52	.....	.....	.....	.....	.....
92.4		1.7 CONNELLSVILLE.		A 2.53	A 5.52	A 6.45	.....	A 3.25	A 7.00	.....	.....	.....	.....	.....
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.					
		Time over Sub-Division		2.33	2.33	2.15	0.9	2.45	.08					
		Average speed per hour		36.2	36.2	41.0	24.0	33.6	12.8					

Passenger trains will not exceed a speed of 55 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Cumberland.	Train Order Stations.	Main Line Sub-Division, TIME-TABLE No. 41. September 25, 1938.	Length of Passing Sidings in 45 Foot Cars.	FIRST CLASS.					SECOND CLASS.					
				C & P 125	13	9	5	19	Clev'nd 97	Chicago 97	Pitts'gh 97			
				DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
	DN	CUMBERLAND.		3.20	4.50	7.19	8.49	9.00	4.45	5.05	7.15
0.6	DN	0.6 VIADUCT JCT.		\$ 3.23	4.52	7.21	8.51	9.02	.....	.....	.....	.....	.....
2.4		1.8 ECKHART JCT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.6	DN	1.2 MT. SAVAGE JCT.	108	F 3.29	4.56	7.25	8.55	9.06	.....	.....	.....	.....	.....
9.0		5.4 COOK'S MILLS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.9	DN	4.9 HYNDMAN.	175	.....	5.11	7.40	9.07	9.20	.....	.....	.....	.....	.....
18.0		4.1 WILLIAMS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.7	DN	3.7 "FO" TOWER.		.....	5.27	7.56	9.23	9.36	.....	.....	.....	.....	.....
23.5		1.8 GLENCOE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.3		2.8 PHILSON.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.7	DN	5.4 MANILA.		.....	5.43	8.12	9.41	9.50	.....	.....	.....	.....	.....
33.4	DN	1.7 SAND PATCH.	129	.....	5.48	8.17	9.46	9.55	.....	.....	.....	.....	.....
34.4		1.0 KEYSTONE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37.2		2.8 MEYERSDALE.		.....	\$ 5.54	8.23	.....	.....	.....	.....	.....	.....	.....
38.5		1.3 SALISBURY JCT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41.6	DN	3.1 "GA" TOWER.		.....	6.04	8.31	9.58	10.09	.....	.....	.....	.....	.....
42.1		0.5 GARRETT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
44.9		2.8 ATLANTIC.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49.0	DN	4.1 ROCKWOOD.	138	.....	\$ 6.14	8.40	10.08	10.18	.....	.....	.....	.....	.....
53.3		4.3 CASSELMAN.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
56.0		2.7 MARKLETON.	136	.....	6.24	8.48	10.17	10.27	.....	.....	.....	.....	.....
60.8	DN	4.8 BROOK.		.....	6.31	8.54	10.23	10.33	.....	.....	.....	.....	.....
63.5		2.7 URSINA.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.5	DN	1.9 CONFLUENCE.	98	F 6.39	9.00	10.29	10.39	.....	.....	.....	.....	.....	.....
70.4		5.0 BIDWELL.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
73.9		3.5 "HK" TOWER.	110	.....	6.49	9.09	10.38	10.49	.....	.....	.....	.....	.....
75.6		1.7 OHIO PYLE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.2		2.6 KAUFMANN.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
80.9		2.7 STEWARTON.		.....	6.59	9.18	10.47	10.58	.....	.....	.....	.....	.....
85.0		4.1 INDIAN CREEK.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
88.9		3.2 CASPARIS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
90.7	DN	2.5 GREENE JCT.		.....	7.15	9.31	11.01	11.13	.....	.....	.....	.....	.....
92.4		1.7 CONNELLSVILLE.		.....	A 7.20	A 9.35	11.05	A 11.18	.....	A 10.10	A 10.30	A 11.45	.....
				P. M.	P. M.	P. M.	P. M.	P. M.		P. M.	P. M.	P. M.		
		Time over Sub-Division.....		.09	2.30	2.16	2.16	2.18		5.25	5.25	4.30		
		Average speed per hour.....		24.0	36.9	40.7	40.7	40.1		17.0	17.0	20.6		

Passenger trains will not exceed a speed of 55 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Connellsville.	Train Order Stations.	Main Line Sub-Division. TIME-TABLE No. 41. September 25, 1938.	Length of Passing Sidings in 45 Foot Cars.	FIRST CLASS.									
				14	20	6	C & P 122	C & P 124	8	66	16		
				DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY		
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.		
1.7	DN	CONNELLSVILLE. 1.7		12.13	2.40	2.59	.....	.....	10.47	11.00	3.25	.....	.....
4.2		GREENE JCT. 2.5		12.16	2.43	3.02	.....	.....	10.50	11.04	3.28	.....	.....
7.4		CASPARIS. 3.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.5		INDIAN CREEK. 4.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.2		STEWARTON. 2.7		12.30	2.58	3.17	.....	.....	11.04	.....	3.42	.....	.....
16.8		KAUFMANN. 2.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18.5		OHIO PYLE. 1.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.0		"HK" TOWER. 3.5	109	12.40	3.08	3.26	.....	.....	11.14	.....	3.52	.....	.....
		BIDWELL.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27.0	DN	5.0 CONFLUENCE.		12.51	3.19	3.36	.....	.....	11.24	.....	S 4.04	.....	.....
28.9		1.9 URSINA.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.6	DN	2.7 BROOK.		12.59	3.27	3.44	.....	.....	11.32	.....	4.13	.....	.....
36.4		4.8 MARKLETON.	123	1.06	3.34	3.51	.....	.....	11.39	.....	4.20	.....	.....
39.1		2.7 CASSELMAN.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
43.4	DN	4.3 ROCKWOOD.	91	S 1.22	3.44	4.01	.....	.....	S 11.51	.....	S 4.31	.....	.....
47.5		4.1 ATLANTIC.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50.3		2.8 GARRETT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50.8	DN	0.5 "GA" TOWER.	92	1.32	3.55	4.11	.....	.....	12.01	.....	4.41	.....	.....
53.9		3.1 SALISBURY JCT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55.2		1.3 MEYERSDALE.		S 1.44	.....	.....	.....	.....	S 12.12	.....	S 4.51	.....	.....
58.0		2.8 KEYSTONE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59.0	DN	1.0 SAND PATCH.	321	1.53	4.12	4.26	.....	.....	12.24	.....	5.01	.....	.....
60.7	DN	1.7 MANILA.		1.56	4.15	4.29	.....	.....	12.27	.....	5.04	.....	.....
66.1		5.4 PHILSON.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
68.9		2.8 GLENCOE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
70.7	DN	1.8 "FO" TOWER.	86	2.11	4.30	4.43	.....	.....	12.41	.....	5.19	.....	.....
74.4		3.7 WILLIAMS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.5	DN	4.1 HYNDMAN.	103	S 2.25	4.42	4.56	.....	.....	12.54	.....	5.32	.....	.....
83.4		4.9 COOK'S MILLS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
88.8	DN	5.4 MT. SAVAGE JCT.		2.39	4.55	5.09	F 7.41	F 11.51	1.07	.....	5.43	.....	.....
90.9		1.2 ECKHART, JCT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
91.8	DN	1.8 VIADUCT JCT.		2.44	5.00	5.14	S 7.47	S 11.57	1.12	.....	5.48	.....	.....
92.4	DN	0.6 CUMBERLAND.		A 2.46	A 5.04	A 5.17	A 7.50	A 12.01	A 1.14	.....	A 5.50	.....	.....
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.		
		Time over Sub-Division.....		2.33	2.24	2.18	.09	.10	2.27	.04	2.25		
		Average speed per hour.....		36.2	38.5	40.1	24.0	21.6	37.7	25.5	38.2		

Passenger trains will not exceed a speed of 55 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Connellsville	Train Order Stations.	Main Line Sub-Division. TIME-TABLE No. 41. September 25, 1938.	Length of Passing Sidings in 45 Foot Cars	FIRST CLASS.			SECOND CLASS.												
				32	118	10	94	194	Chgo. 92	96	Clev'nd 92								
				DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							
				P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.								
1.7	DN	CONNELLSVILLE.		3.45	8.30	10.04													
		1.7 GREENE JCT.		3.49	8.33	10.07		2.00	2.15	6.00	1.30	1.45							
4.2		2.5 CASPARIS.																	
7.4		3.2 INDIAN CREEK.		F 3.56															
11.5		4.1 STEWARTON.		4.04	8.47	10.21													
14.2		2.7 KAUFMANN.																	
16.8		2.6 OHIO PYLE.		F 4.14															
18.5		1.7 'HK' TOWER.	109	4.16	8.56	10.30													
22.0		3.5 BIDWELL.																	
27.0	DN	5.0 CONFLUENCE.		S 4.27	9.05	10.39													
28.9		1.9 URSINA.																	
31.6	DN	2.7 BROOK.		4.37	9.13	10.47													
36.4		4.9 MARKLETON.	123	F 4.46	9.20	10.54													
39.1		2.7 CASSELMAN.																	
43.4	DN	4.3 ROCKWOOD.	91	S 5.02	9.30	11.04													
47.5		4.1 ATLANTIC.																	
50.3		2.8 GARRETT.		S 5.13															
50.8	DN	0.5 "GA" TOWER.	92	5.14	9.39	11.13													
53.9		3.1 SALISBURY JCT.																	
55.2		1.3 MEYERSDALE.		S 5.27															
58.0		2.8 KEYSTONE.																	
59.0	DN	1.0 SAND PATCH.	321	5.38	9.53	11.27													
60.7	DN	1.7 MANILA.		5.41	9.56	11.30													
66.1		5.4 PHILSON.																	
68.9		2.8 GLENCOE.		F 5.54															
70.7	DN	1.8 "FO" TOWER.	86	5.58	10.11	11.45													
74.4		3.7 WILLIAMS.																	
78.5	DN	4.1 HYNDMAN.	103	S 6.12	10.24	11.58													
83.4		4.9 COOK'S MILLS.																	
88.8	DN	5.4 MT. SAVAGE JCT.		6.28	10.37	12.11													
90.9		1.2 ECKHART JCT.																	
91.8	DN	1.8 VIADUCT JCT.		6.36	10.42	12.16													
92.4	DN	0.6 CUMBERLAND.		A 6.40	A 10.45	A 12.19		A 8.30	A 7.40	A 10.00	A 5.30	A 6.30							
				P. M.	P. M.	A. M.		A. M.	A. M.	A. M.	P. M.	P. M.							
		Time over Sub-Division.....		2.55	2.15	2.15		6.30	5.25	4.00	4.00	4.45							
		Average speed per hour.....		31.6	41.0	41.0		14.0	16.7	22.6	22.6	19.4							

Passenger trains will not exceed a speed of 55 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Connellsville.	Train Order Stations.	River Sub-Division. TIME-TABLE No. 41. September 25, 1933.	Length of passing Sidings in 45 Foot Cars.	FIRST CLASS.										
				15	7	145	56	530	147	117	36	149		
				DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sun. & Hol.	DAILY	DAILY Ex. Sun.	DAILY Ex. Monday	DAILY	DAILY Ex. Sun. & Hol.		
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
2.4	DN	CONNELLVILLE. 2.4		2.57	5.59	.....	.....	.....	6.15	6.50	.....	.....	.....	.....
4.9		BROAD FORD. 2.5		3.01	6.03	.....	.....	.....	F 6.20	6.55	.....	.....	.....	.....
5.4		HICKMAN RUN. 0.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9.5		DAWSON. 4.1		.....	.....	.....	.....	.....	F 6.25	.....	.....	.....	.....	.....
12.7		LAVENIA. 3.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.6	DN	LAYTON. 0.9		.....	.....	.....	.....	.....	F 6.36	.....	.....	.....	.....	.....
16.0		"NS" TOWER. 2.4	172	3.14	6.16	.....	.....	.....	6.38	7.10	.....	.....	.....	.....
16.0		BANNING. 0.9		.....	.....	.....	.....	.....	F 6.42	.....	.....	.....	.....	.....
16.9		JACOBS CREEK. 1.9		.....	.....	.....	.....	.....	F 6.44	.....	.....	.....	.....	.....
18.8		SMITHTON. 1.5		.....	.....	.....	.....	.....	F 6.47	.....	.....	.....	.....	.....
20.3		FITZ HENRY. 2.2		.....	.....	.....	.....	.....	F 6.49	.....	.....	.....	.....	.....
22.5		REDUCTION. 2.2	133	3.24	6.26	.....	.....	.....	6.52	7.20	.....	.....	.....	.....
24.7		WEST NEWTON. 2.2		.....	.....	.....	.....	.....	S 6.57	.....	.....	.....	.....	.....
26.9		GRATZTOWN. 1.7		.....	.....	.....	.....	.....	F 7.01	.....	.....	.....	.....	.....
28.6		SUTER. 1.4		.....	.....	.....	.....	.....	F 7.04	.....	.....	.....	.....	.....
30.0		SCOTT HAVEN. 1.4		.....	.....	.....	.....	.....	F 7.07	.....	.....	.....	.....	.....
31.4	DN	VISTA. 1.3	105	3.35	6.37	.....	.....	.....	F 7.10	7.31	.....	.....	.....	.....
32.7		SHANER. 0.5		.....	.....	.....	.....	.....	F 7.13	.....	.....	.....	.....	.....
33.2		GUFFEY. 1.0		.....	.....	.....	.....	.....	F 7.15	.....	.....	.....	.....	.....
34.2		ROBBINS. 1.2		.....	.....	.....	.....	.....	F 7.17	.....	.....	.....	.....	.....
35.4		COULTER. 1.0		.....	.....	.....	.....	.....	F 7.20	.....	.....	.....	.....	.....
36.4		ALPSVILLE. 2.1		.....	.....	.....	.....	.....	F 7.22	.....	.....	.....	.....	.....
38.5		ELLROD. 1.6	146	3.43	6.45	.....	.....	.....	7.26	7.39	.....	.....	.....	.....
40.1		VERSAILLES. 1.1		3.45	6.47	7.00	.....	.....	S 7.29	7.41	.....	8.35	.....	.....
41.2		CHRISTY PARK. 1.3		.....	.....	F 7.03	.....	.....	F 7.32	.....	.....	F 8.38	.....	.....
43.0		McKEESPORT. 0.2		S 3.51	S 6.53	S 7.10	.....	.....	S 7.40	.....	.....	S 8.45	.....	.....
43.2	DN	"MK" TOWER. 0.8		3.52	6.54	7.11	.....	.....	7.41	7.48	.....	8.46	.....	.....
44.0		RIVERTON. 0.4		.....	.....	F 7.13	.....	.....	F 7.43	.....	.....	F 8.47	.....	.....
44.4		FIRTH STERLING 0.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
44.8		DEMMLER. 2.2		.....	.....	F 7.15	.....	.....	.....	.....	.....	.....	.....	.....
47.0	DN	BESSEMER. 1.2		.....	.....	F 7.19	.....	.....	F 7.48	7.54	.....	F 8.53	.....	.....
48.2		BRADDOCK. 0.7		.....	.....	S 7.22	.....	.....	S 7.51	.....	.....	S 8.56	.....	.....
48.9		RANKIN. 3.9		.....	.....	S 7.25	.....	.....	F 7.54	.....	.....	F 8.58	.....	.....
52.8	DN	GLENWOOD JCT. 0.3		.....	.....	7.31	.....	.....	8.00	8.05	8.46	9.04	.....	.....
53.1		GLENWOOD. 0.8		.....	.....	S 7.32	.....	.....	.....	.....	.....	.....	.....	.....
53.9		HAZELWOOD. 1.0		.....	.....	S 7.34	.....	.....	S 8.02	.....	.....	S 9.06	.....	.....
54.9	DN	LAUGHLIN JCT. 2.9	64	.....	.....	7.36	7.37	7.45	8.04	8.25	8.50	9.08	.....	.....
57.8	DN	PITTSBURGH.		.....	.....	A 7.45	A 7.50	A 7.55	A 8.15	A 8.35	A 9.00	A 9.15	.....	.....
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		
		Time over Sub-Division.....		.55	.55	.45	.13	.10	2.00	1.45	.14	.40		
		Average speed per hour.....		47.2	47.2	23.6	13.4	17.4	28.9	33.0	21.4	26.6		

Passenger trains will not exceed a speed of 55 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Connellsville.	Train Order Stations.	River Sub-Division. TIME-TABLE No. 41. September 25, 1938.	Length of Passing Sidings in 46 Foot Cars.	FIRST CLASS.											
				141	32	157	159	161	21	510	163	165	72	13	
				DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sun. & Hol.	DAILY Ex. Sunday	DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY	
				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
2.4	DN	CONNELLSVILLE. 2.4		9.10					3.30						7.25
4.9		BROAD FORD. 2.5		9.14					3.35						7.29
5.4		HICKMAN RUN. 0.5													
9.5		DAWSON. 4.1		F 9.19					F 3.41						
12.7		LAVENIA. 3.2													
13.6	DN	LAYTON. 0.9							F 3.52						
16.0		"NS" TOWER. 2.4	172	9.29					3.53						7.42
16.0		BANNING. 0.9							F 3.58						
16.9		JACOBS CREEK. 1.9							F 4.01						
18.8		SMITHTON. 1.5		F 9.36					F 4.05						
20.3		FITZ HENRY. 2.2							F 4.08						
22.5		REDUCTION. 2.2	133	9.41					F 4.11						7.52
24.7		WEST NEWTON. 2.2		S 9.45					S 4.17						F 7.55
26.9		GRATZTOWN. 1.7							F 4.20						
28.6		SUTER. 1.4							F 4.23						
30.0		SCOTT HAVEN. 1.4													
31.4	DN	VISTA. 1.3	185	9.54					4.27						8.03
32.7		SHANER. 0.5							F 4.29						
33.2		GUFFY. 1.0													
34.2		ROBBINS. 1.2													
35.4		COULTER. 1.0							F 4.33						
36.4		ALPSVILLE. 2.1													
38.5		ELLROD. 1.6	146	10.03					4.38						8.12
40.1		VERSAILLES. 1.1		10.05		12.50	2.35	4.05	F 4.40		5.40	7.20			8.14
41.2		CHRISTY PARK. 1.8				F 12.53	F 2.38	F 4.08			F 5.43	F 7.23			
43.0		McKEESPORT. 0.2		S 10.13		S 12.58	S 2.44	S 4.13	S 4.52		S 5.48	S 7.28			S 8.20
43.2	DN	"MK" TOWER. 0.8		10.14		12.59	2.45	4.14	4.54		5.49	7.29			8.22
44.0		RIVERTON. 0.4				F 1.00	F 2.46				F 5.50	S 7.30			
44.4		FIRTH STERLING. 0.4						F 4.16							
44.8		DEMMLER. 2.2				F 1.02	F 2.49				F 5.52	F 7.32			
47.0	DN	BESSEMER. 1.2		10.19		F 1.06	F 2.53	F 4.20	F 4.59		F 5.56	F 7.35			
48.2		BRADDOCK. 0.7		S 10.22		S 1.08	S 2.55	S 4.23	S 5.05		S 5.59	S 7.38			
48.9		RANKIN. 3.9				F 1.10	F 2.57	F 4.25			F 6.01	F 7.40			
52.8	DN	GLENWOOD JCT. 0.3		10.30		1.16	3.03	4.31	5.14		6.07	7.46	8.04		
53.1		GLENWOOD. 0.8				F 1.17	S 3.04	S 4.32				S 7.47			
53.9		HAZELWOOD. 1.0				S 1.19	S 3.06	S 4.34			S 6.09	S 7.49			
54.9	DN	LAUGHLIN JCT. 2.9	64	A 10.34	A 1.00	A 1.21	A 3.08	A 4.36	A 5.19	A 5.40	A 6.11	A 7.51	A 8.10		
57.8	DN	PITTSBURGH.		A 10.45	A 1.10	A 1.30	A 3.15	A 4.45	A 5.30	A 5.50	A 6.20	A 8.00	A 8.20		
						A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		Time over Sub-Division		1.35	.10	.40	.40	.40	2.00	.10	.40	.40	.16	.57	
		Average speed per hour		38.5	17.4	26.6	26.6	26.6	28.9	17.4	26.6	26.6	18.7	45.4	

Passenger trains will not exceed a speed of 55 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Connellsville.	Train Order Stations.	River Sub-Division. TIME-TABLE No. 41. September 25, 1938.	Length of Passing Sidings in 46 Foot Cars.	FIRST CLASS.				SECOND CLASS.								
				9	38	5	19	Pgh. 97	Clevel'd 97	Chicago 97						
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						
				P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.						
2.4	DN	CONNELLSVILLE. 2.4		9.38	.....	11.05	11.22	.....	.....	.....	1.45	10.30	10.50	.....	.....
4.9		BROAD FORD. 2.5		9.42	.....	11.09	11.26	.....	.....	.....			
5.4		HICKMAN RUN. 0.5														
9.5		DAWSON. 4.1														
12.7		LAVENIA. 3.2														
13.6	DN	LAYTON. 0.9	172	9.55	.....	11.22	11.39	.....	.....	.....			
16.0		"NS" TOWER. 2.4														
		BANNING. 0.9														
16.9		JACOBS CREEK. 1.9		133												
18.8		SMITHTON. 1.5														
20.3		FITZ HENRY. 2.2														
22.5		REDUCTION. 2.3			10.04	.....	11.31	11.49	.....	.....	.....		
24.7		WEST NEWTON. 2.2														
26.9		GRATZTOWN. 1.7														
28.6		SUTER. 1.4														
30.0		SCOTT HAVEN. 1.4														
31.4	DN	VISTA. 1.3	185		10.15	.....	11.42	12.00	.....	.....	.....		
32.7		SHANER. 0.5														
33.2		GUFFEY. 1.0														
34.2		ROBBINS. 1.2														
35.4		COULTER. 1.0														
36.4		ALPSVILLE. 2.1														
38.5		ELLROD. 1.6		146	10.23	.....	11.50	12.08	.....	.....	.....		
40.1		VERSAILLES. 1.1				10.24	11.51	12.09				
41.2		CHRISTY PARK. 1.8														
43.0		McKEESPORT. 0.2				\$10.29	\$12.14				
43.2	DN	"MK" TOWER. 0.3			10.30	.....	11.57	12.15	.....	.....	.....		12.10	12.30		
44.0		RIVERTON. 0.4														
44.4		FIRTH STERLING 0.4														
44.8		DEMMLER. 2.2														
47.0	DN	BESSEMER. 1.2														
48.2		BRADDOCK. 0.7														
48.9		RANKIN. 3.9														
52.8	DN	GLENWOOD JCT. 0.3	64				11.25	.....	.....	.....	.....	A 4.30				
53.1		GLENWOOD. 0.8														
53.9		HAZELWOOD. 1.0														
54.9	DN	LAUGHLIN JCT. 2.9					11.30	.....	.....	.....	.....	
57.8	DN	PITTSBURGH.					A11.40	.....	.....	.....	.....	
					P. M.	P. M.	P. M.	A. M.				A. M.	A. M.	A. M.		
		Time over Sub-Division.....		.52	.15	.52	.53					2.45	1.40	1.40		
		Average speed per hour.....		49.8	20.0	49.8	48.9					19.2	25.9	25.9		

Passenger trains will not exceed a speed of 55 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Pittsburgh	Train Order Stations.	River Sub-Division. TIME-TABLE No. 41. September 25, 1938.	Length of Passing Sidings in 45 Foot Cars.	FIRST CLASS.											
				20	6	140	33	150	521	8	73	152	16		
				DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sun. & Hol.	DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
2.9	DN	PITTSBURGH.				6.00	8.05	8.10	9.15	.....	12.05	12.35	1.45	.....
	DN	2.9 LAUGHLIN JCT.				6.06	8.10	8.15	9.21	.....	12.10	12.40	1.51	.....
3.9		1.0 HAZELWOOD			S	6.08	.....	S	8.17	.....	.....	\$12.42	.....	.....
4.7		0.8 GLENWOOD.			S	6.10	.....	S	8.19	.....	.....	\$12.44	.....	.....
5.0	DN	0.3 GLENWOOD JCT.				6.12	8.13	8.20	.....	.....	12.13	12.45	1.55	.....
8.9		RANKIN.			F	6.18	.....	F	8.26	.....	.....	F	12.51	.....
9.6		0.7 BRADDOCK.			S	6.21	.....	S	8.28	.....	.....	\$12.53	S	2.03
10.8	DN	1.2 BESSEMER.			F	6.24	.....	F	8.31	.....	.....	F	12.56	2.06
13.0		2.2 DEMMLER.			F	6.29	.....	F	8.35	.....	.....	.....	.....	.....
13.4		0.4 FIRTH STERLING.						C	8.37	.....	.....	.....	.....	.....
13.8		0.4 RIVERTON.			F	6.31	.....	.....	.....	.....	.....	F	1.01	.....
14.6	DN	0.8 "MK" TOWER.				1.40	2.06	6.34	.....	8.39	.....	9.44	.....	1.02
14.8		0.2 McKEESPORT.			S	6.38	S	8.40	S	9.46	S	1.03
16.6		1.8 CHRISTY PARK.			F	6.44	.....	C	8.47	.....	.....	C	1.08	.....
17.7		1.1 VERSAILLES.				1.46	2.12	F	6.47	.....	A	8.50	.....	9.51
19.3		1.6 ELLROD.	159			1.48	2.14	6.49	.....	.....	.....	9.53	.....	.....
20.8		1.5 EMBLEM.			F	6.51	.....	.....	.....	.....	.....	.....	.....	.....
21.4		0.6 ALPSVILLE.			F	6.53	.....	.....	.....	.....	.....	.....	.....	.....
22.4		1.0 COULTER.			F	6.55	.....	.....	.....	.....	.....	.....	.....	.....
23.6		1.2 ROBBINS.			F	6.58	.....	.....	.....	.....	.....	.....	.....	.....
24.6		1.0 GUFFEY.			F	7.00	.....	.....	.....	.....	.....	.....	.....	.....
25.1		0.5 SHANER.			F	7.02	.....	.....	.....	.....	.....	.....	.....	.....
26.4	DN	1.3 VISTA.	298			1.57	2.22	7.05	.....	.....	10.02	.....	.....	2.32
27.8		1.4 SCOTT HAVEN.			S	7.08	.....	.....	.....	.....	.....	.....	.....	.....
29.2		1.4 SUTER.			F	7.11	.....	.....	.....	.....	.....	.....	.....	.....
30.9		1.7 GRATZTOWN.			F	7.14	.....	.....	.....	.....	.....	.....	.....	.....
33.1		2.2 WEST NEWTON.			S	7.20	.....	.....	.....	.....	.....	.....	S	2.42
35.3		2.2 REDUCTION.	132			2.07	2.32	F	7.24	.....	10.13	.....	.....	2.46
37.5		2.2 FITZ HENRY.			F	7.29	.....	.....	.....	.....	.....	.....	.....	.....
39.0		1.5 SMITHTON.			S	7.33	.....	.....	.....	.....	.....	.....	.....	.....
40.9		1.9 JACOBS CREEK.			F	7.36	.....	.....	.....	.....	.....	.....	.....	.....
41.8		0.9 BANNING.			F	7.38	.....	.....	.....	.....	.....	.....	.....	.....
44.2	DN	2.4 "NS" TOWER.	465			2.17	2.41	7.42	.....	.....	10.23	.....	.....	2.56
45.1		0.9 LAYTON.			S	7.46	.....	.....	.....	.....	.....	.....	.....	.....
48.3		3.2 LAVENIA.				2.22	2.45	7.51	.....	.....	10.28	.....	.....	3.02
25.4		4.1 DAWSON.			S	7.57	.....	.....	.....	.....	.....	.....	S	3.08
52.9		0.5 HICKMAN RUN.			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55.4	DN	2.5 BROAD FORD.				2.32	2.54	F	8.04	.....	10.37	.....	.....	3.14
57.8		2.4 CONNELLSVILLE.			A	2.37	2.59	A	8.10	A	10.42	A	3.20
					A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
		Time over Sub-Division.....			.57	.53	2.10	.08	.40	.06	.58	.08	.35	1.35	
		Average speed per hour.....			45.4	48.9	26.6	37.5	26.6	29.0	44.7	37.5	30.3	36.5	

Passenger trains will not exceed a speed of 55 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Pittsburgh.	Train Order Stations.	River Sub-Division. TIME-TABLE No. 41. September 25, 1933.	Length of Passing Siding in 45 Foot Cars.	FIRST CLASS.									
				32	154	156	158	55	160	162	118	10	35
				DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY Ex. Sun. & Hol.	DAILY Ex. Sun. & Hol.	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
2.9	DN	PITTSBURGH. 2.9		2.00	3.00	4.40	5.20	5.25	6.00	6.30	7.00	9.00	
3.9		LAUGHLIN JCT. 1.0		2.05	3.05	4.45	5.26	5.31	6.06	6.35	7.05	9.05	
4.7		HAZELWOOD 0.8		.....	\$ 3.07	.....	\$ 5.28	.....	\$ 6.08	\$ 6.37	.....	.....	.....
5.0	DN	GLENWOOD. 0.3		.....	\$ 3.09	.....	.....	.....	\$ 6.10	.....	.....	.....	.....
5.0		GLENWOOD JCT. 3.9		2.09	3.10	4.48	5.30	.....	6.11	6.39	7.09	9.09	.....
8.9		RANKIN. 0.7		.....	\$ 3.16	\$ 4.53	F 5.36	.....	F 6.17	\$ 6.45	.....	.....	.....
9.6		BRADDOCK. 1.2		\$ 2.16	\$ 3.18	\$ 4.55	\$ 5.38	.....	\$ 6.19	\$ 6.47	.....	.....	.....
10.8	DN	BESSEMER. 2.2		2.19	F 3.21	4.58	5.41	.....	F 6.22	F 6.50	7.17	.....	.....
13.0		DEMMLER. 0.4		.....	F 3.25	.....	.....	.....	F 6.26	.....	.....	.....	.....
13.4		FIRTH STERLING. 0.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.8		RIVERTON. 0.8		.....	F 3.27	.....	F 5.45	.....	F 6.28	F 6.55	.....	.....	.....
14.6	DN	"MK" TOWER. 0.2		2.25	3.29	5.03	5.47	.....	6.30	6.57	7.23	9.08	.....
14.8		McKEESPORT. 1.8		\$ 2.27	\$ 3.30	\$ 5.05	\$ 5.48	.....	\$ 6.32	\$ 6.58	.....	\$ 9.09	.....
16.6		CHRISTY PARK. 1.1		.....	C 3.35	C 5.11	F 5.53	.....	C 6.38	C 7.04	.....	.....	.....
17.7		VERSAILLES. 1.6		2.34	A 3.38	A 5.14	F 5.56	.....	A 6.40	A 7.07	7.30	9.14	.....
19.3		ELLROD. 1.5	159	2.36	.....	.....	6.00	.....	.....	.....	7.32	9.16	.....
20.8		EMBLEM. 0.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.4		ALPSVILLE. 1.0		.....	.....	.....	F 6.03	.....	.....	.....	.....	.....	.....
22.4		COULTER. 1.2		.....	.....	.....	F 6.05	.....	.....	.....	.....	.....	.....
23.6		ROBBINS. 1.0		.....	.....	.....	F 6.08	.....	.....	.....	.....	.....	.....
24.6		GUFFEY. 0.5		.....	.....	.....	F 6.10	.....	.....	.....	.....	.....	.....
25.1		SHANER. 1.3		.....	.....	.....	F 6.11	.....	.....	.....	.....	.....	.....
26.4	DN	VISTA. 1.4	298	2.46	.....	.....	6.14	.....	.....	.....	7.41	9.24	.....
27.8		SCOTT HAVEN. 1.4		.....	.....	.....	F 6.17	.....	.....	.....	.....	.....	.....
29.2		SUTER. 1.7		.....	.....	.....	F 6.20	.....	.....	.....	.....	.....	.....
30.9		GRATZTOWN. 2.2		.....	.....	.....	F 6.23	.....	.....	.....	.....	.....	.....
33.1		WEST NEWTON. 2.2		\$ 2.55	.....	.....	S 6.29	.....	.....	.....	.....	.....	.....
35.3		REDUCTION. 2.2	132	2.59	.....	.....	F 6.33	.....	.....	.....	7.52	9.34	.....
37.5		FITZ HENRY. 1.5		.....	.....	.....	F 6.38	.....	.....	.....	.....	.....	.....
39.0		SMITHTON. 1.9		.....	.....	.....	S 6.42	.....	.....	.....	.....	.....	.....
40.9		JACOBS CREEK. 0.9		.....	.....	.....	F 6.45	.....	.....	.....	.....	.....	.....
41.8		BANNING. 2.4		.....	.....	.....	F 6.48	.....	.....	.....	.....	.....	.....
44.2	DN	"NS" TOWER. 0.9	465	3.09	.....	.....	6.52	.....	.....	.....	8.03	9.43	.....
45.1		LAYTON. 3.2		.....	.....	.....	F 6.54	.....	.....	.....	.....	.....	.....
48.3		LAVENIA. 4.1		3.14	.....	.....	6.59	.....	.....	.....	8.08	9.48	.....
52.4		DAWSON. 0.5		.....	.....	.....	S 7.05	.....	.....	.....	.....	.....	.....
52.9		HICKMAN RUN. 2.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55.4	DN	BROAD FORD. 2.4		3.26	.....	.....	F 7.10	.....	.....	.....	8.20	9.57	.....
57.8		CONNELLSVILLE.		A 3.35	.....	.....	A 7.20	.....	.....	.....	A 8.25	A 10.01	.....
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
		Time over Sub-Division.....		1.35	.38	.34	2.00	.06	.40	.37	1.25	.53	.09
		Average speed per hour.....		36.5	28.0	31.3	28.9	29.0	26.6	28.7	40.8	48.9	33.3

Passenger trains will not exceed a speed of 55 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Pittsburgh.	Train Order Stations.	River Sub-Division. TIME-TABLE No. 41. September 25, 1933.	Length of Passing Sidings in 45 Foot Cars.	FIRST CLASS.						SECOND CLASS.				
				164	501	14				Chicago 92	Clevel'd 92	96	94	194
				DAILY Ex. Sunday	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday
				P. M.	P. M.	P. M.				A. M.	A. M.	A. M.	P. M.	P. M.
	DN	PITTSBURGH.		9.15	10.20	.....	.....	.....	.....	.....	.....	.....	.....	9.00
2.9	DN	2.9 LAUGHLIN JCT.		9.21	10.26	.....	.....	.....	.....	.....	.....	.....	.....
3.9		1.0 HAZELWOOD		S 9.23	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.7		0.8 GLENWOOD.		S 9.25	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.0	DN	0.3 GLENWOOD JCT.		9.27	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.9												
8.9		RANKIN.		F 9.33	.....	.....	.....	.....	.....	.....	.....	.....	.....
9.6		0.7 BRADDOCK.		S 9.35	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.8	DN	1.2 BESSEMER.		F 9.38	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.0		2.2 DEMMLER.		F 9.42	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.4		0.4 FIRTH STERLING.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.8		0.4 RIVERTON.		F 9.45	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.6	DN	0.8 "MK" TOWER.		9.47	.....	11.13	.....	.....	3.45	10.40	11.35	10.40	.....
14.8		0.2 McKEESPORT.		S 9.49	.....	F 11.14	.....	.....	.....	.....	.....	.....	.....
16.6		1.8 CHRISTY PARK.		C 9.55	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.1												
17.7		VERSAILLES.		A 10.00	.....	11.19	.....	.....	.....	.....	.....	.....	.....
19.3		1.6 ELLROD.	159	.....	.....	11.21	.....	.....	.....	.....	.....	.....	.....
20.8		1.5 EMBLEM.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.4		0.6 ALPSVILLE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.4		1.0 COULTER.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.6		1.2 ROBBINS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24.6		1.0 GUFFEY.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.1		0.5 SHANER.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.4	DN	1.3 VISTA.	298	.....	.....	11.30	.....	.....	.....	.....	.....	.....	.....
		1.4												
27.8		SCOTT HAVEN.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.2		1.4 SUTER.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.9		1.7 GRATZTOWN.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33.1		2.2 WEST NEWTON.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.3		2.2 REDUCTION.	132	.....	.....	11.40	.....	.....	.....	.....	.....	.....	.....
37.5		2.2 FITZ HENRY.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39.0		1.5 SMITHTON.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.9		1.9 JACOBS CREEK.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.9												
41.8		BANNING.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
44.2	DN	2.4 "NS" TOWER.	465	.....	.....	11.49	.....	.....	.....	.....	.....	.....	.....
45.1		0.9 LAYTON.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.3		3.2 LAVENIA.		.....	.....	11.54	.....	.....	.....	.....	.....	.....	.....
52.4		4.1 DAWSON.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
52.9		0.5 HICKMAN RUN.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55.4	DN	2.5 BROAD FORD.		.....	.....	12.04	.....	.....	.....	.....	.....	.....	.....
57.8		2.4 CONNELLSVILLE.		.....	.....	A 12.08	.....	.....	A 5.30	A 12.45	A 1.00	A 12.25	A 1.00	
				P. M.	P. M.	A. M.			A. M.	P. M.	P. M.	A. M.	A. M.	
		Time over Sub-Division .....		.45	.06	.55			1.45	2.05	1.25	1.45	4.00	
		Average speed per hour		23.6	29.0	47.1			24.6	20.7	30.5	24.6	14.5	

Passenger trains will not exceed a speed of 55 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Pittsburgh.	Train Order Stations.	P. & W. Sub-Division.	Length of Passing Sidings in 45 Foot Cars.	FIRST CLASS.													
				TIME-TABLE No. 41.													
				September 25, 1938.		5	19	15	7	521	55	13	501	9			
						DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.						
	DN	PITTSBURGH. 2 7					9.15	5.25	.....	10.20	.....	.....	.....	.....
2.7	DN	LAUGHLIN JUNCTION. 1.3					9.21	5.31	.....	10.26	.....	.....	.....	.....
4.0		SCHENLEY TOWER. 2.3					9.24	5.34	.....	10.29	.....	.....	.....	.....
6.3	DN	"FY" TOWER 1.0					9.28	5.38	.....	10.33	.....	.....	.....	.....
7.3		MILLVALE. 2.0						F 5.40	.....		.....	.....	.....	.....
9.3	DN	(S. C. Co.) ETNA. 0.7					9.33	S 5.44	.....	10.38	.....	.....	.....	.....
10.0		WEST ETNA. 2.5						S 5.46	.....		.....	.....	.....	.....
12.5		GLENSHAW. 1.5						S 5.50	.....		.....	.....	.....	.....
14.0		ELFINWILD. 0.8					9.41	F 5.53	.....	10.46	.....	.....	.....	.....
14.8		ALLISON PARK. 2.1						S 5.55	.....		.....	.....	.....	.....
16.9		BRYANT. 1.8						F 5.59	.....		.....	.....	.....	.....
18.7	DN	WILDWOOD. 1.1	136				9.49	S 6.04	.....	10.54	.....	.....	.....	.....
19.8		HARDIES. 1.6						F 6.07	.....		.....	.....	.....	.....
21.4		GIBSONIA. 1.8						S 6.11	.....		.....	.....	.....	.....
23.2		BAKERSTOWN. 1.8					9.58	S 6.16	.....	11.03	.....	.....	.....	.....
25.0		VALENCIA. 0.9						S 6.19	.....		.....	.....	.....	.....
25.9		DOWNIEVILLE. 1.2					10.02	F 6.21	.....	11.07	.....	.....	.....	.....
27.1		MARS. 2.5						S 6.25	.....	F 11.09	.....	.....	.....	.....
29.6		MYOMA. 0.7						F 6.29	.....		.....	.....	.....	.....
30.3		CALLERY. 2.7	143				F 10.08	S 6.31	.....	F 11.14	.....	.....	.....	.....
33.0		EVANS CITY. 2.5					F 10.13	S 6.36	.....	F 11.19	.....	.....	.....	.....
35.5	DN	EIDENAU. 1.8					10.17	6.40	.....	11.23	.....	.....	.....	.....
37.3		HARMONY. 1.4						F 6.43	.....		.....	.....	.....	.....
38.7		ZELIENOPE. 3.7						S 6.47	.....		.....	.....	.....	.....
42.4		FOMBELL. 1.1						F 6.52	.....		.....	.....	.....	.....
43.5		GOEHRING. 2.3						6.54	.....		.....	.....	.....	.....
45.8		HAZEN. 3.7						F 6.57	.....		.....	.....	.....	.....
49.5		ELLWOOD CITY. 6.3						S 7.05	.....		.....	.....	.....	.....
.....		(P. & L. E.) 1.3					1.15	1.33	5.21	8.31	.....	10.03	.....	11.55	
57.1	DN	"UN" TOWER. 1.9					1.17	1.35	5.23	8.33	7.16	10.05	11.57		
59.0	DN	NEW CASTLE JUNCTION.					A 1.20	A 1.38	A 5.26	A 8.36	A 7.20	A 10.08	A 12.00		
							A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	NITE		
		Time over Sub-Division.....					.05	.05	.05	.05	.50	1.49	.05	.57	.05		
		Average speed per hour.....					38.4	38.4	38.4	38.4	35.6	31.0	38.4	35.2	38.4		

Passenger trains will not exceed a speed of 50 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Pittsburgh.	Train Order Stations.	P. & W. Sub-Division. TIME-TABLE No. 41. September 25, 1938.	Length of Passing Sidings in 45 Foot Cars.	SECOND CLASS.											
				Clevel'd Chicago.											
				97	97										
				DAILY	DAILY										
				A. M.	A. M.										
	DN	PITTSBURGH. 2.7													
2.7	DN	LAUGHLIN JUNCTION. 1.3													
4.0		SCHENLEY TOWER. 2.3													
6.3	DN	"FY" TOWER. 1.0													
7.3		MILLVALE. 2.0													
9.3	DN	(S. C. Co.) ETNA. 0.7													
10.0		WEST ETNA. 2.5													
12.5		GLENSHAW. 1.5													
14.0		ELFINWILD. 0.8													
14.8		ALLISON PARK. 2.1													
16.9		BRYANT. 1.8													
18.7	DN	WILDWOOD. 1.1	136												
19.8		HARDIES. 1.6													
21.4		GIBSONIA. 1.8													
23.2		BAKERSTOWN. 1.8													
25.0		VALENCIA. 0.9													
25.9		DOWNIEVILLE. 1.2													
27.1		MARS. 2.5													
29.6		MYOMA. 0.7													
30.3		CALLERY. 2.7	143												
33.0		EVANS CITY. 2.5													
35.5	DN	EIDENAU. 1.8													
37.3		HARMONY. 1.4													
38.7		ZELIENOPE. 3.7													
42.4		FOMBELL. 1.1													
43.5		GOEHRING. 2.3													
45.8		HAZEN. 3.7													
49.5		ELLWOOD CITY. 6.3													
.....		(P. & L. E.) 1.3				3.05	3.25								
57.1	DN	"UN" TOWER. 1.9				3.10	3.30								
59.0	DN	NEW CASTLE JUNCTION.													
						A. M.	A. M.								
		Time over Sub-Division.....				.05	.05								
		Average speed per hour.....				14.4	14.4								

Passenger trains will not exceed a speed of 50 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from New Castle Junction.	Train Order Stations.	P. & W. Sub-Division. TIME-TABLE No. 41. September 25, 1938.	Length of Passing Sidings in 45 Foot Cars.	FIRST CLASS.									
				20	6	56	530	8	32	510	10	14	
				DAILY	DAILY	DAILY Ex. Sun. & Hol.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
1.9	DN	NEW CASTLE JUNCTION.		12.07	12.44	5.47	.....	8.01	11.20	.....	7.39	9.32	.....
	DN	1.9 "UN" TOWER.		12.10	12.47	5.50	.....	8.04	11.24	.....	7.42	9.35	.....
		1.3 (P. & L. E.)		12.12	12.49	.....	.....	8.06	.....	.....	7.44	9.37	.....
9.5		6.3 ELLWOOD CITY.		.....	.....	S 6.00	.....	.....	S 11.34	.....	.....	.....	.....
13.2		3.7 HAZEN.		.....	.....	F 6.05	.....	.....	.....	.....	.....	.....	.....
15.5		2.3 GOEHRING.		.....	.....	6.10	.....	.....	11.42	.....	.....	.....	.....
16.6		1.1 FOMBELL.		.....	.....	F 6.12	.....	.....	.....	.....	.....	.....	.....
20.3		3.7 ZELIENOPLE.		.....	.....	S 6.18	.....	.....	S 11.47	.....	.....	.....	.....
		1.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.7		HARMONY.		.....	.....	F 6.21	.....	.....	.....	.....	.....	.....	.....
23.5	DN	1.8 EIDENAU.		.....	.....	6.24	6.42	.....	11.51	4.37	.....	.....	.....
26.0		2.5 EVANS CITY.		.....	.....	S 6.29	F 6.47	.....	S 11.55	F 4.41	.....	.....	.....
28.7		2.7 CALLERY.	141	.....	.....	S 6.34	F 6.52	.....	F 12.00	S 4.46	.....	.....	.....
29.4		0.7 MYOMA.		.....	.....	S 6.36	.....	.....	.....	.....	.....	.....	.....
31.9		2.5 MARS.		.....	.....	S 6.40	F 6.58	.....	F 12.05	S 4.51	.....	.....	.....
33.1		1.2 DOWNIEVILLE.		.....	.....	F 6.42	7.00	.....	12.07	4.53	.....	.....	.....
34.0		0.9 VALENCIA.		.....	.....	F 6.45	.....	.....	.....	.....	.....	.....	.....
		1.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.8		BAKERSTOWN.	87	.....	.....	F 6.49	7.05	.....	12.15	F 4.58	.....	.....	.....
37.6		1.8 GIBSONIA.		.....	.....	F 6.53	.....	.....	.....	F 5.02	.....	.....	.....
39.2		1.6 HARDIES.		.....	.....	F 6.56	.....	.....	.....	.....	.....	.....	.....
40.3	DN	1.1 WILDWOOD.		.....	.....	F 6.59	7.13	.....	12.23	F 5.07	.....	.....	.....
42.1		1.8 BRYANT.		.....	.....	F 7.03	.....	.....	.....	.....	.....	.....	.....
44.2		2.1 ALLISON PARK.		.....	.....	S 7.08	7.20	.....	.....	F 5.14	.....	.....	.....
45.0		0.8 ELFINWILD.		.....	.....	F 7.10	7.22	.....	12.32	5.15	.....	.....	.....
46.5		1.5 GLENSHAW.		.....	.....	F 7.14	.....	.....	.....	F 5.18	.....	.....	.....
		2.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49.0		WEST ETNA.		.....	.....	S 7.19	.....	.....	.....	.....	.....	.....	.....
49.7	DN	0.7 (S. C. Co.) ETNA.	84	.....	.....	S 7.21	7.30	.....	12.43	F 5.25	.....	.....	.....
51.7		2.0 MILLVALE.		.....	.....	F 7.25	.....	.....	.....	.....	.....	.....	.....
52.7	DN	1.0 "FY" TOWER.		.....	.....	7.28	7.37	.....	12.49	5.31	.....	.....	.....
55.0		2.3 SCHENLEY.		.....	.....	7.33	7.42	.....	12.55	5.36	.....	.....	.....
56.3	DN	1.3 LAUGHLIN JUNCTION.		.....	.....	7.37	7.45	.....	1.00	5.40	.....	.....	.....
		2.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59.0	DN	PITTSBURGH.		.....	.....	A 7.50	A 7.55	.....	A 1.10	A 5.50	.....	.....	.....
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
		Time over Sub-Division.....		.05	.05	1.50	1.03	.05	1.40	1.03	.05	.05	
		Average speed per hour.....		38.4	38.4	30.7	31.6	38.4	33.8	31.6	38.4	38.4	

Passenger trains will not exceed a speed of 50 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from New Castle Junction.	Train Order Stations.	P. & W. Sub-Division. TIME-TABLE No. 41. September 25, 1938.	Length of Passing Sidings in 45 Foot Cars.	SECOND CLASS.															
				CHGO 92	Clevel'd 92	96	94												
				DAILY	DAILY	DAILY	DAILY												
				A. M.	A. M.	A. M.	P. M.												
1.9	DN	NEW CASTLE JUNCTION.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	DN	1.9 "UN" TOWER.		1.30	8.00	9.30	7.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.3 (P. & L. E.)		1.35	8.05	9.35	7.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9.5		6.3 ELLWOOD CITY.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.2		3.7 HAZEN.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.5		2.3 GOEHRING.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.6		1.1 FOMBELL.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.3		3.7 ZELIENOPLE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.7		1.8 HARMONY.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.5	DN	1.8 EIDENAU.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.0		2.5 EVANS CITY.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.7		2.7 CALLERY.	141	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.4		0.7 MYOMA.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.9		2.5 MARS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33.1		1.2 DOWNIEVILLE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.0		0.9 VALENCIA.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.8		1.8 BAKERSTOWN.	87	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37.6		1.8 GIBSONIA.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39.2		1.6 HARDIES.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.3	DN	1.1 WILDWOOD.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
42.1		1.8 BRYANT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
44.2		2.1 ALLISON PARK.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.0		0.8 ELFINWILD.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
46.5		1.5 GLENSHAW.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49.0		0.7 WEST ETNA.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49.7	DN	0.7 (S. C. Co.) ETNA.	84	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51.7		2.0 MILLVALE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
52.7	DN	1.0 "FY" TOWER.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55.0		2.3 SCHENLEY.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
56.3	DN	1.3 LAUGHLIN JUNCTION.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59.0	DN	PITTSBURGH.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				A. M.	A. M.	A. M.	P. M.												
		Time over Sub-Division.....		.05	.05	.05	.05												
		Average speed per hour.....		15.6	15.6	15.6	15.6												

Passenger trains will not exceed a speed of 50 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Pittsburgh.	Train Order Stations.	W. & P. Sub-Division. TIME-TABLE No. 41 September 25, 1938.	Length of Passing Sidings in 45 Foot Cars.	FIRST CLASS.					THIRD CLASS.											
				33	73	35				85	87									
				DAILY	DAILY	DAILY				DAILY	DAILY									
				A. M.	P. M.	P. M.				P. M.	P. M.									
2.9	DN	PITTSBURGH. 2.9		8.05	12.05	9.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	DN	LAUGHLIN JCT. 2.1		8.10	12.10	9.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.0	DN	GLENWOOD JCT. 2.0		8.13	12.13	9.09	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.0		RAND. 2.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9.3		WILLOCK. 2.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12.1		BRUCETON. 1.2		8.24	12.24	9.24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.3		EXPERIMENT. 0.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.9		COCHRAN'S MILL. 1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.1		SNOWDEN.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.9		2.8 FINLEYVILLE.		8.33	12.35	9.33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18.8		0.9 HACKETT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.0		1.2 ANDERSON.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.1		1.1 CROUCHES.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.8		1.7 THOMAS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24.3		1.5 GILKESON, E. D. T.		8.43	12.47	9.43	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.0		1.7 GAMBLE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27.4		1.4 WYLANDVILLE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.4		1.0 EIGHTY-FOUR.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.0		0.6 CLOKEY.	82	8.50	12.54	9.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.2		5.2 WADE.	93	8.58	1.02	9.58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.1		0.9 WASHINGTON.		8.02	1.07	10.03	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.2		1.1 WESTWASHINGTON		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.7		0.5 TYLERDALE JCT.		9.05	1.10	10.07	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
38.5		1.8 SUGAR HILL.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39.4		0.9 DUVALL.	68	9.09	1.14	10.12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
42.9		3.5 TAYLORSTOWN.	78	9.15	1.20	10.18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
44.9		2.0 TUNNEL SIDING.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
46.5		1.6 CLAYSVILLE.	80	9.21	1.26	10.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51.5		5.0 BELL SIDING.	66	9.30	1.35	10.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
52.9		1.4 WEST ALEXANDER.	80	9.33	1.39	10.38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
57.5		4.6 POINT MILLS.	72	9.41	1.47	10.47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.3		0.8 RONEYS POINT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
60.8		2.5 TRIADELPHIA.	64	9.46	1.52	10.52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
62.5		1.7 ELM GROVE.	87	9.50	1.56	10.56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
67.3	DN	4.8 WHEELING.		10.00	2.10	11.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				A. M.	P. M.	P. M.						P. M.	A. M.							
		Time over Sub-Division...		1.47	1.57	2.01						4.05	3.30							
		Average speed per hour....		34.9	32.0	30.9						15.2	17.8							

Passenger trains will not exceed a speed of 40 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Wheeling.	Train Order Stations.	W. & P. Sub-Division. TIME-TABLE No. 41. September 25, 1938.	Length of Pausing Sidings in 45 Foot Cars.	FIRST CLASS.						THIRD CLASS.				
				36	72	38					102	104		
				DAILY	DAILY	DAILY					DAILY	DAILY		
				A. M.	P. M.	P. M.					A. M.	A. M.		
	DN	WHEELING. 4.8		6.40	6.10	9.40					12.25	11.55		
4.8		ELM GROVE. 1.7	87	F 6.49	6.18	9.47								
6.5		TRIADELPHIA. 2.5	64	X 6.55	6.21	9.50								
9.0		RONEYS POINT. 0.8												
9.8		POINT MILLS.	72	7.03	6.26	9.55								
		4.6 WEST ALEXANDER.	80	F 7.14	6.35	10.03								
15.8		1.4 BELL SIDING.	66	7.16	6.37	10.05								
20.8		5.0 CLAYSVILLE.	80	F 7.25	F 6.45	10.12								
22.4		1.6 TUNNEL SIDING.												
24.4		2.0 TAYLORS TOWN.	78	F 7.33	6.52	10.18								
27.9		3.5 DUVALL.	68	7.39	6.58	10.23								
28.8		0.9 SUGAR HILL.												
30.6		1.8 TYLERDALE JCT.		7.44	7.03	10.28								
31.1		0.5 WEST WASHINGTON.												
32.2		1.1 WASHINGTON.		S 7.50	S 7.10	S 10.32								
33.1		0.9 WADE.	93	7.52	7.12	10.34								
38.3		5.2 CLOKEY.	82	8.01	7.20	10.42								
38.9		0.6 EIGHTY-FOUR.												
39.9		1.0 WYLANDVILLE.												
41.3		1.4 GAMBLE.												
43.0		1.7 GILKESON, E.D.T.		8.09	7.29	10.50								
44.5		1.5 THOMAS.												
46.2		1.7 CROUCHES.												
47.3		1.1 ANDERSON.												
48.5		1.2 HACKETT.												
49.4		0.9 FINLEYVILLE. 2.8		F 8.21	F 7.40	11.01								
52.2		SNOWDEN.												
53.4		1.2 COCHRAN'S MILL.												
54.0		0.6 EXPERIMENT.												
55.2		1.2 BRUCETON.		F 8.31	7.50	11.11								
58.0		2.8 WILLOCK.												
60.3		2.3 RAND.												
62.3	DN	2.0 GLENWOOD JCT. 2.1		8.46	8.04	11.25				A 3.50	A 3.30			
64.4	DN	LAUGHLIN JCT.		8.50	8.10	11.30								
67.3	DN	2.9 PITTSBURGH.		A 9.00	A 8.20	A 11.40								
				A. M.	P. M.	P. M.				A. M.	P. M.			
		Time over Sub-Division		2.06	1.54	1.45				3.25	3.35			
		Average speed per hour		29.7	32.8	35.6				18.2	17.3			

Passenger trains will not exceed a speed of 40 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distances from Johnstown.	Train Order Stations.	S. & C. Sub-Division. TIME-TABLE No. 41. September 25, 1938.	Length of Pausing Sidings in 45 foot cars.	SECOND CLASS.				THIRD CLASS					
				88				80	82	84	86		
				DAILY				DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday		
				A. M.				A. M.	A. M.	P. M.	P. M.		
1.8	DN	JOHNSTOWN, PA. 1.8		12.30				8.30	11.30	4.30	8.45		
2.9		OSBORN STREET. 1.1											
4.9		FERNDALE. 2.0		12.54									
6.4		KRINGS. 1.5											
7.6		WALSALL. 1.2	64	1.07				9.05	12.20	5.10	9.15		
8.5		PAINT CREEK. 1.1		1.10									
11.5		BORDER. 3.6		1.13									
		FOUSTWELL.		1.22					1.45	5.50			
13.1		HOLSOPPLE. 0.9		1.26				9.40					
14.0	DN	JEROME JCT. 1.2	30	1.30				9.59	2.30	6.30	10.55		
15.2		LANDSTREET. 1.4											
16.6		BLOUGH. 1.9											
16.9		"HV" SIDING. 0.3	68	1.45				10.25	2.50	7.30	11.30		
18.8		HOOVERVILLE. 2.7						10.55					
21.5		ROWENA. 1.8	84	1.55				11.02	3.20	8.15	12.15		
23.3	DN	STOYESTOWN. 2.3	70	2.00				11.40	3.30	8.25	12.30		
25.6		MOSTOLLER.											
26.6		KIMMELTON. 1.0						11.55	3.45				
27.6		COLEMAN. 1.3	70	2.25				12.10	3.50	8.50	1.10		
28.9		FRIEDENS. 1.1		2.30				12.45					
30.0		ADAMS. 1.1	60	2.35				12.55	4.34	9.10	1.30		
31.1		LISTIE. 2.1											
32.2		GEIGER. 0.7		2.45				1.10	4.54	9.40	1.55		
33.9		MUKDEN.	74	2.55				1.15	5.01	9.55	2.05		
35.5		P. W. & S. JCT. 0.4		3.02				1.25	5.06	10.05	2.15		
35.9		SOMERSET. 0.6						1.35					
36.5	DN	SOMERSET TOWER. 1.7		3.10				A 1.40	A 5.30	A 10.15	A 2.25		
38.2		ROBERTS. 1.7		3.40									
39.9		MURDOCK. 2.1											
42.0		SHAMROCK. 1.8											
43.8		WILSON CREEK. 1.3	99	4.00									
45.1	DN	ROCKWOOD, PA.		A 4.05									
				A. M.				P. M.	P. M.	P. M.	A. M.		
		Time over Sub-Division.....		3.35				5.10	6.00	5.45	5.40		
		Average Speed per hour.....		12.1				8.4	7.2	7.5	7.6		

Passenger trains will not exceed a speed of 40 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

THIRD CLASS.			FIRST CLASS.		Distance from Fairmont.	Train Order Stations.	F. M. & P. Sub-Division. TIME-TABLE No. 41. September 25, 1938.	Length of Passing Sidings in 45 foot Cars.	FIRST CLASS.				
75	73	71	65						66				
DAILY	DAILY	DAILY	DAILY Ex. Sunday					DAILY Ex. Sunday					
P. M.	A. M.	A. M.	P. M.					P. M.					
				4.10			FAIRMONT, W. VA.		A 1.50				
7.30	8.00	3.00		4.15	1.4	DN	"WD" TOWER.		1.42				
7.42	8.08	3.10	F	4.18	2.6		HOULT.		F 1.37				
7.52	8.15	3.18	F	4.23	5.2		MONTANA.	123	F 1.31				
8.01	8.23	3.25	F	4.27	7.1		CATAWBA.		F 1.26				
8.11	8.30	3.33	F	4.32	9.2		JORDAN.		F 1.22				
8.20	8.39	3.40	F	4.36	11.0	D	OPEKISKA.		S 1.17				
8.30	8.49	3.47	F	4.42	13.1		BEECHWOOD.		F 1.12				
8.50	8.59	3.59	F	4.50	16.8		LITTLE FALLS.	99	F 1.05				
9.10	9.17	4.17	F	4.58	22.0		UFFINGTON.		F12.54				
9.38	9.29	4.39		5.04	25.3		DECKER SIDING.	118	12.48				
9.42	9.41	4.50	S	5.10	25.6	DN	MORGANTOWN.		S12.46				
9.57	9.53	5.00	S	5.16	28.9		STAR CITY.		S12.32				
10.07	10.04	5.10	F	5.22	31.6		VAN VORHIS.	95	F12.26				
10.16	10.17	5.19	F	5.27	34.0		HOARD, W. VA.		F12.22				
10.26	10.29	5.29	S	5.32	36.9	DPN	POINT MARION, PA.	9	S12.17				
10.32	10.37	5.35	F	5.36	38.2		NILAN.	84	F12.12				
10.37	10.45	5.40		5.38	39.3		CHEAT RIVER.	61	12.10				
			S	5.40	40.0		LAKE LYNN.		S12.08				
10.57	11.05	6.00	F	5.48	42.9		GANS.		F12.01				
11.07	11.20	6.10	F	5.53	44.6		OUTCROP.	48	F11.57				
11.22	11.52	6.25	S	5.59	47.3	DN	SMITHFIELD.		S11.52				
11.42	12.08	6.50	S	6.05	50.6		FAIRCHANCE.		S11.45				
11.52	12.23	7.00		6.10	51.8		ORIENTAL.		11.41				
12.07	12.38	7.15		6.16	56.3		LEITH.	122	11.33				
12.17	12.48	7.24	S	6.24	57.5		UNIONTOWN.	9	S11.29				
12.27	12.58	7.35		6.27	59.3	DN	OLIVER E. D. T.		11.22				
				6.29	60.2		EVANS.		11.20				
1.00	1.38	8.10	F	6.38	63.6		MT. BRADDOCK.	63	F11.15				
1.14	1.52	8.24	S	6.44	66.6		DUNBAR.		S11.09				
1.18	1.54	8.28		6.45	67.2		BOWEST JOT.		11.07				
1.25	1.59	8.32		6.50	68.4		O. & B. JOT. E. D.T.		11.05				
A 1.30	A 2.10	A 8.40		6.52	68.9	DN	GREENE JCT., PA.		11.04				
A. M.	P. M.	A. M.		P. M.					A. M.				
6.00	6.10	5.40		2.42			Time over Sub-Division.....		2.46				
11.2	10.9	11.9		25.5			Average speed per hour.....		24.9				

Passenger trains will not exceed a speed of 40 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

FIRST CLASS.				Distance from Pittsburgh.	Train Order Station.	Butler Sub-Division.		Length of Passing Slidings in 45 Foot Cars.	FIRST CLASS.			
		501	521			TIME-TABLE No. 41.			530	510		
		DAILY	DAILY			September 25, 1938.			DAILY	DAILY		
		P. M.	A. M.						A. M.	P. M.		
.....	.....	11.23	10.17	35.5	DN	EIDENAU 5.0			6.42	4.37	.....	.....
.....	.....	F11.31	F10.25	40.5		BUHLS 3.2	60	F	6.34	F 4.29	.....	.....
.....	.....	11.38	B10.32	43.7		RIBOLD. 2.0		F	6.29	B 4.24	.....	.....
.....	.....	11.42	F10.36	45.7	D	RENFREW. 3.4		F	6.25	F 4.20	.....	.....
.....	.....	11.48	10.42	49.1		MAOKIN. 2.8	66		6.19	4.14	.....	.....
.....	.....	A11.55	A10.50	51.9	DN	BUTLER.			6.15	4.10	.....	.....
		P. M.	A. M.						A. M.	P. M.		
		.32	.33			Time over Sub-Division.....			.27	.27		
		30.2	29.3			Average speed per hour.....			35.8	35.8		

Passenger trains will not exceed a speed of 40 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect will not be exceeded.

WESTWARD.

Distance from Wheeling.	Wheeling Terminal Trains.		FIRST CLASS.									
	TIME-TABLE No. 41.		59	33	561	73	45	441	35	77		
	September 25, 1938.		DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
			A. M.	A. M.	NOON	P. M.	P. M.	P. M.	P. M.	P. M.		
0.0	WHEELING.	6.45	10.10	12.00	2.20	7.20	9.50	11.20	11.25	.....	.....
4.6	BENWOOD JCT.	\$ 6.59	\$10.26	\$12.13	\$ 2.34	\$ 7.37	\$10.02	\$11.37	\$11.39	.....	.....
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
Time over Sub-Division.....		.14	.16	.13	.14	.17	.12	.17	.14			
Average speed per hour.....		19.7	17.3	21.2	19.7	16.2	23.0	16.2	19.7			

Passenger trains will not exceed a speed of 35 miles per hour between Wheeling and Benwood Junction.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Benwood Junction	Wheeling Terminal Trains.		FIRST CLASS.									
	TIME-TABLE No. 41.		36	78	430	46	72	510	38	58		
	September 25, 1938.		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday		
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
0.0	BENWOOD JCT.	\$ 6.08	\$ 6.13	\$ 9.42	\$ 1.16	\$ 5.45	\$ 7.20	\$ 9.17	\$ 9.50	.....	.....
4.6	WHEELING.	A 6.25	A 6.27	A 9.55	A 1.33	A 6.00	A 7.33	A 9.35	A10.05	.....	.....
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
Time over Sub-Division.....		.17	.14	.13	.17	.15	.13	.18	.15			
Average speed per hour.....		16.2	19.7	21.2	16.2	18.4	21.2	15.3	18.4			

Passenger trains will not exceed a speed of 35 miles per hour between Wheeling and Benwood Junction.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.		EASTWARD.		WESTWARD.		EASTWARD.	
	Distance from P. W. & S. Junction.	Boswell Sub-Division. TIME-TABLE No. 41. September 25, 1938.	Length of Passing Sidings in 45 Foot Cars.		Distance from Niverton.	Salisbury Sub-Division. TIME-TABLE No. 41. September 25, 1938.	
.....		P. W. & S. JCT., PA. 1.5		.....		NIVERTON, PA. 12.1	.....
.....	1.5	SUMMIT.		.....	12.1	SALISBURY JCT., PA.	.....
.....	3.0	HUSBAND.		Passenger trains will not exceed a speed of 15 miles per hour.			
.....	6.7	ENOCH.		WESTWARD.		EASTWARD.	
.....	7.7	SIPESVILLE.			Distance from Garrett.	Berlin Sub-Division. TIME TABLE No. 41. September 25, 1938.	
.....	8.4	HARRISON.	68		Train Order Stations.		
.....	9.9	ACOSTA.		.....	DN	GARRETT, PA. 6.9	.....
.....	12.4	COAL JCT.		.....	6.9	NIVER JCT. 1.1	.....
.....	13.7	FERRELTON.		.....	8.0	BERLIN, PA.	.....
.....	15.0	BOSWELL.		Passenger trains will not exceed a speed of 20 miles per hour.			
.....	16.6	RANDOLPH.		Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.			
.....	18.2	CRITCHFIELD.		WESTWARD.			
.....	20.8	RALPHTON.		EASTWARD.			

Passenger trains will not exceed a speed of 25 miles per hour.

Passenger trains will not exceed a speed of 15 miles per hour.

Passenger trains will not exceed a speed of 20 miles per hour.

WESTWARD.		EASTWARD.		WESTWARD.		EASTWARD.	
	Distance from Niver Junction.	Niver Sub-Division. TIME TABLE No. 41. September 25, 1938.			Distance from Unamis.	Whites Creek Sub-Division. TIME TABLE No. 41. September 25, 1938.	
.....		NIVER JUNCTION, PA.	.....	.....		UNAMIS, PA. 8.5	.....
.....	3.4	MacDONALDTON, PA.	.....	.....	8.5	CONFLUENCE, PA.	.....
Passenger trains will not exceed a speed of 15 miles per hour.				Passenger trains will not exceed a speed of 15 miles per hour.			
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.							

WESTWARD.		EASTWARD.		WESTWARD.		EASTWARD.	
SECOND CLASS.		C. & O. Sub-Division. TIME-TABLE No. 41. September 25, 1938.	SECOND CLASS.		O. & B. Short Line Sub-Division. TIME TABLE No. 41. September 25, 1938.		
59	Distance from Confluence.		60	Distance from Bitner.			
Tuesday and Saturday only.	Train Order Stations.		Tuesday and Saturday only.				
A. M.			P. M.				
9.30	DN	CONFLUENCE, PA. 8.6	\$12.30	.....		BITNER, PA. 7.3	.....
\$10.00	8.6	D SOMERFIELD, PA.	\$11.50	.....	7.3	O. & B. JUNCTION, PA.	.....
\$10.35	17.4	D FRIENDSVILLE, MD. 7.8	\$11.20	Passenger trains will not exceed a speed of 15 miles per hour. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.			
A10.45	19.7	KENDALL, MD. 2.3	10.50	Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.			
A. M.			A. M.				
1.15		Time over Sub-Division.....	1.40				
15.7		Average speed per hour.....	11.8				

Train 59 and 60 will carry passengers, and will stop on signal at Nedro & Horton Siding, Norris Siding, Charlestown, Horse Shoe Bottom, Rodahaver, Flanigan, Tub Run, Reason Run, Watson, Geices, Buffalo Run and Selbysport to receive or discharge passengers. Except to Instructions No. 1: Train 59 is superior to Train 60. Passenger trains will not exceed a speed of 20 miles per hour. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

WESTWARD.

EASTWARD.

I. C. V. Sub-Division.		Distance from Jones Mills.	Length of Passing Sidings in 45 foot Cars.	Mt. Pleasant Sub-Division.		Distance from Broad Ford.	Train Order Stations.	TIME-TABLE No. 41. September 25, 1938.	
TIME-TABLE No. 41. September 25, 1938.				TIME-TABLE No. 41. September 25, 1938.					
.....
.....	.....	1.5	.....	.....	.....	9.7	DN	BROAD FORD, PA. 9.7	.....
.....	.....	4.3	.....	.....	.....	.....	.....	MT. PLEASANT, PA.	.....
.....	.....	5.1	JONES MILLS. 1.5	.....	.....	.....	.....	.....	.....
.....	.....	6.4	ROARING RUN. 2.8	.....	.....	.....	.....	.....	.....
.....	.....	9.6	MELCROFT. 0.8	.....	.....	.....	.....	.....	.....
.....	.....	14.5	DAVISTOWN. 1.3	.....	.....	.....	.....	.....	.....
.....	.....	15.8	INDIAN HEAD. 3.2	.....	.....	.....	.....	.....	.....
.....	.....	18.7	ROGERS MILLS. 4.9	.....	.....	.....	.....	.....	.....
.....	.....	.....	MILL RUN JCT.	.....	.....	.....	.....	.....	.....
.....	.....	.....	MILL RUN. 4.2	.....	.....	.....	.....	.....	.....
.....	.....	.....	INDIAN CREEK.	.....	.....	.....	.....	.....	.....

Passenger trains will not exceed a speed of 15 miles per hour.

WESTWARD. EASTWARD.

S. & M. Sub-Division.		Distance from Leokrone.	TIME-TABLE No. 41. September 25, 1938.	
TIME-TABLE No. 41. September 25, 1938.			TIME-TABLE No. 41. September 25, 1938.	
.....
.....	.....	8.6	LEOKRONE, PA. 8.6	.....
.....	.....	.....	SMITHFIELD, PA.	.....

Passenger trains will not exceed a speed of 15 miles per hour.

Passenger trains will not exceed a speed of 20 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

ADDITIONAL FLAG STOPS.

WESTWARD.

EASTWARD.

WESTWARD.

EASTWARD.

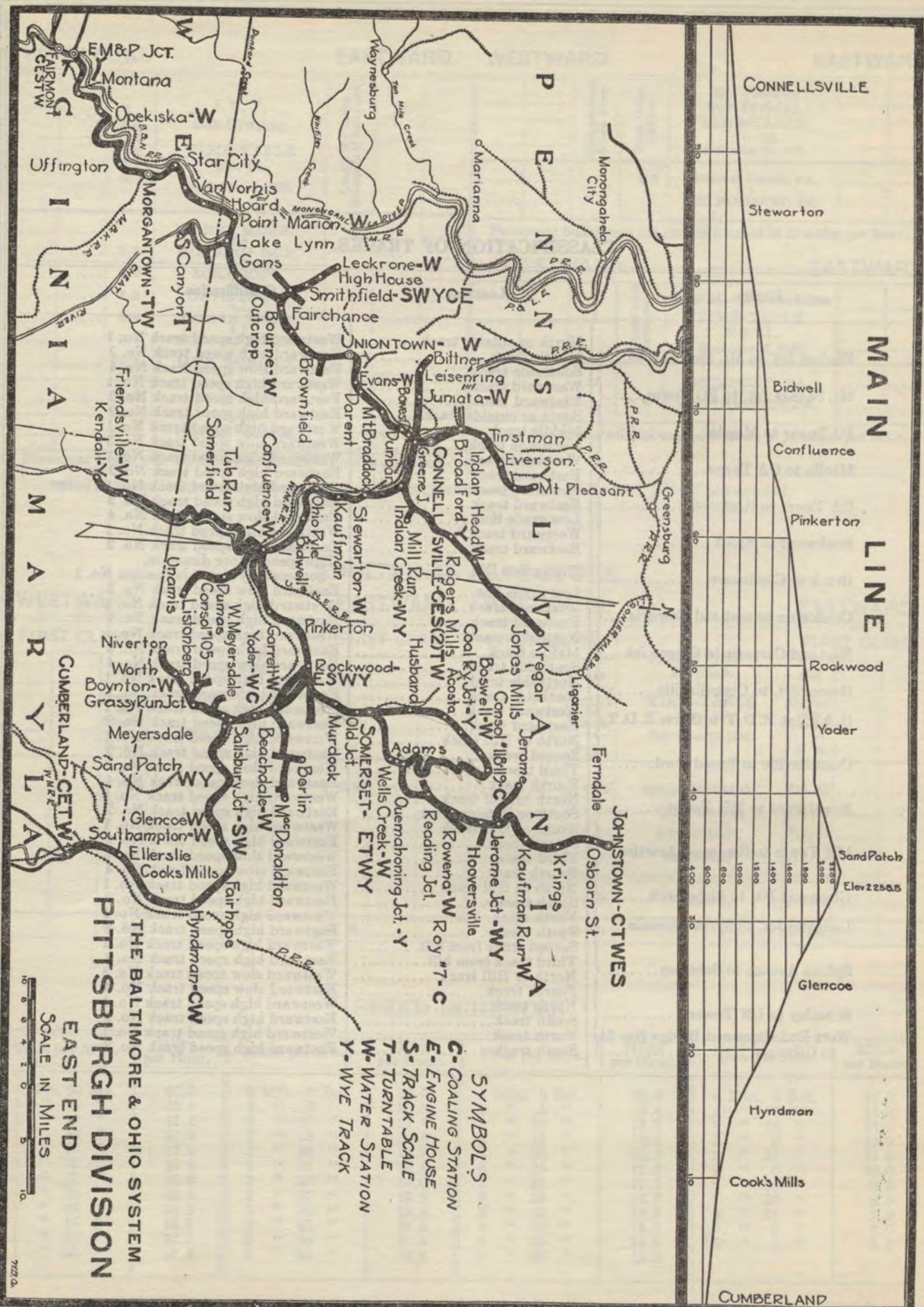
FIRST CLASS.		River Sub-Division.	FIRST CLASS.		FIRST CLASS.		F. M. & P. Sub-Division.	FIRST CLASS.	
165			164		65			66	
DAILY Ex. Sunday		TIME-TABLE No. 41. September 25, 1938.	DAILY Ex. Sunday		DAILY Ex. Sunday		TIME-TABLE No. 41. September 25, 1938.	DAILY Ex. Sunday	
P. M.			P. M.		P. M.			A. M.	
.....	G 7.42	DENNISTON	F 9.29	.....	F 6.12	BROWNFIELD.	F11.35	.....	.....
.....	.....	.....	.....	.....	F 6.10	OLIPHANT.	F11.39	.....	.....
.....	.....	.....	.....	.....	F 5.44	ATCHISON.	F12.05	.....	.....
.....	.....	.....	.....	.....	.....	SENECA.	.....	.....	.....
.....	.....	.....	.....	.....	F 4.54	ROUND BOTTOM.	F12.59	.....	.....
.....	.....	.....	.....	.....	F 4.51	OUTING.	F 1.01	.....	.....
.....	P. M.	.....	P. M.	.....	P. M.	.....	P. M.	.....	.....

SPEED SCHEDULE

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
1 Min. 00 Sec.	60.0	2 Min. 00 Sec.	30.0	3 Min. 00 Sec.	20.0	4 Min. 00 Sec.	15.0
1 " 5 "	55.4	2 " 5 "	28.8	3 " 5 "	19.4	4 " 17 "	14.0
1 " 10 "	51.4	2 " 10 "	27.7	3 " 10 "	18.9	4 " 36 "	13.0
1 " 15 "	48.0	2 " 15 "	26.6	3 " 15 "	18.4	5 " 0 "	12.0
1 " 20 "	45.0	2 " 20 "	25.7	3 " 20 "	18.0	5 " 27 "	11.0
1 " 25 "	42.3	2 " 25 "	24.8	3 " 25 "	17.5	6 " 0 "	10.0
1 " 30 "	40.0	2 " 30 "	24.0	3 " 30 "	17.1	6 " 40 "	9.0
1 " 35 "	38.0	2 " 35 "	23.2	3 " 35 "	16.7	7 " 30 "	8.0
1 " 40 "	36.0	2 " 40 "	22.5	3 " 40 "	16.3	8 " 34 "	7.0
1 " 45 "	34.3	2 " 45 "	21.8	3 " 45 "	16.0	10 " 0 "	6.0
1 " 50 "	32.7	2 " 50 "	21.1	3 " 50 "	15.6	12 " 0 "	5.0
1 " 55 "	31.3	2 " 55 "	20.6	3 " 55 "	15.3	.....	.....

CLASSIFICATION OF TRACKS.

Limits.	Location.	Classification.
Viaduct Jct. to Mt. Savage Jct.	North or outside track	Westward high speed track No. 1
	Middle track	Eastward high speed track No. 2
	Southside track	Eastward slow speed track No. 4
Mt. Savage Jct. to FO Tower	Westward track	Westward high speed track No. 1
	Eastward track	Eastward high speed track No. 2
	South or outside track	Eastward high speed track No. 2
FO Tower to Manila	Middle track	Westward high speed track No. 1
	Northside track	Westward slow speed track No. 3
Manila to GA Tower	Westward track	Westward high speed track No. 1
	Eastward track	Eastward high speed track No. 2
GA Tower to Rockwood	Westward track	Westward high speed track No. 1
	Eastward track	Eastward high speed track No. 2
	Low grade line	Eastward slow speed track No. 4
Rockwood to Brook	Westward track	Westward high speed track No. 1
	Eastward track	Eastward high speed track No. 2
Brook to Confluence	High grade line	High speed either direction, governed by signal indication No. 1
	Low grade line	Eastward slow speed track No. 2
Confluence to east end Casparis	Westward track	Westward high speed track No. 1
	Eastward track	Eastward high speed track No. 2
East end Casparis to Greene Jct.	Northside track	Westward high speed track No. 1
	Middle track	Eastward high speed track No. 2
Greene Jct. to Connellsville	Southside track	Eastward slow speed track No. 4
	Northside track	Westward high speed track No. 1
O. & B. Jct. E. D. T. to Oliver E. D. T.	Southside track	Eastward high speed track No. 2
	Westward track	Westward high speed track No. 1
Connellsville to Broad Ford	Eastward track	Eastward high speed track No. 2
	North or Hill track	Westward high speed track No. 1
	Second track	Eastward high speed track No. 2
	Third track	Westward slow speed track No. 3
Broad Ford to MK Tower	Fourth track	Eastward slow speed track No. 4
	North or Hill track	Westward high speed track No. 1
	South or Outside track	Eastward high speed track No. 2
MK Tower to Glenwood Junction	North or Hill track	Westward high speed track No. 1
	Second track	Eastward high speed track No. 2
	Third track	Westward slow speed track No. 3
Glenwood Jct. to Pittsburgh	Fourth track	Eastward slow speed track No. 4
	North or Hill track	Westward high speed track No. 1
Laughlin Jct. to Sylvan Avenue	South track	Eastward high speed track No. 2
	North track	Westward high speed track No. 1
Sylvan Avenue to Schenley	South track	Eastward high speed track No. 2
	Second track from hill	Westward high speed track No. 1
	Third track from hill	Eastward high speed track No. 2
Schenley to UN Tower	North or Hill track	Westward slow speed track No. 3
	Fourth track	Eastward slow speed track No. 4
West End Glenwood Bridge No. 74 to Gilkeson	North track	Westward high speed track No. 1
	South track	Eastward high speed track No. 2
	North track	Westward high speed track No. 1
	South track	Eastward high speed track No. 2



CONNELLSVILLE

Stewarton

Bidwell

Confluence

Pinkerton

Rockwood

Yoder

Sand Patch
Elev 2250.5

Glencoe

Hyndman

Cook's Mills

CUMBERLAND

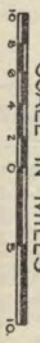
MAIN LINE

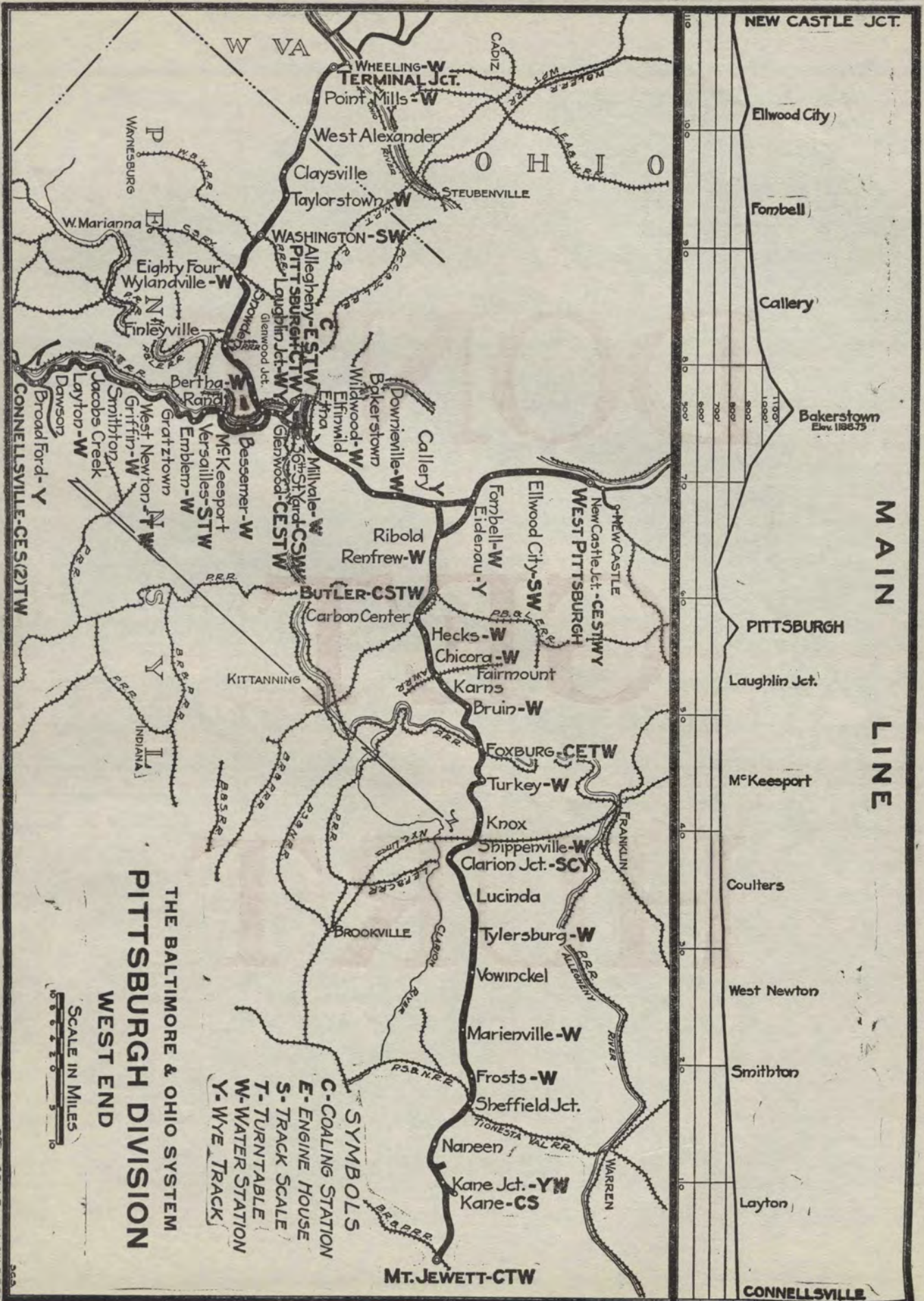
JOHNSTOWN-CTWES

- SYMBOLS**
- C- COALING STATION
 - E- ENGINE HOUSE
 - S- TRACK SCALE
 - T- TURNABLE
 - W- WATER STATION
 - Y- WYE TRACK

THE BALTIMORE & OHIO SYSTEM
PITTSBURGH DIVISION

EAST END
SCALE IN MILES





NEW CASTLE JCT.

Ellwood City

Fombell

Callery

Bakerstown
Elev. 1186.75

MAIN LINE

PITTSBURGH

Laughlin Jct.

McKeesport

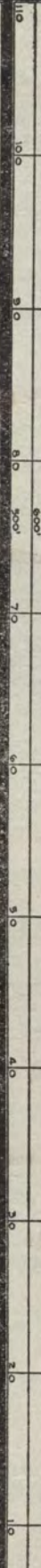
Coulters

West Newton

Smithton

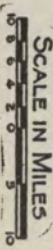
Layton

CONNELLSVILLE



- SYMBOLS**
- C-COALING STATION
 - E-ENGINE HOUSE
 - S-TRACK SCALE
 - T-TURNSTABLE
 - W-WATER STATION
 - Y-WYE TRACK

**THE BALTIMORE & OHIO SYSTEM
PITTSBURGH DIVISION
WEST END**



DON'T GET HURT



WEST END

PITTSBURGH DIVISION

THE BALTIMORE & OHIO SYSTEM

- X-WATER TANK
- A-WATER STATION
- L-TURBINE
- B-BLACK SCAT
- E-ENGINE HOUSE
- C-CONTING STATION
- SYMBOLS

