

**THINK
SPEAK
ACT**

with caution!

Your life, as well as the lives of others, depends on **YOUR** attitude and action with regard to safety.

Safety is everybody's job on the B & O (from the President down) . . . but, it begins with

You

THE BALTIMORE & OHIO RAILROAD COMPANY

CENTRAL REGION

SAFETY ABOVE EVERYTHING



PITTSBURGH DIVISION

77

TIME-TABLE No. 77

EFFECTIVE 12.01 A. M., EASTERN
STANDARD TIME

SUNDAY, APRIL 28, 1957

C. E. BERTRAND,
Superintendent

PITTSBURGH DIVISION.

EAST END

WEST END

Superintendent
C. E. BERTRAND

Assistant Superintendent
O. H. FLETCHER

Train Master
J. L. LOWNEY

Train Master
J. EDWARDS

Assistant Train Masters
K. B. ROBINETTE
J. H. ATKINS

Road Foreman of Engines
E. E. ARMENTROUT

Assistant Road Foremen of Engines
J. M. BRADBURN
W. T. McCAHILL

Road Foreman of Engines
F. F. FOSTER

Division Engineer
E. M. CUMMINGS

Terminal Train Masters
T. J. JOYCE
P. V. COLBORN

Assistant Terminal Train Masters
C. I. CLAY
E. R. UMBARGER
W. J. GRIFFIN

Division Engineer
W. G. STAGGE

Assistant Division Engineer
J. A. GRANT

Master Mechanic
C. E. GAINER

Assistant Division Engineer
J. E. SUNDERLAND, Jr.

Division Claim Agent
R. G. DEANE

Division Operator
E. C. VICKERS

District Claim Agent
H. J. J. LENTZ

W. GAUMER

Chief Train Dispatchers
T. Q. LAUGHLIN **R. F. WALLACE**

H. S. METZ

R. O. MURRAY
D. H. WYNN
L. J. MUELLER
J. H. OVERAND

Train Dispatchers
L. H. LONG **C. L. KEITH**
T. M. WILLIAMS **E. C. KEEFER**
V. J. CHRISTOPHER **C. H. BEAN**
C. T. HORGAN **R. A. GAUMER**

W. E. STOOLFIRE
P. G. KEIDEL
G. M. LEIF
H. R. HOGAN

J. F. CRAFT, Jr.
J. R. MUGRIDGE

Extra Train Dispatchers
H. W. WATSON
J. R. STEWART
C. L. MATTHIAS

J. F. BOLLMAN
W. L. STEWART

General Safety Supervisor
H. G. CONNER, Pittsburgh, Pa.

Safety Supervisor
R. M. KING, New Castle, Pa.

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS.

Allison Park, Pa.....	Dr. J. J. Carman.
Berlin, Pa.....	Dr. _____
Braddock, Pa.....	Dr. M. A. Rosenbloom, 832 Braddock Ave.
Butler, Pa.....	Dr. Carl Danielson.
Claysville, Pa.....	Dr. W. A. Pridaux, Jr.
Confluence, Pa.....	Dr. Edwin M. Price.
	Dr. _____
Connellsville, Pa.....	{ Dr. Domer S. Newill. Dr. Ralph L. Cox Dr. William K. Newill Dr. Thomas G. McLellan, Oculist.
	{ Dr. Jas. E. McLean. Dr. William F. Williams, Jr. Dr. Charles C. Zimmermann.
Cumberland, Md.....	{ Dr. Donald B. Grove. Dr. Leo H. Ley, Jr. Dr. R. J. Williams. Dr. Emmett L. Jones, Oculist. Dr. Leslie E. Daugherty, Oculist. Dr. L. Brings.
Dawson, Pa.....	Dr. _____
Dunbar, Pa.....	Dr. _____
Ellwood City, Pa.....	Dr. H. E. Helling.
Elm Grove, W. Va....	Dr. R. H. Lewellyn.
Evans City, Pa.....	Dr. Richard C. Allsopp.
Everson, Pa.....	Dr. _____
Finleyville, Pa.....	{ Dr. _____ Dr. Malcolm S. Stevenson.
	{ Dr. Phillip Johnson. Dr. George H. Traugh, Oculist.
Fairmont, W. Va.....	{ Dr. Robert G. Janes Dr. H. S. Keister.
Glenshaw, Pa.....	Dr. James E. McMillan.
Glenwood, Pa.....	{ Dr. Frank C. Rote, 5303 Second Avenue. Dr. Raymond Vecchio, 5110 Second Ave.
Hazelwood, Pa.....	Dr. _____
Hooversville, Pa.....	Dr. J. M. James.
Hyndman, Pa.....	{ Dr. _____ Dr. John A. Topper.
Johnstown, Pa.....	{ Dr. Richard P. Zimmerman. Dr. Leard R. Altmer.
Mahoningtown, Pa...	Dr. _____
Mars, Pa.....	Dr. _____
Meyersdale, Pa.....	{ Dr. C. C. Glass. Dr. Alexander Solosko (Salisbury, Pa.) Dr. E. F. Helskell, Sr. Dr. E. F. Helskell, Jr. Dr. G. R. Maxwell. Dr. D. Brannan. Dr. John H. Trotter, Oculist.
Morgantown, W. Va....	{ Dr. C. B. Bryce, 1050 Lincoln Way. Dr. Frank R. Bondi, 208 Masonic Bldg. Dr. Elmer W. Erickson.
McKeesport, Pa.....	Dr. _____
Mt. Pleasant, Pa.....	Dr. _____
New Castle, Pa.....	{ Dr. Paul B. Wilson. Dr. Paris A. Shoaff. Dr. R. G. Campbell, Oculist.
	{ Dr. C. J. Stybr, 865 Lockhart, St. N. S. Dr. F. J. Arch, 318 Chestnut Street. Dr. Paul R. Steber, Jr., Mercy Hospital. Dr. Harold L. Mitchell, Neurologist, 121 University Place.
Pittsburgh, Pa.....	{ Dr. Louis W. Statti, Oculist, Jenkins Arcade Building. Dr. S. J. Klatman, 3513 Penn Avenue Dr. Robert F. Rohm Oculist, Mercy Hospital.
Point Marion, Pa....	Dr. A. D. Hunger.
Rockwood, Pa.....	Dr. C. T. Saylor.
Smithfield, Pa.....	Dr. _____
Smithton, Pa.....	Dr. McClain Post.
Somerset, Pa.....	{ Dr. Jacob T. Bowman. Dr. H. E. Musser. Dr. Violet M. Hemminger, Oculist.
	{ Dr. Charles C. Hubbard. Dr. R. A. Rupp, Oculist, 822 Fayette T & T Building.
Uniontown, Pa.....	Dr. W. A. McHugh, Jr.
Valencia, Pa.....	Dr. _____
Washington, Pa.....	{ Dr. John C. McGinnis, Jr. Dr. John B. McMurray, Oculist.
West Newton, Pa....	Dr. A. H. King.
	{ Dr. C. B. Buffington, Wheeling Clinic. Dr. J. Speed Rogers, Wheeling Clinic. Dr. Ivan Fawcett, Oculist, 75 Twelfth St. Dr. R. Alan Fawcett, Oculist, 75 Twelfth St. Dr. C. J. Holley, Natl. Bank of W. Va. Bldg. Dr. J. S. Meier, Central Union Building. Dr. E. M. Phillips, 61 Fourteenth St. Dr. W. M. Sheppe, Wheeling Clinic. Dr. R. A. Tomassene, Oculist, Wheeling Bank & Trust Building. Dr. Howard G. Weller, 40 Fourteenth St.
Wheeling, W. Va.....	
Zellenople, Pa.....	Dr. Thomas W. Wilson.

HOSPITALS.

Butler, Pa.....	Butler County Memorial Hospital.
Confluence, Pa.....	Price Hospital.
Connellsville, Pa....	Connellsville State Hospital.
Cumberland, Md.....	{ Alleghany Hospital. Memorial Hospital. Cook's Hospital.
Fairmont, W. Va....	Fairmont Emergency Hospital.
Johnstown, Pa.....	Conemaugh Valley Hospital.
McKeesport, Pa.....	McKeesport Hospital.
Morgantown, W. Va..	Vincent Pillotti Hospital.
Mt. Pleasant, Pa....	Monongalia General Hospital.
New Castle, Pa.....	Mt. Pleasant Memorial Hospital.
	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.

EXAMINING POINTS.

Examiners' Office Days and Hours

BENWOOD JUNCTION—Wednesdays, 9 A. M. to 11.00 A. M.
BUTLER—First and third Wednesdays of each month—3.00 P. M. to 4.00 P. M.
CONNELLSVILLE—Mondays and Thursdays, from 9 A. M. to 12 Noon.
CUMBERLAND—Mondays, Wednesdays and Fridays, from 9 A. M. to 12 Noon.
FAIRMONT—Mondays and Thursdays, from 9 A. M. to 12 Noon.
GLENWOOD—Mondays, Tuesdays, Thursdays and Fridays, 9 A. M. to 12 Noon. Emergency Room, Daily, except Saturday and Sunday, from 9 A. M. to 5 P. M.
NEW CASTLE JUNCTION—Tuesdays and Fridays, 9 A. M. to 12 Noon.
WHEELING—Mondays and Thursdays, 9 A. M. to 12 Noon.

MEDICAL EXAMINERS' TERRITORIES.

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

Callery to Mt. Jewett.....	{ Dr. J. W. Post. New Castle Jct.
Callery to Akron, inclusive.....	Dr. Roy T. Agostini,
Cumberland to Hyndman, inclusive.....	Cumberland, Md. Dr. W. D. McCollum, Grafton, W. Va.
Fairmont, exclusive, to Morgantown, inclusive.....	Dr. H. H. McIntire, Connellsville, Pa.
Hyndman to Versailles, both exclusive.....	Dr. N. F. X. Banyard, Wheeling, W. Va.
Rockwood to Johnstown, Connellsville to Morgantown, exclusive.....	Dr. P. G. Holsinger, Glenwood, Pa.
Broad Ford to Mt. Pleasant.....	
Wheeling to Washington, exclusive.....	
Versailles, inclusive, to Callery, exclusive.....	
Rand to Washington, inclusive.....	

INSTRUCTIONS COVERING SERVICES OF COMPANY'S SURGEONS.

- When passengers or employees need surgical aid call the Company's surgeon who can reach them quickest. Put the case in his exclusive control.
- If the Company's surgeon is not available immediately, then secure a local surgeon to attend until the Company's surgeon arrives.
- Notify the Company's surgeon of the number of persons injured and the probable relief needed. When a number of persons are injured secure the services of competent local surgeons, and give every attention to the injured.
- The Company will not be responsible for the employment of surgeons other than these, except as authorized by the Company's surgeon.
- The officer in charge will provide a proper conveyance to remove the injured persons promptly, having someone accompany them when necessary. Such expense will be billed direct to the Company, or paid by the person in charge and bill submitted to the Company.
- No major surgical operation shall be performed before arrival of the Company's surgeon unless required for the safety of the patient.
- Company's surgeons will be expected to go outside of their assigned limits whenever required.
- Employees will, when able, visit the Company's surgeon for treatment.
- The Company will not be responsible when an injured employee selects other than a Company's surgeon.

S. M. ENGLISH, M. D.

Medical and Surgical Director.

SPECIAL INSTRUCTIONS.

1. SUPERIORITY OF TRAINS.

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

2. LOCATION OF WATCH INSPECTORS.

Butler, Pa.....	R. L. Kirkpatrick
Confluence, Pa.....	Irvin M. Fortney
Connellsville, Pa.....	J. M. Kurts
Connellsville, Pa.....	Frاند Jewelers
Cumberland, Md.....	(S. T. Little Co. W. N. Hauger.
Ellwood City, Pa.....	J. F. Kimpel
Fairmont, W. Va.....	H. A. Dodge
Fairmont, W. Va.....	Rogers Jewelers
Glenwood, Pa.....	Pugh Brothers
Hyndman, Pa.....	John J. Sellers
Johnstown, Pa.....	Rothstein's
Mahoningtown, Pa.....	T. O. Rainey
McKeesport, Pa.....	Alexander Rankin
Meyersdale, Pa.....	F. C. Robertson
Millvale, Pa.....	Jos. S. Wellinger
Morgantown, W. Va.....	R. A. Yagle
New Castle, Pa.....	Mather Bros.
New Castle, Pa.....	Arthur W. Meek
Pittsburgh, Pa.....	Pugh's, Inc.
Pittsburgh, Pa.....	Pugh Brothers
Rockwood, Pa.....	W. N. Hauger
Smithfield, Pa.....	Pugh Brothers
Somerset, Pa.....	Stahl's Jewelers
Uniontown, Pa.....	W. Miller
Washington, Pa.....	Washington Jewelers
West Newton, Pa.....	L. C. Brehm
Wheeling, W. Va.....	Penn Jewelers
Wheeling, W. Va.....	Pugh's, Inc.

3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS.

(Located as indicated by letter "x")

LOCATION.	Stand- ed Clocks.	Train Regis- ters.	Bulle- tin Boards.
Allegheny			
Round House.....	X	X	X
Yard Office.....	X	X	X
Butler			
Train Order Station.....	X		
Passenger Station.....		X	X
Confluence			
Train Order Station.....	X		
Connellsville			
Callers' Office.....	X	XW	X
Switches—Trainmen's Register Room...	X	XW	X
Train Order Station.....	X	XW	X
Cumberland			
Train Order Station.....	X	XW	X
Callers' Office.....	X	XW	X
Train Dispatchers' Office.....	X		
Williams Street Yard Office.....	X	XW	X
Demmler			
Yard Office.....	X	X	X
Eldena			
Train Order Station.....	X		X
Ellwood City			
Agent's Office.....	X	X	X
Elm Grove Station		XW	X
Fairmont			
Callers' Office.....	X	XW	X
WD Train Order Station.....	X	X	
Yard Office.....	X		
GA Tower			
Train Order Station.....	X		
Glenwood			
Callers' Office.....	X	XW	X
Yard Office.....	X		X
Glenwood Junction			
Train Order Station.....	X		
Greene Junction			
Train Order Station.....	X		

3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS—Continued.

(Located as indicated by letter "x")

LOCATION.	Stand- ard Clocks.	Train Regis- ters.	Bulle- tin Boards.
Hazelwood			
Yard Office.....	X		
Hyndman			
Engineers' Room.....	X	XW	X
Johnstown			
Train Order Station.....	X	XW	X
Laughlin Junction			
Train Order Station.....	X		
McKeesport			
Train Order Station.....	X		
Morgantown			
Train Order Station.....	X	XW	X
New Castle Junction			
Callers' Office.....	X	X	X
Yard Office.....	X	XW	X
OA Train Order Station.....	X	XW	X
Oliver			
Train Order Station.....	X		
Pittsburgh			
Train Dispatchers' Office.....	X		
Train Order Station.....	X	X	X
P. & L. E. Station Master's Office.....	X	XW	X
Yard Office.....	X	X	X
36th Street Yard Office.....	X		X
Rockwood			
Train Order Station.....	X	X	X
Sand Patch			
Train Order Station.....	X		
Smithfield			
Train Order Station.....	X	xd	X
Somerset			
Train Order Station.....	X	X	
Yard Office.....			X
Uniontown			
Station Building.....	X	XW	X
Washington			
Freight Station.....	X		
Trainmen's Room.....		X	X
Train Dispatchers' Office.....	X		
West Newton			
Station Building.....	X		
Willow Grove			
Yard Office.....	X		
Wheeling			
Train Order Station.....	X		X

(a) First class trains originating and terminating.

(b) First class and passenger extra trains.

(d) Second and third class trains may register with Form C.

(w) Watch comparison only.

Last sentence of Rule 2 is amended to read as follows:

These employees must have their watches inspected annually, during the month of May, and cleaned every twenty-four months.

4. CLEARANCE CARD FORM A.

Trains will receive Clearance Card Form A, in lieu of fixed signals at: WD Train Order Station, trains moving to S. & M. Sub-Division at Smithfield, Cumberland, Connellsville-Westward, Johnstown, Pittsburgh, Butler and trains moving to S. & C. Sub-Division at Rockwood, to and from Mount Pleasant Sub-Division at Broad Ford. Rule 221 modified.

Light engines returning from Pittsburgh will call Operator at Laughlin Junction on telephone to receive Clearance Card Form A.

Clearance Card Form A for Eastward and Westward trains will be obtained by telephone at office as indicated below:

- Connellsville Yard East—Greene Junction.
- Connellsville Yard West—D Office.
- Glenwood East, Western Sub-Division—Glenwood Junction.
- Glenwood West, W. & P. Sub-Division—Glenwood Junction.
- Glenwood West, Western Sub-Division—Laughlin Junction.
- Allegheny West—Train Dispatcher, B. & O. Station.
- Passenger Trains, P. & L. E. Station, Pittsburgh, call Train Order Station, B. & O. Passenger Station.

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Main Line Sub-Division.			
Between Cumberland and Connellsville, except as noted below.....	70	50	30
Express trains handling freight equipment.	50	.....	.....
Between Viaduct Jct. and Mt. Savage Jct..	60	50	30
Viaduct Jct. to Mt. Savage Jct., No. 4 track.	25	20	15
2nd curve east of Eckhart Jct., Poles 179.09 to 179.30.....	35	25	25
Curve at Overhead bridge, Eckhart Jct., Poles 180.06 to 180.21.....	40	30	30
Curve, Mt. Savage Jct., Poles 181.10 to 181.28.....	45	40	30
Curve west of Bridge No. 1, Poles 182.03 to 182.11.....	40	30	30
Curve over Bridge No. 6, Poles 185.07 to 185.18.....	60	40	30
Between Sand Patch & Hyndman.....	40	(See Schedule)	
Through spring switch, west end westward siding, Hyndman.....	25		25	25
1st curve west of west switch, Hyndman, Poles 192.32 to 192.39.....	30	25	15
Hoblitzel curve, Poles 193.28 to 193.38....	30	25	15
Brackens curve, Poles 194.26 to 194.35....	25	25	15
3rd and 4th curves east of Williams, Poles 195.07 to 195.16.....	35	25	15
2nd curve east of Fairhope, Poles 196.42 to 197.07.....	30	25	15
Curves, Poles 197.31 to 199.06.....	30	25	15
1st curve east of FO Tower, Poles 199.11 to 199.20.....	25	25	15
FO Tower and Manila, No. 3 track.....	25	20	15
Poles 200.19 to 200.30.....	35	25	15
Glencee Tool House to west end Roddy's curve, Poles 201.20 to 202.12.....	35	25	15
Curves, Poles 207.01 to 208.16.....	30	25	15
Through Manila Interlocking.....	30	25	15
Between Sand Patch and GA Tower.....	50	40	30
Eastward siding, Sand Patch.....	30	30	30
1st and 2nd curve west of Keystone Jct., Poles 212.26 to 213.23.....	40	35	30
1st and 2nd curves west of Salisbury Jct., Poles 216.08 to 217.09.....	40	35	30
1st curve east of Yoder, Poles 217.29 to 218.12.....	40	35	30
Through spring switch east end eastward siding, GA Tower.....	25	25	25
Eastward Siding, GA Tower.....	25	25	25
1st curve east of GA Tower, Poles 218.30 to 219.07.....	40	35	30
Between GA Tower and west end westward siding, Markleton.....	55	40	30
From east end 1st curve east of Bridge 30 to west end of 1st curve west of Bridge 30, Poles 220.04 to 220.38.....	45	35	30
From 800 ft. west of Atlantic tipple to 1/2 mile east of Atlantic tipple.....	40	35	30
McSpadden curve, Poles 222.34 to 223.04..	45	35	30
Rosensteel curve, Poles 224.00 to 224.13....	50	35	30
Curve, Poles 226.04 to 226.08.....	45	35	30
Middle Creek curve, Poles 229.35 to 230.07..	45	35	30
Casselman curve, Poles 230.20 to 231.11....	50	35	30
2nd curve east of eastward siding, Markleton, Poles 231.34 to 232.09.....	45	35	30
1st curve west of Markleton, Poles 234.08 to 234.31.....	50	40	30

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Main Line Sub-Division—Continued.			
Between west end of westward siding, Markleton and Brook.....	50	40	30
Pinkerton Tunnel—Mallet engines.....	15	15	15
Curve, Pinkerton Tunnel, Poles 235.21 to 235.37.....	30	30	30
Curve, Shoofly Tunnel, Poles 236.21 to 237.00.....	30	30	30
Fort Hill curve, Poles 237.20 to 237.35....	45	35	30
1st and 2nd curves east of Brook, Poles 237.00 to 238.21.....	45	35	30
Between Brook and Connellsville.....	55	40	30
Curve, east end Brook Tunnel, Poles 238.38 to 239.04.....	35	35	30
Brook to Confluence, No. 2 track.....	50	40	30
Curve, west end Brook Tunnel, Poles 239.24 to 239.29.....	40	35	30
Curve, west of Ursina Station, Poles 241.19 to 241.30.....	40	35	30
First curve, east of Confluence Tower, No. 1 track, Poles 242.08 to 242.19.....	40	35	30
1st curve west of Brook, No. 2 track, Poles 6.16 to 6.08.....	35	35	30
Curve through and curve east of Benford Tunnel, Poles 5.13 to 4.25.....	25	25	25
Curve through Big Cut, No. 2 track, Poles 4.23 to 4.13.....	30	30	30
Curve, Colflesh Crossing, No. 2 track, Poles 4.08 to 4.02.....	45	40	30
Curves east of Confluence, No. 2 track, Poles 1.08 to 0.10.....	35	30	30
Through Confluence Interlocking.....	45	40	30
Through Crossover No. 2 to No. 1 track, Confluence.....	30	20	20
Through spring switch west end westward siding, Confluence.....	25	25	25
Huston curve, Poles 244.30 to 245.11.....	40	35	30
Draketown curve, Poles 245.14 to 245.28....	40	35	30
1st curve east Bidwell switch, poles 247.35 to 248.05.....	50	40	30
2nd curve west of Bidwell switch, Poles 248.22 to 248.36.....	50	40	30
2nd curve east of east end eastward siding, HK, Poles 249.08 to 249.15.....	45	40	30
1st curve east of east end eastward siding, HK, Poles 249.39 to 250.30.....	45	40	30
Through spring switch east end eastward siding, HK Tower.....	25	25	25
Curve at Salt Spring, Poles 250.44 to 251.17..	40	35	30
Through spring switch west end westward passing siding, HK Tower.....	25	25	25
Curve, Ohio Pyle Station, Poles 253.09 to 253.30.....	30	30	30
Curve, 1 mile west of Ohio Pyle, Poles 254.05 to 254.16.....	40	35	30
2nd curve west Stull Run signal, Poles 255.13 to 255.21.....	50	40	30
Curve, Kaufman, Poles 255.34 to 256.12....	45	40	30
Curve, Bailey Point, Poles 257.12 to 257.17..	30	30	30
2nd curve west of Bailey Point, Poles 257.35 to 258.12.....	30	30	30
Curve, Stewarton, Poles 258.20 to 258.30..	40	30	30
Curve, Rock Cut, Poles 259.09 to 259.18....	30	30	30
Curve M. P. 260, Poles 259.34 to 260.04....	45	40	30
No. 1 Cut, Poles 260.40 to 261.15.....	45	40	30
Benton curve, Poles 261.24 to 261.31.....	50	40	30
Indian Creek curve, Poles 262.27 to 262.38..	45	40	30

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Main Line Sub-Division—Concluded.			
No. 4 track east end Casparis to Greene Jct.....	30	25	20
Through spring switch, east end No. 4 track, Casparis.....	25	25	25
Casparis curve, Poles 265.15 to 265.22.....	50	40	30
1st curve west of Casparis, Poles 266.12 to 266.20.....	50	40	30
Main tracks between crossovers east of Connellsville Station and crossovers Sodom.....	20	20	20
S. & C. Sub-Division,			
Between Rockwood and Johnstown, except as noted below.....	30	30	25
Rockwood Wye.....	10	5	5
Rockwood to Wilson Creek, running track.	20	15	15
2nd curve east of west switch, Mukden, Poles 11.10 to 11.14.....	25	20	20
Curve, Coleman Station, Poles 17.19 to 17.24.....	25	20	20
Bridge 216 to west of Mostoller Station, Poles 18.30 to 19.36.....	25	20	20
1st curve east of Bridge 218, Poles 20.20 to 20.31.....	25	20	20
Swamp curve, Poles 24.24 to 24.30.....	25	20	20
Curve, Poles 25.02 to 25.12.....	25	20	20
Curve, Bridge 228, Poles 25.34 to 25.41.....	25	20	20
1st curve west of Hooversville, Poles 26.18 to 27.15.....	25	20	20
1st curve west of Blough, Poles 28.33 to 29.00.....	25	20	20
Curves east and west Bridge 250, Foustwell, Poles 34.01 to 35.05.....	20	20	20
Border curve, Poles 36.10 to 36.27.....	25	20	20
Hogback tunnel.....	20	10	10
Johnstown.....	5	5	5
F. M. & P. Sub-Division.			
Between Greene Jct. and WD Tower, except as noted below.....	40	30	30
F. M. & P. Connection—Greene Junction..	10	10	10
Greene Jct., Bridge 300, Poles 59.03 to 59.09	30	20	20
Through spring switch west end double track, O. & B. Jct.....	25	25	25
No. 2 track, top Mt. Braddock Hill, Poles 65.01 to 65.04.....	15	10	10
Uniontown City limits, Poles 69.42 to 71.25.	10	10	10
Smithfield Running track.....	30	20	20
Curve, Bourne, Poles 81.32 to 81.39.....	30	20	20
Curve, Outerop, Poles 82.37 to 83.07.....	30	20	20
Atchison to Lake Lynn, Poles 86.15 to 88.02	30	15	15
Eagle Mine Tipple, Poles 88.23 to 88.32....	25	15	15
Point Marion, Poles 90.33 to 91.01.....	15	15	15

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
F. M. & P. Sub-Division—Concluded.			
Sink west of west end Van Vorhis, Poles 95.11 to 96.10.....	25	20	20
Sink east of east end Van Vorhis, Poles 97.20 to 98.32.....	25	20	20
Sink east of Star City, Poles 100.33 to 101.10.....	25	20	20
Sink east of Decker Siding, Poles 104.12 to 105.35.....	25	20	20
Sink east of Roundbottom, Poles 108.26 to 109.20.....	25	20	20
Sink west of west end Little Falls, Poles 110.06 to 111.02.....	25	20	20
Sink east of Little Falls, Poles 112.11 to 112.31.....	25	20	20
Sink east of Beechwood, Poles 115.15 to 115.30.....	25	20	20
Sink east of Catawba, Poles 121.22 to 124.02	25	20	20
Sink west of Hoult, Poles 125.05 to 125.10..	25	20	20
Through WD Tower Interlocking.....	15	15	15
G. & W. Sub-Division.....	25	25	25
Berlin and Salisbury Sub-Division.....	15	15	15
Salisbury Sub-Division, Bridges 501, 501-2, 501-3 and 502-A-1.....	10	10	10
Boswell Sub-Division.....	20	20	20
I. C. V. Sub-Division.....	20	15	15
Poplar Hollow, 1,000 feet West of M.P. 2.	10	10	10
Mt. Pleasant Sub-Division.....	15	15	15
S. & M. Sub-Division.....	15	15	15
Coleman Sub-Division.....	20	20	20
Jerome Sub-Division.....	15	15	15
All Other Sub-Divisions.....	10	10	10
Western Sub-Division.			
Between Connellsville and UN Tower, except as noted below.....	60	50	40
Between crossovers east of Connellsville Station and crossovers, Sodom.....	20	20	20
Nos. 3 and 4 Tracks—Between Sodom and Broadford.....	30	25	25
2nd curve east of Broad Ford, Poles 271.18 to 272.16.....	55	40	35
Broad Ford wye.....	5	5	5
Jackson curve, Poles 274.0 to 274.16.....	55	40	35
1st curve east of Laurel Run, Poles 276.32 to 277.07.....	45	35	30
Curve over Bridge 54—Laurel Run, Poles 277.13 to 277.29.....	50	40	35
1st curve west of Laurel Run, Poles 277.30 to 278.0.....	45	35	30
Oakdale curve, Poles 278.18 to 279.1.....	40	35	30

SPECIAL INSTRUCTIONS—Continued

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Western Sub-Division—Continued.			
1st curve west of Oakdale, Poles 279.10 to 279.25.....	50	40	35
Round Bottom curve, Poles 280.30 to 281.12	45	35	30
1st curve west of Round Bottom, Poles 281.12 to 281.17.....	45	35	30
1st curve east of Youngs curve, Poles 281.32 to 281.42.....	55	40	35
Youngs curve, Poles 281.44 to 282.14.....	40	35	30
1st curve west of Layton Tower, Poles 283.39 to 284.8.....	50	40	35
Snufftown curve, Poles 284.15 to 284.33.....	50	40	35
1st curve west of Snufftown, Poles 284.35 to 285.3.....	50	40	35
1st curve west of Smithton, Poles 288.41 to 289.22.....	45	30	30
Curve at west end Fitz Henry, Poles 290.39 to 291.18.....	50	40	35
Curve east of Reduction, Poles 291.29 to 292.29.....	45	35	30
1st curve west of Reduction, Poles 292.42 to 293.24.....	50	40	35
West Newton Station curve, Poles 294.35 to 295.20, Water Street.....	30	30	30
Yough Slope curve, Poles 295.40 to 296.25.....	55	40	35
Suter curve, Poles 298.9 to 298.43.....	55	40	35
Vista sink and curve, Poles 301.35 to 302.13.....	40	25	20
Shaner curve, Poles 302.43 to 303.06.....	50	35	30
Guffey curve, Poles 303.06 to 303.27.....	40	35	30
Robbins and Coulter curves, MP 305.....	50	40	35
Through spring switch east end eastward siding, Ellrod.....	25	25	25
Curve, Boston Bridge, Poles 309.28 to 310.06.....	50	40	35
City of McKeesport, except below.....	25	25	25
Between Ninth and Huey Sts.....	15	15	15
McKeesport to Bessemer.....	50	30	25
Yard running tracks, MK Tower to Glenwood Jet.....	20	15	15
Curve east of 13th St., Braddock, Poles 317.48 to 318.3.....	50	35	30
Between 13th St., Braddock and Rankin Station.....	20	20	20
Curve, Bridge 66, Highland, Poles 321.1 to 321.37.....	55	35	30
Through Glenwood Jet. Interlocking.....	40	30	25
Switches to W. & P. Sub-Division, Glenwood Jet.....	10	10	10
To and from yard running tracks, Glenwood Jet.....	10	10	10
To and from Glenwood Railroad, Laughlin Jet.....	10	10	10
Laughlin Jet. to Brady St. Bridge.....	50	30	25
Brady St. to P. R. R. Bridge.....	35	20	20
Between Laughlin Jet. and Bakerstown, except as noted below.....	40	25	25
Between Bakerstown and UN Tower, except as noted below.....	50	35	30
Crossovers and turnouts, Laughlin Jet.....	10	10	10
East leg of Wye, Laughlin Jet.....	10	10	10
West leg of Wye, Laughlin Jet.....	10	10	10
Through Schenley Tunnel.....	25	15	15
Bridge 251, leading to 36th St.....	10	10	10
Bridge 203, Allegheny River.....	30	25	25
Yard running tracks between Allegheny and Willow Grove.....	10	10	10
Spang Chalfant crossing, Pole 4.45.....	15	15	15

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Western Sub-Division—Concluded.			
Allison Park to Bryant.....	30	25	25
Bryant to Wildwood.....	25	15	15
Eastward trains, Bakerstown to Wildwood using No. 1 track.....	25	25	25
Westward trains, Bakerstown to Downieville, using No. 2 track.....	25	25	25
Wilson curve, Poles 19.1 to 19.16.....	35	30	25
Valencia curve, Poles 20.12 to 20.20.....	35	30	25
3rd curve one-half mile east of Evans City Station, Poles 27.30 to 27.37.....	35	30	25
Curves one-quarter mile east of Evans City Station to crossovers west of station.....	25	25	25
2nd and 3rd curves west of Evans City....	40	30	25
2nd curve west of Eidenau, Poles 30.38 to 31.04.....	30	25	20
3rd curve west of Eidenau, Poles 31.06 to 31.14.....	30	25	20
1st and 2nd curves east of Harmony.....	40	30	25
1st and 2nd curves west of Harmony.....	30	25	20
2nd curve west of Zelienople, Poles 34.24 to 34.35.....	30	25	20
1st curve west of Fombell, Poles 37.31 to 37.41.....	40	30	25
1st curve west of Goehring, Poles 38.40 to 39.14.....	30	25	20
Over 4th and 6th Sts., Ellwood City.....	25	25	25
Through spring switch west end double track, Edgemore.....	30	30	30
Eastward trains through turnouts and crossovers to P&LE connection east of UN Tower.....	30	30	25
Westward trains through turnouts and crossovers from P&LE connection east of UN Tower.....	30	20	20
Butler Sub-Division.			
Between Eidenau and Butler, except as noted below.....	50	35	30
To and from the Western Sub-Division, Eidenau, using crossovers and turnouts at East and West leg of Wye.....	10	10	10
East leg of Wye, Eidenau.....	25	25	25
West leg of wye, Eidenau.....	25	25	25
Curve 1 mile east of Ribold, Bridge 603, Poles 6.30 to 7.1.....	45	30	25
1st curve east of Bridge 405, Poles 31.19 to 31.27.....	40	30	25
1st curve east of Bridge 406, Poles 32.22 to 32.33.....	40	30	25
2nd and 3rd curves west of Renfrew.....	40	30	25
Curve west of Bridge 407, Poles 35.12 to 35.26.....	40	30	25
2nd curve east of Mackin, Poles 35.33 to 36.09.....	35	30	25
2nd curve west of Mackin, Poles 37.17 to 37.28.....	40	30	25
1st and 2nd curves west of Lyndora, Poles 38.17 to 39.9.....	45	30	25

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
W. & P. Sub-Division.			
Between Glenwood Jct. and Wheeling, except as noted below.....	45	40	35
Bridge 74, Glenwood Jct.....	15	15	15
Eastward trains, Whitehall to Rand, using No. 1 track.....	25	25	20
MP 6.9 to MP 8.21.....	40	30	25
1st curve east of Willock, Poles 8.41 to 9.07.	30	25	20
1st and 2nd curves west of Bruceton.....	40	30	25
Experiment, Poles 13.0 to 13.40.....	35	30	25
1st curve west of Bridge 96, Poles 14.2 to 14.10.....	30	25	20
2nd curve west of Bridge 96, Poles 14.17 to 14.27.....	35	30	25
1st curve west of Snowden, Poles 15.09 to 15.18.....	40	30	25
Bridge 103 to 2nd curve west of Hackett....	30	25	20
3rd curve west of Hackett, Poles 19.10 to 19.18.....	45	30	25
From double to single track, Gilkeson....	25	25	25
2nd curve east of Gamble, Poles 25.20 to 25.27.....	45	30	25
1st curve east of Gamble, Poles 25.30 to 25.38.....	30	25	25
3rd, 4th and 5th curves west of Gamble....	35	30	25
Curve at Eighty-Four, Poles 28.17 to 28.32.	35	30	20
1st curve west of Clokey, Poles 29.16 to 29.24.....	35	30	25
1st and 2nd curve west of Zediker.....	40	30	25
Main St., Washington.....	10	10	10
Bridge 174, Poles 56.01 to 56.15.....	35	30	25
2nd curve west of Bridge 174, Poles 56.32 to 56.42.....	45	30	25
Bridge 175, Poles 57.46 to 58.02.....	45	30	25
Bridge 180, Poles 59.27 to 59.40.....	45	30	25
Bridge 185, Poles 62.15 to 62.27.....	40	30	25
1st curve west Mt. de Chantel, Poles 65.2 to 65.13.....	45	30	25
East Wheeling, Poles 67 to 66.4.....	25	25	25
Wheeling, through 17th St. and over Passenger Station Viaduct.....	10	10	10

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

	Fast Freight 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.

5. SPEED RESTRICTIONS—Continued.

MAXIMUM SPEED OF LIGHT ENGINES.

	Forward.	Backward.
Diesel Engines in Multiple units.....	x60	x45
Single unit Yard Switchers, single Road Diesels and single Budd Car unit operating in automatic signal territory.....	30	30

Note x—Where speed of division is less than indicated, it will be observed with a reduction of 15 M. P. H. in backward motion.

Where the maximum speed of a division or sub-division is 25 miles or less, the same speed will apply to light engines in forward motion.

SPEED OF RELIEF TRAINS.

	Eng. in Forward Motion.	Eng. in Backward Motion.	Crane ahead of Eng.	With Crane X-58.
Cumberland-UN Tower.....	30	20	15	15
Rockwood-Kimmellton.....	20	15	15	15
Kimmellton-Johnstown.....	15	15	15	15
Greene Junction-Fairmont.....	20	15	15	15
Glenwood Junction-Wheeling.....	30	20	15	15
Branch Lines.....	15	15	15	15

Passenger trains handled with freight diesel engines will not exceed 65 miles per hour.

Trains operated as 92, 94, 194, 96, 396, 97, Stock Train, Banana Train and Time Saver will make fast freight time unless otherwise provided.

Trains operated as Eastern Steel Special will make Steel Special time between Sand Patch and Hyndman, unless otherwise provided.

Dead steam engines moving in a train shall be headed in the direction of the train movement, and trains handling such engines are not to exceed a speed of twenty-five miles per hour.

Diesel engines moving dead in a train may be moved at authorized speed in the Time Table, unless special instructions to govern otherwise, and/or, the speed provided for in shipper's endorsement on bill of lading.

Freight trains, after picking up shop cars that were set off account hot boxes, will not exceed 20 miles per hour.

Engines with broken or bent crank pins, main or side rods, moved without side rods; also engines with excessive flat spots on driving tires, bent axles, and where excessive weight is placed on drivers due to engine being jacked up for a broken axle or having truck removed, 15 miles per hour.

All trains and engines will run at restricted speed between Eastward and Westward block signals, Smithfield.

Trains handling steam cranes, locomotive cranes, pile drivers, ditchers and similar equipment, 30 miles per hour.

Trains handling crane X-58, will not exceed 15 miles per hour.

Trains handling foreign line short ore hoppers, loaded, will not exceed 30 miles per hour on tangent track, 20 miles per hour on curves and branch lines, except where speed restrictions, Time Table, General Order or Train Order is lower. Such loaded cars are restricted on the P. & L. E. R. R., between Connellsville and B. & O. Jct.

Trains handling scale test cars will not exceed 35 miles per hour. As these cars are not equipped with air brakes, they will be spaced three cars ahead of caboose, and train must have 85 per cent operative brakes.

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Concluded.

Trains moving on industrial sidings and other tracks not operated under Train Orders or Block Signal rules must move at such speed so they can stop short of obstruction, unless tracks are seen or known to be clear and switches properly set.

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

Running against current of traffic through tunnels, 15 miles per hour.

When hauling an engine backwards, 15 miles per hour.

Trains will not exceed 15 miles per hour over bridges, Duquesne Slag Products Co. Siding, Highland.

Westward trains or engines delayed between Glenwood Station and Tecumseh Street, Hazelwood, will approach Tecumseh Street at restricted speed.

Tonnage trains descending grades between Bakerstown and Downieville, Bakerstown and Wildwood, Whitehall Tunnel and Rand, will not exceed 20 miles per hour.

Speed recorders on engines will be checked at Speed Test Signs at the following points:

No. 1 Track—1 mile east of Cooks Mills to Cooks Mills.

No. 2 Track—Outlet Switch No. 4 track, Casparis, and 1 mile east thereof.

No. 1 Track—West of Broad Ford, MP 273 to MP 274.

No. 2 Track—MP 306.3 to MP 307.3, Emblem.

No. 1 Track—MP 3.1 to MP 4.1, Millvale.

No. 2 Track—Edgemoor to Johnsons, MP 49.9 to MP 50.9

No. 2 Track—MP 20 to MP 21, Anderson.

Single Track—MP 64 to MP 65, Mt. de Chantel.

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

Crossover switches east and west of Connellsville Station.
West end scale track, Rockwood.

Wilson Creek crossover.

Switches east and west end, Somerset Yard.

Crossover switches east and west of Somerset Train Order Station.

Eastward trains—PW&S Junction.

Crossover switches east and west end, Mt. Braddock Yard.
Smithfield Station.

6. TRAIN ORDERS.

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

The Station Siding Switch, Morgantown, will be the point designated in train orders as Morgantown.

7. EXTRA TRAINS.

8. OPERATING TRAINS BY SIGNAL INDICATION.

Rules 251 to 254 inclusive, are in effect between Connellsville and Confluence; Brook and Sand Patch; Manila and Cumberland; O. & B. Junction and Oliver; UN Tower and Laughlin Junction; Pittsburgh and Connellsville; Glenwood Junction and Gilkeson.

Rules 261 to 264 inclusive, are in effect between Sand Patch and Manila; Confluence and Brook; Greene Junction and O. & B. Junction; Oliver and Smithfield.

Rules 261 to 264 inclusive, are in effect between B. & O. Junction and UN Tower, with the exception that Rule 262 modified; P. & L. E. Operator at N Office, Haselton, will control the movement of trains between these points.

Switches at the west end of P. & L. E. Connection, UN Tower, and the signals at the end of Two Tracks, Western Sub-Division, are controlled from and included in the interlocking limits of UN Tower.

8. OPERATING TRAINS BY SIGNAL INDICATION—Concluded.

Rule 676 in effect between Gilkeson and Wheeling.

Unless Train Dispatcher has previously issued instructions to the contrary, first class trains will be operated via normal route.

Should the signals and all means of communication fail between Confluence and Brook or Sand Patch and Manila, westward trains will be operated on No. 1 track, eastward trains will be operated on No. 2 track.

9. SPACING TRAINS.

Rules 305 to 330 inclusive, are in effect between Greene Junction and WD Tower and on Butler Sub-Division.

In manual block territory where the block is partly within switching limits or the limits of district run engines, a train not carrying passengers upon receipt of Clearance Card Form A Part 3 at entrance to the block indicating block occupied by district engine only, may proceed through that portion of the block outside of the specified district limits, the same as if clear block had been received for that portion.

Clearance Card Form A, part 3 should be filled out: "Block is occupied to _____" and write directly under this, "by district engines between _____ and _____" Rule 317 modified.

Rules 505 to 519 inclusive, are in effect between Cumberland and Pittsburgh; Laughlin Junction and UN Tower; Glenwood Junction and Wheeling.

Conductor or Engineer, on trains, after securing permission to occupy main track or to cross from one main track to another, after opening switch, will wait five minutes before fouling main track between Viaduct Jct., and Pittsburgh, Laughlin Jct., and UN Tower.

First paragraph of Rule 512 is not in effect at Connellsville for switching of passenger and express trains.

Freight trains operated under manual block with or against current of traffic between Manila and Mt. Savage Junction eastward, spacing time of ten minutes between trains will be observed.

Block indication to westward trains at Oliver or intermediate points will apply to O. & B. Junction, only.

Engineers of trains operating on F. M. & P. Sub-Division will be required to see the block signals at Smithfield, Leith and Oliver change from stop to a more favorable indication before passing same, unless cleared of such signals by train order or clearance Card Form A.

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

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

Sand Patch Tunnel.

Absolute block will govern movement in Sand Patch Tunnel.

When helper engines are used all engine numbers will be reported. Helpers pushing westward trains will have the right to drop back to east portal of tunnel and if reverse signal is not set for further movement will call Operator for instructions.

Helper engines on head end or in middle of train will go through tunnel and Engineer will report clear.

Engines pushing trains over summit will be considered in tunnel and tunnel will be considered blocked until track circuits are cleared of such engines.

Trains finding signals in stop position at east or west end of tunnel will immediately call Operator.

Freight trains will not enter tunnel when occupied by passenger trains. Passenger trains will not enter while occupied by freight trains unless freight train is being delayed in tunnel and Operator and Conductor have clear understanding that track to be used by passenger train is clear and freight train will not move until passenger train has cleared tunnel.

Sand Patch train order station will keep record of all trains and engines in and out of both ends of tunnel on block sheet.

SPECIAL INSTRUCTIONS—Continued

10. FIXED SIGNALS.

Eastward trains getting stop indication on fixed signal at Jerome Junction will stop to clear switch leading to yard.

11. HAND SIGNALS AND FLAGGING.

Trains or engines occupying passing sidings will be protected in accordance with Rule 99 and Engineers will comply with Rule 59.

Rule 11 (A) modified to permit use of red electric lanterns furnished by The Baltimore and Ohio Railroad Company for flagging purposes.

Trains using west leg of wye at Rockwood will flag railroad crossing at east leg of wye. When using east leg of wye will approach crossing at restricted speed expecting to find it occupied.

Westward trains using east leg of wye at Rockwood will be protected by flagman.

Switchtenders will handle main track switches at:

MK Tower, including Huey Street Crossover.

Panhandle Switches, Pittsburgh, except between hours 10.30 P. M. to 6.30 A. M., and Sundays.

Operators when on duty will handle main track switches at:

Leith.

Oliver.

Rockwood, except S&C Sub-Division main track switch and crossover switches West of Rockwood.

HK Tower.

Broad Ford, except wye switches and crossover switches between Nos. 3 and 4 tracks.

Vista.

Eidenau.

Bakerstown.

Trains will approach the following points at restricted speed and will not proceed without signal from the switchtender:

MK Tower.

Panhandle Switches, Pittsburgh, from 6.30 A. M. to 10.30 P. M., daily, except Sunday.

Flagman on first-class and passenger extras will protect their trains at Connellsville Passenger Station except when yard engine performs work on their train, member of yard crew will protect while the yard engine is performing the work.

11-A. MARKERS AND CLASSIFICATION SIGNALS.

Rule 22 is not in effect on Butler Sub-Division.

Budd RDC cars may display two red roundels, lighted, on rear as markers. Rule 28 modified.

Helper engines may display proper aspect, lighted, on classification lamps to rear as markers. Rule 28 modified.

12. JOINT OR SPECIAL USE OF TRACKS.

Engines turning on wye at Sand Patch will proceed via west leg and then east leg. Trains or engines moving in opposite direction will do so under flag protection. All movements on wye will be at restricted speed.

Tracks paralleling main track between Rockwood and Wilson Creek crossover will be used as running track for westward extra trains. Between Wilson Creek crossover and west end as passing siding.

Tracks will be designated as follows:

Roberts, North of main track, EASTWARD RUNNING TRACK and will be used on authority of Train Dispatcher only.

Roberts, south of main track, ROBERTS STORAGE TRACK, connected at both ends.

Summit, Boswell Sub-Division, South of main track, SUMMIT STORAGE TRACK.

Geiger, North of main track, GEIGER STORAGE TRACK.

Adams, north of main track; 1st and 3rd tracks—STORAGE TRACKS.

Jerome Junction, south of main track—JEROME STORAGE TRACK.

Ferndale, north of main track; 1st track—No. 2 FERNDALÉ STORAGE TRACK.

2nd track—No. 1 FERNDALÉ STORAGE TRACK.

12. JOINT OR SPECIAL USE OF TRACKS—Concluded.

Smithfield, south of main track between Fairchance Transfer and crossover switches, west end of Smithfield Yard, SMITHFIELD RUNNING TRACK. Will be used only by train order. Crews leaving running track will report clear.

Smithfield, between crossovers west end Smithfield Yard and Smithfield, YARD LEAD, may be used on permission of Operator or Yardmaster and be governed by Rule 94.

Point Marion, north of main track, POINT MARION STORAGE TRACK.

Trains and engines using main track between Salisbury Junction and West Meyersdale, Salisbury Sub-Division, will proceed expecting to find trains or engines moving in opposite direction.

The normal position of switch at O. & B. Junction, West End Double Track, is for eastward movement.

The normal position of switch at Oliver, East End Double Track, is for westward movement.

Crews will not block north leg of wye, Leckrone, between straight track switch and M. R. R. main track switch nor foul straight track on north leg of wye or Diamond Crossing. When crossing straight track, north leg of wye, crews will protect against H. C. Frick Coke Co. engines.

Baltimore and Ohio trains operating over P&LE tracks between MK Tower and P&LE connection, B&O Junction, will be governed by operating rules and time-table of P&LERR and B&O air brake rules, Form 1118-D.

Trains Nos. 5, 7, 9, 17, 21, 25, 31, 6, 8, 10, 13, 22, 28 and 32 operate over P&LE tracks between MK Tower and P&LE connection, B&O Junction. Time shown in italics for information only and refers to P&LE Station, Pittsburgh.

13. OPERATION OF AIR BRAKES.

Passing Rockwood, Engineers of Eastward freight trains will set up brake pipe pressure to 90 pounds, which will be carried through to Cumberland. Eastward freight trains handled with engines not equipped with flat maintaining valve, will stop at Yoder or Sand Patch for adjustment of retainers and will stop East of Hyndman Interlocking plant and place all retainers in release position. If stopped by either absolute signal, West of Hyndman Tower, retainers may then be placed in release position.

Freight trains handled with diesel locomotives equipped with flat maintaining valve and cut in and dynamic brake fully operating on all units handling train, and engineer has been qualified on manipulation of flat maintaining valve, instructions governing use of retainers will not apply. In case of failure of maintaining valve or dynamic brake, retainers must be used.

In descending a heavy grade with flat maintaining cut in, the initial reduction must not be lighter than 6 pounds. The endeavor should be to control the speed by the use of flat maintaining and the dynamic brake so that it is uniform. If a train stalls descending a grade due to too heavy a brake application, sufficient number of hand brakes must be applied promptly to secure it if the independent brake on engine will not hold train while brakes are being released and brake system recharged. A sufficient number of hand brakes must also be applied promptly should the train part, to anchor both portions.

A partial release of the brakes during flat maintaining must never be attempted. If necessary to release on descending grade where retainers are normally required, stop will be made and brake pipe recharged before train proceeds.

Where retainers are normally required, flat maintaining device will not be used on trains, consist of which includes dead engines. Retainers must be used.

Eastward freight trains handled by Diesel power and dynamic brake not operating, will stop at FO Tower for train crew to examine train for defective wheels, hot boxes or other defective conditions.

Eastward freight trains via Sand Patch, except those operated as 92, 94, 96, 194, 396, stock trains and Time Savers will make retainer test in terminal or at point where train is picked up. If picked up at different places, retainer test will be made before passing Sand Patch, under the supervision of the conductor.

SPECIAL INSTRUCTIONS—Continued.

13. OPERATION OF AIR BRAKES—Concluded.

When trains stop on descending grade, and flagman is recalled proceed signal will not be given until it is known brake pipe is properly charged.

Trains will stop to adjust retainers. When retainers are used they must be turned up consecutively from engine, rearwards. Turning up retainers on the front and rear portion of a train allowing the middle cars to run loose is prohibited.

GRADE.	Minimum percent of retainers to be used.
Sand Patch to Hyndman (Coal Trains).....	100
Sand Patch to Hyndman (All others).....	90
Adams to Rowena (Loaded Tonnage Trains)....	50
Hiyasota to Jerome Junction (Loaded Tonnage Trains).....	33½
Mt. Braddock to O. & B. Junction (Loaded Tonnage Trains).....	75
Mt. Braddock to Evans (Loaded Tonnage Trains).....	75
Morgan Tunnel to Lake Lynn (Loaded Tonnage Trains).....	75

On above mentioned grades, trains standard air pressure will be:

Main Reservoir..... 130 pounds.
Brake Pipe..... 90 pounds.

Empty trains will carry the prescribed standard pressure as follows:

Main Reservoir..... 130 pounds.
Brake Pipe..... 70 pounds.

When Engineers deem additional retainers necessary, they will notify trainmen who will comply with their request.

Passenger trains backing into Pittsburgh train shed will approach Panhandle switches at restricted speed and stop unless Engineer receives three sounds of communicating signal from Conductor, who must first get hand signal from switchtender, when on duty.

Final stop in train shed will be made when Engineer receives communicating signal from Conductor. This signal will be given at least two car lengths from point where rear of train is to be stopped.

14. SPRING SWITCHES.

After securing permission to leave siding at Ellrod or Lavenia, Conductor or Engineer will operate push button and be governed by the indication displayed by the leaving signal. Trains may occupy the main track immediately after signal indicates proceed. Rule 105 modified.

14-A. DUAL CONTROL SWITCHES.

Interlocking Rules apply at dual control switch locations as follows:

Sand Patch, west end of Eastward passing siding, controlled from Sand Patch.

Manila, controlled from Sand Patch.

Brook, controlled from Confluence.

Glenwood Junction, end of double track, west end of Bridge 74, controlled from Glenwood Junction.

Marion Junction, controlled from and included within interlocking limits of Laughlin Junction.

Switches at west end of P&LE Connection, UN Tower.

For eastward movement on No. 1 track from Brook, trains will stop at home signal at No. 1 or No. 2 track. Engineer will immediately communicate with Operator at Confluence and having proper orders, will push button located in telephone booth at the home signal and will proceed when proper indication is displayed.

For eastward movement on No. 1 track from Gilkeson, trains will stop at home signal. Engineer will immediately communicate with Train Dispatcher and having proper orders, will push button on wall of bungalow located to the left of telephone and will proceed when proper indication is displayed.

After having made a westward movement on No. 2 track from West End Glenwood Bridge to Gilkeson or from intermediate points to Gilkeson, Conductor will report clear of No. 2 track at Gilkeson to Train Dispatcher.

15. RAILROAD CROSSINGS AND DRAWBRIDGES.

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

15. RAILROAD CROSSINGS AND DRAWBRIDGES

—Concluded.

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 railroad 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 Pennsylvania Railroad at Everson, and will not proceed without sending a flagman ahead and knowing that crossing is clear.

16. YARDS.

Yard engines using hump lead or Stock Yard track east of interlocking station, Greene Junction, are not required to secure Clearance Card Form A when train order signal is displayed, unless a burning fusee is also displayed on the track. Rule 222 modified.

Eastward movements on No. 4 track at Sodom receiving stop indication will call Operator "D" Office. Eastward movements receiving restricting indication will proceed and not pass facing point crossover between tracks 103 and 104 located between the two overhead bridges west end Connellsville Yard without a proceed hand signal with a green flag or green light from the Switchtender who will also deliver to the engine crew instructions for further movement through the yard.

Eastward trains, enroute to Connellsville Yard, on Nos. 1 or 2 track will stop at "D" Office unless proceed signal is received with a green flag or green light from the Switchtender West end Connellsville Yard.

All eastward trains on No. 3 will stop to clear Sodom switches and call Yardmaster.

On light engines or trains entering west end, Connellsville Yard, Conductor or Engineer will know that all crossover switches are closed.

Tracks formerly known as Nos. 3 and 4 main tracks between Glenwood Junction and MK Tower are now designated as Yard Running Tracks. Yard Masters at Demmler will have authority over movements on these tracks between MK Tower and Denniston Crossover, and Yard Masters at Glenwood will have authority over movements on these tracks between Denniston Crossover and Glenwood Junction. Tracks formerly known as Allegheny Nos. 1 and 2 main tracks between Millvale Crossover and Point Bridge, are also Yard Running Tracks. Yard Masters at Willow Grove and Allegheny will have authority over movements on these tracks. Rule 94 will govern operation of trains and engines using these tracks.

17. HELPER ENGINES.

Trains consisting entirely of empty open-top equipment, and tonnage trains, will not have more than three unit helper on rear unless otherwise instructed.

Eastward freight trains dispatched from Somerset and Connellsville, consisting of mixed loads and empties, requiring more than a two unit helper on rear, will have not less than 15 loaded cars next to caboose.

Hyndman Train Order Station—

When signs A, B, C, D, or E, are displayed in window east side of Hyndman Tower, the following will govern:

"A"—Stop to clear CS sign. Helper will be sent to crossover east of eastward siding.

"B"—Stop to clear CS sign. Helper will be crossed in behind train at tower crossover.

"C"—Helpers will be put into siding behind train.

"D"—Trains stopped at westward home signal will get helpers through crossover east of eastward siding.

"E"—No helper available, arrange to cut crossings.

Helpers to be detached as shown below:

Sand Patch—

Eastward trains—After pushing trains over summit.

Westward passenger trains—West end, helper pocket.

Westward freight trains—East portal of tunnel, when on rear, and at West end of Westward Siding, when on head end.

Schenley Hill—

Eastward loaded trains—East of tunnel (stop to detach helper).

Eastward empty trains—West of tunnel.

Westward freight trains—East portal of tunnel.

SPECIAL INSTRUCTIONS—Continued.

18. MAIL.

Newspapers may be dispatched where trains do not stop. Care must be exercised to avoid accident.

Train No. 18 will not exceed 40 miles per hour at Rockwood to dispatch U. S. Mail and newspapers.

Train No. 31 will not exceed 25 M. P. H. at Ohio Pyle to dispatch U. S. Mail.

Train No. 32 will not exceed 15 M. P. H. at Dawson to dispatch newspapers.

19. WATER AND FUEL.

20. WHISTLE SIGNALS.

Trains standing in passing siding will use following whistle signals to recall Flagman: From South or West one short and four long; from North or East one short and five long; Rule 14(d) and 14(e) modified.

Rules 14ea and 14da are in effect on F. M. & P. Sub-Division at O. & B. Junction, and on W. & P. Sub-Division at Glenwood Junction.

Engineers of passenger trains, carrying postal cars, will sound one long blast of the engine whistle when approaching mail cranes.

21. HIGHWAY CROSSING PROTECTION.

Crews will provide flag protection for all movements over following crossings:

Berlin Sub-Division.....	No. 2479
Somerset—	
Cannell Street.....	No. 2496
East Sanner Street.....	No. 2497
Kantner Branch—	
Stoyestown, State Highway No. 55153.....	No. 2590
SM Branch, Hooversville—	
Charles Street.....	No. 2526
State Highway No. 53.....	No. 2527
Johnstown—	
Hickory Street.....	No. 2540
Poplar Street.....	No. 2541
Strawberry Alley.....	No. 2544
Apple Alley.....	No. 2545
Main Street.....	No. 2546
Coyer Alley.....	No. 2547
Locust Street.....	No. 2548
Cover Good Alley.....	No. 2549
Railroad Street.....	No. 2550
Boswell Sub-Division—	
Ferrelton.....	No. 2569
Mt. Pleasant Sub-Division—	
Main Street, Mt. Pleasant.....	No. 2738
Liberty Street, Mt. Pleasant.....	No. 2741
Washington—	
East Maiden Street, U. S. 40.....	No. 2936
Allegheny—	
Heins Company, River Avenue.....	No. 2974
Heinz Lead Works, River Avenue.....	No. 2976
Simmons Company, Madison Avenue.....	No. 2978

Crews will provide flag protection at Messenger Street, No. 2539, Johnstown, except when Crossing Watchman is on duty from 7.00 A. M. to 12.30 P. M., and 1.00 P. M. to 3.30 P. M.

Crews will provide flag protection at Sixth Street, No. 3052, Ellwood City, between the hours 9.00 P. M. and 5.00 A. M., daily.

22. TRAIN ORDER STATIONS.

Open less than 24 hours.

Train Order Stations closed:

- "x"—Leith—7.01 A. M. Saturday to 7.01 A. M. Monday.
- "x"—Cheat River—7.01 A. M. Saturday to 7.01 A. M. Monday.
- "x"—Stoyestown—4.59 P. M. to 7.59 A. M. daily.
- 7.59 A. M. Saturday to 7.59 A. M. Monday.

23. RESTRICTIONS ON STRUCTURES AND TRACKS.

MAXIMUM WEIGHT LIMITS.	Heaviest class of engine permitted.	Cars Gross Weight in Pounds.
Cumberland to New Castle Junction.....	EM-1	240,000
Salisbury Sub-Division.....	Q-4	240,000
Berlin Sub-Division.....	Q-4	240,000
G. & W. Sub-Division.....	EM-1	240,000
Rockwood to Johnstown.....	EM-1	240,000
Wilson Creek Branch.....	Q-4	240,000
Old Junction Siding.....	Q-1aa	240,000
Wye Track, Somerset.....	EM-1	240,000
Somerset County Fertilizer Co.....	Q-4	240,000
P. W. & S. Junction to Boswell.....	EM-1	240,000
Adams Mine Siding.....	Q-1aa	240,000
West End of Wye to Friedens.....	EM-1	240,000
Coleman Branch.....	EM-1	240,000
Ralplton Mine No. 15.....	Q-1aa	240,000
Knickerbocker Mine at Rowena.....	EM-1	240,000
Jerome Branch.....	EM-1	240,000
Indian Creek Sub-Division.....	Q-3	240,000
Greene Junction to WD Tower.....	EM-1	240,000
Eureka Fire Brick Co. Siding, Mt. Braddock	Q-1aa	240,000
Lemont Owens No. 2.....	E-27	200,000
Siding to Freight House, Uniontown.....	Q-1aa	240,000
C. F. Eggers Siding.....	Q-1aa	240,000
Crossland Owens Branch.....	Q-1aa	240,000
E. I. DuPont Powder Company Siding.....	Q-1aa	240,000
S. & M. Sub-Division.....	Q-1aa	240,000
York Run Branch.....	Q-1aa	240,000
Gilmore Coke Company Siding.....	Q-1aa	220,000
H. C. Fricke Coke Co., Leekrone.....	Q-1aa	240,000
Lake Lynn to Canyon Mine.....	Q-1aa	240,000
Dewing Mill Spur.....	Q-1aa	240,000
West Yough Bridge.....	L-2	200,000
Broad Ford to Everson.....	EM-1	240,000
Everson to Mt. Pleasant.....	E-27	220,000
Duquesne Slag Products Company Siding,		
Highland.....	Q-1aa	240,000
Rail to River Terminal, Glenwood.....	EL-5a	240,000
E. I. DuPont Powder Company Siding,		
Rand.....	L-4	240,000
Glenwood Junction to Marion Junction on		
Glenwood R. R.....	EM-1	240,000
Laughlin Junction to Pittsburgh Train Shed.	EM-1	240,000
Pittsburgh Train Shed.....	P-5	210,000
FY Tower to 43rd Street.....	Q1-aa	240,000
Willow Grove to Herra Island.....	L-4	240,000
Willow Grove to Stieren Street.....	EM-1	240,000
Glenwood Junction to Wheeling.....	EL-5a	240,000
Tylerdale Connecting R. R.....	Q-1aa	240,000
Sugar Run Branch.....	Q-1aa	240,000
Velte Foundry and Machine Company Siding	Q-1aa	240,000
Eldenaue to Butler.....	Q-4	240,000
Wurtemberg Branch to Bridge No. 704.....	Q-1aa	240,000

Diesel engines equipped with limiting blocks when used in yard, local freight, mine run or district run service must have limiting blocks removed.

Engines or box cars cannot be operated under ramp, Big Middle Track, Leekrone.

Wrecking cranes that have a bridge rating of not more than 210, or a total weight of 227,400 pounds, may be operated over the P&LE bridge, West Yough, provided the wrecking crane is being operated without load and is separated by at least one empty car from locomotive or loaded car.

Cranes X215 and X216 cannot be operated between Frisco and Wurtemberg, Pittsburgh Train Shed, Hays and West Homestead, Everson and Mt. Pleasant and Salisbury Sub-Division.

SPECIAL INSTRUCTIONS—Continued.

23. RESTRICTIONS ON STRUCTURES AND TRACKS —Concluded.

S type engines, backing up, must not move from Engine lead or Westbound lead to No. 4 Running Track through Slip Switch No. 17 at Glenwood Junction.

Two or more engines coupled will not enter Pittsburgh Train Shed

Bridge 202A-1 can be operated over for a distance of 90 feet for cars only, Flick Coal Company, Schenley.

Operation of engines at the following locations is prohibited:

Beyond a point 240 feet from derail west end Swank No. 18 Mine Siding, S. & C. Sub-Division.

Over coal trestle of Trotter Water Co., Paddock Siding, F. M. & P. Sub-Division.

Beyond frog, Banner Flour Mill Siding, Fairchance.

Run-around track beyond tippie at Canyon Mine, C. H. & B. Branch, F. M. & P. Sub-Division.

Beyond derail, lump track, Paul Coal Company, Stoyestown.

Beyond ramp on empty track, Wilbur Mine, S. & C. Sub-Division.

On curve, west of crossing, Mill Track, Claysville.

Beyond clearance point of first mine track switch, East end Valley Camp No. 3 Mine, W. & P. Sub-Division, except 1000 and 1750 horse power Diesels with limiting blocks removed.

Over Bridge 202A-1, Flick Coal Company, Schenley.

Over Bridge 202-B-1, Bellfield Boiler House, Schenley.

Over T. E. Homan trestle, Bakerstown.

Beyond road crossing, Knauf Mill Siding, Harmony, except diesel yard engines.

Over Bridge No. 704, Wurtemberg Branch, Western Sub-Division.

Over Seidel Coal and Supply Co. trestle, Ellwood City.

24. CLEARANCES.

Crews doing work at mine tipples will observe overhead and side clearances and not permit engines or cars other than open top to move under tippie until definitely determined that there is proper clearance.

Employees are required to familiarize themselves with all close clearances in territory in which they operate, both for their own protection and protection of the Company.

The following overhead structures and wire crossings have less than 22 feet vertical clearance and the high tension lines shown have less than 27 feet, and employees are prohibited from riding on top of engines, tenders, cars and other high equipment when passing under these overhead structures and wire crossings:

Location	Main Line Sub-Division.
Cumberland	—200 feet from main track switch, Western Maryland connection at Pear Street.
Cumberland	—Bridge OC No. 4 track.
Mt. Savage Jct.	—2200 feet west of Tower.

24. CLEARANCES—Continued.

Main Line Sub-Division—Continued.

Location	
Hyndman	—700 feet west of Bridge No. 10.
Falls Out	—Tunnel.
Glencoe	—West end of spur track.
Sand Patch	—Tunnel.
Sand Patch	—Wye tracks, 150 feet from main track switch.
Keystone	—Connection to Western Maryland R. R., 150 feet from main track switch.
Salisbury Jct	—Bridge No. 25-E.
GA Tower	—Tower spur.
Garrett	—Overhead bridge.
Rockwood	—East leg of Wye, east side of overhead bridge.
Rockwood	—Running track, east side of overhead bridge.
Rockwood	—West leg of Wye.
Pinkerton	—Pinkerton Tunnel.
Pinkerton	—Shoo Fly Tunnel.
Fort Hill	—Along spur track.
Brook	—Brook Tunnel.
Low Grade	—Benford Tunnel.
Confluence	—All tracks in West Yard.
Greene Jct.	—Stock Yard tracks, west end of stock pens.
Gibson	—165 feet east of switch, Brewery Siding.
Connellsville	—Tall track, Anchor Hoeking Glass Co.
Connellsville	—Bridge 50-A, Crawford Avenue.
Connellsville	—Bridge 50-B, P. R. R.

S. & C. Sub-Division.

Somerset	—Over Somerset Fertiliser Company Siding, 100 feet from main track switch, P. W. & S. Junction.
Somerset	—Over Boswell Branch, 300 feet from main track switch.
Somerset	—Yard track, 100 feet west of Main Street.
Somerset	—Over S. & C. main track, 200 feet west of West End Yard track switch.
Mukden	—Bridge No. 206½.
Geiger	—Bridge No. 206½.
Wilbur Mine	—Coal loading ramp.
Ferndale	—Hog Back Tunnel.

F. M. & P. Sub-Division.

Uniontown	—Over Armour's Siding.
Uniontown	—Firestone Company Siding, 100 feet from main track switch.
Opekiska	—Over siding of Opekiska Stone Company.

Western Sub-Division.

Ellrod	—Boston Bridge No. 60-B.
Versailles	—Railway Signal Company siding.
Versailles	—Hubbard Mine Siding—WE.
McKeesport	—15th Street Bridge No. 61-A.
McKeesport	—Stone Siding.
Bessemer	—P.R.R. Bridge No. 63-A (all tracks).
Bessemer	—Union R.R. Bridge No. 63-B (all tracks).
Bessemer	—Horn tracks—Union R. R. Bridge.
Bessemer	—Rail tracks—Edgar Thompson.
Bessemer	—Hot Metal Bridge No. 64-B.
Braddock	—Ohringer Furniture.
Braddock	—Walker siding.
Rankin	—Foot bridge at Wire Works—Bridge 64-F.
Highland	—Signal Bridge.
Glenwood Jct.	—Signal Bridge.
Glenwood Jct.	—Street Car Bridge No. 66-B.
Hazelwood	—Elizabeth Street Bridge No. 66-D.
Laughlin Jct.	—Foot bridge west of Tower No. 68-A.
Pittsburgh	—10th Street Bridge No. 72-A.
Pittsburgh	—P.R.R. bridge at Try Street, No. 72-C.

SPECIAL INSTRUCTIONS—Continued.

24.	CLEARANCES—Continued.
	Western Sub-Division—Continued.
Location	
Pittsburgh	—Train Shed.
Pittsburgh	—Schenley Tunnel.
Pittsburgh	—P.R.R. Bridge—P.J.R.R. Bridge 202-E.
Pittsburgh	—Herron Avenue Bridge No. 202-F.
Allegheny	—Federal Street Bridge No. 312-A.
Allegheny	—7th Street Bridge No. 312-B.
Allegheny	—9th Street Bridge No. 312-C.
Allegheny	—16th Street Bridge No. 312-F.
Allegheny	—P.R.R. Bridge No. 312-G.
Allegheny	—Herra Island Bridge No. 312-H.
Allegheny	—Walkers Bridge No. 312-I.
33rd Street	—Bridge No. 203.
33rd Street	—Bridge No. 203—Stock Yard Lead.
Willow Grove	—Bridge 206—Stock Yard Lead.
Etna	—Hobart's Siding.
Etna	—Etna Tunnel.
Glenshaw	—Glenshaw Tunnel.
Eidensau	—West Leg of Wye.
Harmony	—Bridge No. 352-A.
Harmony	—Bridge No. 352-C.
Zelienople	—Lava Crucible Siding.
Zelienople	—DeWalt's Siding, New Castle Street.
Zelienople	—Gantry crane, Universal Mfg. Co.
Old Furnace	—Bridge No. 355-A.
Celia	—Mile Post No. 39-45.

24.	CLEARANCES—Concluded.
	Western Sub-Division—Concluded.
Location	
Frisco	—Mile Post No. 43-30.
Ellwood City	—Ellwood Tunnel.
Ellwood City	—2nd Street Bridge No. 363-A.
Maeekin	—Bridge No. 407-A.
W. & P. Sub-Division.	
Glenwood Jet.	—River Bridge No. 74.
West Homestead	P.R.R. Bridge—Streets Run.
Willock	—Whitehall Tunnel.
Millers Grove	—Bridge No. 88-A.
Thomas	—Thomas Tunnel.
Eighty-Four	—Highway Bridge No. 138-A.
Washington	—Brady Tunnel.
Washington	—Donley Brick Company Siding.
Washington	—LeMoynes Avenue Bridge No. 153½-A.
Washington	—Bridge No. 157.
Tylerdale	—No. 7 Track—Jessop Steel Company.
Duvall	—Tunnel No. 6.
Taylorstown	—Tunnel No. 5.
Taylorstown	—Tunnel No. 4.
Claysville	—Tunnel No. 3.
West Alexander	—Tunnel No. 2.
Elm Grove	—Bridge No. 184-A.

25. CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS.

Limits.	Track.	Current of Traffic.	Track No.
Viaduct Junction to Mt. Savage Junction.....	North track.....	Westward.....	1
	Middle track.....	Eastward.....	2
	South track.....	Eastward.....	4
Mt. Savage Junction to FO Tower.....	North track.....	Westward.....	1
	South track.....	Eastward.....	2
	South track.....	Eastward.....	2
FO Tower to Manilla.....	Middle track.....	Westward.....	1
	North track.....	Westward.....	3
	North track.....	{ Both tracks governed by signal indication, both directions.....	{ 1
Manilla to Sand Patch.....	South track.....	{ Both tracks governed by signal indication, both directions.....	{ 2
	North track.....	Westward.....	1
	South track.....	Eastward.....	2
Sand Patch to Brook.....	North track.....	Westward.....	1
	South track.....	Eastward.....	2
	South track.....	{ Both tracks governed by signal indication, both directions.....	{ 2
Brook to Confluence.....	North track.....	Westward.....	1
	South track.....	Eastward.....	2
	South track.....	Eastward.....	2
Confluence to east end Casparis.....	North track.....	Westward.....	1
	Second track.....	Eastward.....	2
	Fourth track.....	Eastward.....	4
Greene Junction to Sodom.....	North track.....	Westward.....	1
	South track.....	Eastward.....	2
	South track.....	Westward.....	1
O. & B. Junction End Double Track to Oliver End Double Track.....	North track.....	Eastward.....	2
	South track.....	Westward.....	1
	Second track.....	Eastward.....	2
Sodom to Broad Ford.....	Third track.....	Westward.....	3
	Fourth track.....	Eastward.....	4
	North track.....	Westward.....	1
Broad Ford to MK Tower.....	South track.....	Eastward.....	2
	South track.....	Westward.....	1
	North track.....	Eastward.....	2
MK Tower to Glenwood Junction.....	South track.....	Westward.....	1
	North track.....	Eastward.....	2
	North track.....	Westward.....	1
Glenwood Junction to Pittsburgh.....	South track.....	Eastward.....	2
	North track.....	Westward.....	1
	South track.....	Eastward.....	2
Laughlin Junction to UN Tower.....	North track.....	Westward.....	1
	South track.....	Eastward.....	2
	South track.....	Westward.....	1
West End Glenwood Bridge No. 74 to Gilkeson	North track.....	Westward.....	1
	South track.....	Eastward.....	2
	South track.....	{ Both tracks governed by signal indication, both directions.....	{ 1
UN Tower to B. & O. Junction.....	North track.....	{ Both tracks governed by signal indication, both directions.....	{ 2
	South track.....	{ Both tracks governed by signal indication, both directions.....	{ 2

SPECIAL INSTRUCTIONS—Continued.

25-A. PASSING SIDINGS OF ASSIGNED DIRECTION.

26. TELEPHONES.

In cases of emergency call Chief Dispatcher, Pittsburgh, Bell Telephone Court 1-6220, except between the hours of 2.15 A. M. and 3.00 A. M., call Court 1-6228. Request operator to reverse charges.

Location.	Location.
Main Line Sub-Division.	Main Line Sub-Division—Con.
Cumberland, East End No. 4 track.....	Harnedsville Road Crossing.....
Red Rock, Watch Box.....	Confluence—
Eckhart Junction, Crossover.....	W. M. Transfer.....
OD Bridge.....	Westward Home Signal East of Tower.....
Mt. Savage Junction, Westward outlet switch.....	Station.....
Cooks Mills.....	Crossover—West of Station.....
Hyndman—	Tool House, West End of Siding.....
Eastward outlet switch.....	Bidwell.....
Shop Foreman's Office.....	HK Tower—
Station.....	Eastward outlet switch.....
Westward outlet switch.....	Westward outlet switch.....
Eastbound approach signal.....	Ohio Pyle—
Brackens Curve.....	Station.....
Fairhope, crossover.....	Western Maryland Transfer.....
Foley.....	Jim Run, Watch Box.....
Eastward outlet switch.....	Stewarton, Crossover.....
Glencoe.....	Wortman Run, Watch Box.....
Philson.....	Indian Creek.....
NA Tower.....	Casparis, East End No. 4 Track.....
Mance, Tool House.....	South Connellsville, Crossover.....
Manila, East crossover.....	Connellsville—
Manila Eastward Home signal.....	West End Yard Office.....
Sand Patch Tunnel—	Central Yard Office.....
Signals, East and West End.....	Hyndman Crossover.....
Sand Patch—	S. & C. Sub-Division.
East leg of Wye.....	Rockwood—
Westward home signal.....	Station.....
Westward outlet switch.....	Scale Track.....
Eastward inlet switch.....	Wilson Creek—
Meyersdale—	Tower.....
Rear of Station, West End.....	West End of Siding.....
Crossover.....	Murdock—Union Mine Spur.....
Salisbury Junction.....	Roberts, East End Running Track.....
GA Tower—	Somerset—
Westward home signal.....	East End of Yard.....
Eastward home signal No. 2 Track.....	West End of Yard.....
Eastward home signal.....	Freight Station.....
Eastward outlet switch.....	P. W. & S. Junction.....
Garrett, Station.....	Mukden.....
Atlantic.....	Geiger, West End.....
Rockwood—	Adams Yard, East End.....
Eastward outlet switch.....	Quemahoning Junction.....
West crossover.....	Coleman, East and West End.....
Westward outlet switch.....	Stoyestown, East and West End.....
Casselman, Tool House.....	Rowena, East and West End.....
Markleton—	H. V. Siding, West and East End.....
Eastward outlet switch.....	Jerome Junction, West End.....
Westward outlet switch.....	Holopple.....
Crossover.....	S. & C. Bridge No. 250.....
Fort Hill, Tool House.....	Walsall, West and East End.....
Brook—	Kelso.....
Eastward distant signal on No. 2 track.....	Sun Oil Spur.....
Eastward home signal.....	Johnstown.....
Westward home signal.....	
Ursina, C. P. L. signal.....	

26. TELEPHONES—Continued.

Location.	Location.
Boswell Sub-Division.	Western Sub-Division—Con.
Husband.....	Reduction—
Harrison Mine.....	Eastward Siding, East End.....
Acosta.....	Crossover.....
Coal Junction.....	Westward Siding, West End.....
Boswell.....	West Newton—
	Station Crossover.....
	Behind Station.....
	Tool House.....
F. M. & P. Sub-Division.	
O. & B. Junction.....	Gratztown—
Fayette.....	Crossover.....
Bowest Junction.....	Yard, West End.....
Dunbar.....	Vista—
Pechin.....	Eastward Siding, East End.....
Mt. Braddock—	Refuse Spur Track.....
Westward outlet switch.....	Westward Siding, West End.....
East End of Yard.....	Scott Haven, Crossover.....
Crossover.....	Shaner, Tool House.....
Evans—	Robbins, Crossover.....
Westward outlet switch, Storage Track.....	Coulter.....
Crossover.....	Ellrod—
Uniontown—	Eastward Siding, East End.....
Scale Track.....	Crossover.....
Passenger Station, Rear.....	Versailles—
Leith, Westward outlet switch.....	Center Street.....
Fairchance, Station.....	Station.....
Smithfield—	Long Run outlet switch.....
Westward home signal.....	Murphys Siding.....
West End Running Track.....	Water Works Crossover.....
West End Yard.....	McKeesport—
Scales.....	13th Street.....
Outcrop, West and East End.....	Peters Packing Co., outlet switch.....
C. H. & B. Junction.....	Station, Baggage Room.....
Cheat River Siding, East End.....	P. & L. E. Switchtender Building.....
Nilan.....	Eastward home signal, MK Tower.....
Dewings.....	Cliff Street.....
Point Marion, Station.....	Demmler—
Pontiac Mine.....	Yard Master's Office.....
Loekview.....	East and West End Yard.....
Van Vorhis, East & West End Siding.....	Bessmer—
Star City Station.....	Westward approach signal.....
Seneca, Westward outlet switch.....	Westward home signal.....
Decker Siding, East End, West End, and Yard Lead.....	Under steps, Tower.....
Little Falls, East and West End Siding.....	Eastward home signal.....
Opokaka.....	Rankin, river side.....
Catawba.....	Denniston, Yard Office.....
Montana Siding.....	Highland, slag switch.....
Hoult.....	Glenwood Junction, 1st signal bridge.....
	East of.....
S. & M. Sub-Division.	Glenwood, Yard Office.....
S. & M. Junction, East Leg of Wye.....	Hazelwood, Crossover.....
York Run Junction, Bell Phone.....	Elba Hill, East End.....
Leckrone, Bell Phone.....	Glenwood Railroad, home signal.....
	Laughlin Junction.....
	Westward home signal.....
	Eastward home signal.....
Mt. Pleasant Sub-Division.	Pittsburgh, 2nd Avenue, Crossover.....
Broad Ford, on pole west of highway crossing No. 2723.....	Laughlin Junction.....
Everson.....	Scissors Crossover.....
	Eastward Home Signal.....
	Sylvan Avenue Bridge.....
Western Sub-Division.	Schenley—
Connellsville Yard, West End.....	Crossover.....
Sodom.....	East and West End Tunnel.....
West Yough.....	P. R. R. Crossover.....
Hickman Run.....	33rd Street, outlet switch.....
Dawson Station.....	36th Street, Yard Office.....
Florence.....	Willow Grove, Yard Office.....
Layton—	Millvale, Crossovers.....
Eastward Siding, East End.....	Pine Creek, Crossover.....
Diamond Crossover and Station.....	Etna, East and West End Siding.....
Westward Siding, West End.....	Watchman's Tower, Butler Street.....
Banning, Station.....	Wittmer, East and West End Siding.....
Jacobs Creek Station.....	Glenshaw—
Smithton Crossover.....	Station.....
	Tool House.....

SPECIAL INSTRUCTIONS—Concluded.

26. TELEPHONES—Concluded.

Location.	Location.
<p>Western Sub-Division—Con.</p> <p>Elfinwild, Crossover.....</p> <p>Allison Park, Station.....</p> <p>Bryant, Crossover.....</p> <p>Wildwood—</p> <p> Eastward Siding, East End.....</p> <p> Helper Siding.....</p> <p> Westward Siding, West End.....</p> <p>Gibsonia, outlet switch.....</p> <p>Bakerstown—</p> <p> East End of Siding.....</p> <p> Station.....</p> <p> Basic Brick Works.....</p> <p>Valencia.....</p> <p>Downieville, Crossover.....</p> <p>Pennzoil Spur.....</p> <p>Mars, Crossover.....</p> <p>Callery—</p> <p> Eastward Siding, East End.....</p> <p> Crossover.....</p> <p> Westward Siding, West End.....</p> <p>Evans City, Station.....</p> <p>Eidenau—</p> <p> Crossover, West Leg of Wye.....</p> <p> West End, East Leg of Wye.....</p> <p>Harmony, Crossover.....</p> <p>Zelienople—</p> <p> Station.....</p> <p> Crossover.....</p> <p>Shirley Mine, Crossover.....</p> <p>Fombell.....</p> <p>Goehring, Crossover.....</p> <p>Frisco, Crossover.....</p> <p>Ellwood City—</p> <p> Watchman's Shanty—4th Street</p> <p> Crossing.....</p> <p>Edgemore.....</p> <p style="text-align: center;">Butler Sub-Division.</p> <p>Wahlville Cut.....</p> <p>Buhla, East and West End Siding.....</p> <p>Ribold.....</p> <p>Renfrew.....</p>	<p>W. & P. Sub-Division.</p> <p>Mackin, East and West End Siding... ..</p> <p>East End Double Track, West End</p> <p> Bridge 74.....</p> <p>Streets Run Branch.....</p> <p>Willock, Crossover.....</p> <p>Whitehall Tunnel—</p> <p> Signal East and West End.....</p> <p>Bruceston—</p> <p> East crossover.....</p> <p> West crossover.....</p> <p>Montour Junction, Crossover.....</p> <p>Finleyville, Crossover.....</p> <p>Anderson.....</p> <p>Eclipæ.....</p> <p>Gilkeson, West End Double Track....</p> <p>Wylandville.....</p> <p>Clokey, East End Siding.....</p> <p>Brady Tunnel, East End.....</p> <p>Wade, East and West End Siding....</p> <p>Washington, East and West End Yard</p> <p>Tylerdale Junction, East and West End</p> <p>Sugar Hill, East and West End Siding..</p> <p>Duvall, East and West End Siding....</p> <p>Taylorstown, East and West End Siding</p> <p>Claysville, East and West End Siding..</p> <p>Vienna.....</p> <p>West Alexander, East and West End</p> <p> Siding.....</p> <p>Roneys Point, Pole No. 58.20.....</p> <p>No. 3 Mine Siding, East and West End.</p> <p>Triadelphia—</p> <p> West End Storage Track No. 3 Mine.</p> <p> East and West End Siding.....</p> <p> Signal, West of.....</p> <p>Elm Grove—</p> <p> House Track, East End.....</p> <p> East and West End Siding.....</p> <p>Wheeling—</p> <p> Terminal Junction.....</p> <p> 17th Street.....</p>

27. UNCLASSIFIED.

Operating Rule 930, Rules and Regulations of the Operating Department, has been revised as follows:

Not more than four dead engines (or four diesel units) will be handled in one train. Diesel engines consisting of two to four units will have units coupled together. The first dead engine will be spaced five cars ahead of caboose, with five cars between each dead engine. When dead engines (steam or diesel) are of light construction, not more than three dead engines or diesel units will be handled in a train. Where Time Table Special Instructions require the use of retainers, flat maintaining feature will not be used to avoid their use unless a supervisor is on dead engine to prevent overheating of tires or wheels and brake shoes. When dead engines are handled in local freight trains, they will be placed back of all set-offs with five cars between each dead engine.

27. UNCLASSIFIED—Concluded.

Holidays—New Year's, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas.

City Ordinance No. 344 prohibits locomotives emitting smoke while standing or passing through Pittsburgh for periods of more than one minute out of one hour. Fine of \$100 for each violation. Crews will comply with this Ordinance.

When physically able to do so, employees sustaining injury, no matter how minor, will report it to Supervisor before leaving company premises.

The Supervisor must arrange prompt first aid for the injured; then, as soon as possible, place him under the care of a Company's Surgeon. He must also report the injury promptly on the prescribed forms, however minor it may appear.

In case of fatal accident on line of road, trains will not be held awaiting Coroner. Bodies will be removed to nearest station or some other place where information can be given the Coroner, and trains should proceed without further delay.

28. ADDITIONAL REGULAR AND FLAG STOPS.

Train 32 will carry passengers from Pittsburgh and Connellsville destined Ohio Pyle, Pa., and from Ohio Pyle, Pa., to Cumberland, Md. Train may operate thirty minutes in advance of schedule except will not leave Meyersdale before 4.30 P. M.

Nos. 548 and 547 will stop on flag at Alpsville, Coulter, Guffey, Shaner, Suter, Fitz Henry, Smithton, Jacobs Creek, Banning, Layton and Dawson.

29. EXPLANATION OF LETTERS.

- B Stop to discharge passengers from Cumberland and East, or to receive passengers for Pittsburgh and West.
- C Stop to discharge passengers.
- E Stop daily except Sundays.
- G Stop to discharge passengers from Gary, Ind., and points west, or to receive passengers for stations east of Baltimore.
- H Stop to discharge passengers from Detroit and Toledo.
- J Stop to handle U. S. Mail, daily, except Saturdays, Sundays and Holidays.
- R Stop to receive passengers for Garrett and West.
- W Stop to discharge passengers from Gary and West.

SPEED TABLE.

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
0 Min. 45 Sec.	80.0	1 Min. 10 Sec.	51.0	2 Min. 10 Sec.	27.0
0 " 46 "	78.0	1 " 11 "	50.0	2 " 15 "	26.0
0 " 47 "	77.0	1 " 12 "	50.0	2 " 20 "	25.0
0 " 48 "	75.0	1 " 13 "	49.0	2 " 24 "	25.0
0 " 49 "	73.0	1 " 14 "	48.0	2 " 30 "	24.0
0 " 50 "	72.0	1 " 15 "	48.0	2 " 40 "	22.0
0 " 51 "	70.0	1 " 16 "	47.0	2 " 50 "	21.0
0 " 52 "	69.0	1 " 18 "	46.0	3 " 0 "	20.0
0 " 53 "	67.0	1 " 20 "	45.0	3 " 10 "	18.0
0 " 54 "	66.0	1 " 22 "	43.0	3 " 15 "	18.0
0 " 55 "	65.0	1 " 24 "	42.0	3 " 20 "	18.0
0 " 56 "	64.0	1 " 26 "	41.0	3 " 30 "	17.0
0 " 57 "	63.0	1 " 28 "	40.0	3 " 45 "	16.0
0 " 58 "	62.0	1 " 30 "	40.0	4 " 0 "	15.0
0 " 59 "	61.0	1 " 32 "	39.0	4 " 17 "	14.0
1 " 0 "	60.0	1 " 34 "	38.0	4 " 36 "	13.0
1 " 1 "	59.0	1 " 36 "	37.0	5 " 0 "	12.0
1 " 2 "	58.0	1 " 38 "	36.0	5 " 27 "	11.0
1 " 3 "	57.0	1 " 40 "	36.0	6 " 0 "	10.0
1 " 4 "	56.0	1 " 42 "	35.0	6 " 40 "	9.0
1 " 5 "	55.0	1 " 45 "	34.0	7 " 30 "	8.0
1 " 6 "	54.0	1 " 50 "	32.0	8 " 34 "	7.0
1 " 7 "	53.0	1 " 55 "	31.0	10 " 0 "	6.0
1 " 8 "	52.0	2 " 0 "	30.0	12 " 0 "	5.0
1 " 9 "	52.0	2 " 5 "	28.0		

WESTWARD.

Distance from Cumberland.	Train Order Stations.	Main Line Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.	FIRST CLASS.											
				17	7	31	21	9	5	25					
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY					
				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.					
0.6	DN	CUMBERLAND. 0.6		12.33	2.02	4.25	12.15	4.30	7.30	7.45					
	DN	VIADUCT JOT. 1.8		12.35	2.04	4.27	12.17	4.32	7.32	7.47					
2.4		HOKHART JOT. 1.2													
3.6	DN	MT. SAVAGE JOT. 5.4	108	12.39	2.08	4.31	12.21	4.36	7.36	7.51					
9.0		COOK'S MILLS. 4.9													
13.9	DN	HYNDMAN. 4.1	170	12.50	2.19	4.44	12.31	4.48	7.47	8.02					
18.0		WILLIAMS. 3.7													
21.7	DN	FO TOWER.		1.05	2.34	4.59	12.44	5.03	8.02	8.17					
23.5		1.8 GLENCOE.													
26.3		2.8 PHILSON.													
31.7		5.4 MANILA.		1.21	2.49	5.15	12.59	5.19	8.18	8.33					
33.4	DN	1.7 SAND PATCH.	128	1.25	2.54	5.20	1.02	5.24	8.23	8.38					
34.4		1.0 KEYSTONE.													
37.2		2.8 MEYERSDALE.				\$ 5.27		\$ 5.31							
38.5		1.3 SALISBURY JOT.													
41.6	DN	3.1 GA TOWER.		1.36	3.05	5.36	1.12	5.39	8.34	8.48					
42.1		0.5 GARRETT.													
44.9		3.8 ATLANTIC.													
49.0	DN	4.1 ROCKWOOD.	138	1.45	3.14	\$ 5.50	1.21	\$ 5.49	8.44	8.58					
53.3		4.3 CASSELLMAN.													
56.0		2.7 MARKLETON.	136	1.53	3.22	5.59	1.29	5.59	8.53	9.06					
60.8		4.8 BROOK.		2.00	3.28	6.06	1.35	6.05	8.59	9.12					
63.5		2.7 URBINA.													
65.5	DN	1.9 CONFLUENCE.	98	2.06	3.34	\$ 6.17	1.41	F 6.13	9.05	9.18					
70.4		5.0 BIDWELL.													
73.9	DN	3.5 HK TOWER.	107	2.16	3.46	6.27	1.51	6.24	9.15	9.28					
75.6		1.7 OHIO PYLE.													
78.2		2.6 KAUFMANN.													
80.9		2.7 STEWARTON.		2.26	3.57	6.38	2.02	6.34	9.26	9.39					
85.0		4.1 INDIAN CREEK.													
88.9		3.2 CASPARIS.													
90.7	DN	2.5 GREENE JOT.		2.39	4.13	6.54	2.14	6.48	9.39	9.52					
92.4	DN	1.7 CONNELLSVILLE.		A 2.42	A 4.17	A 7.00	A 2.18	A 6.52	A 9.42	A 9.55					
				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.					
		Time over Sub-Division.....		2.09	2.15	2.35	2.03	2.22	2.12	2.10					
		Average speed per hour.....		42.9	41.1	35.8	45.1	39.0	42.0	42.6					

Passenger trains will not exceed 70 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. 77. April 28, 1957.	Passing Sidings. Capacity 48-foot cars including engine and caboose.	FIRST CLASS.																	
				10	18	26	6	8	22	32											
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY											
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.										
	DN	CONNELLSVILLE.		12.10	1.46	2.44	3.00	9.47	11.55	3.02											
1.7	DN	1.7 GREENE JOT.		12.14	1.49	2.48	3.03	9.50	11.58	3.05											
4.2		2.5 CASPARIS.																			
7.4		3.2 INDIAN CREEK.																			
11.5		4.1 STEWARTON.		12.27	2.01	3.00	3.15	10.02	12.10	3.18											
14.2		2.7 KAUFMANN.																			
16.8		2.6 OHIO PYLE.																			
18.5	DN	1.7 HK TOWER.	102	12.37	2.11	3.10	3.25	10.12	12.20	3.31											
22.0		3.5 BIDWELL.																			
27.0	DN	5.0 CONFLUENCE.		12.48	2.21	3.20	3.35	10.22	12.30	3.43											
28.9		1.9 URSINA.																			
31.6		2.7 BROOK.		12.56	2.29	3.26	3.43	10.30	12.37	3.52											
36.4		4.8 MARKLETON.	128	1.02	2.36	3.33	3.50	10.37	12.43	4.01											
39.1		2.7 CASSELLMAN.																			
43.4	DN	4.3 ROCKWOOD.	89	1.18	2.45	3.41	3.59	10.49	12.51	4.15											
47.5		4.1 ATLANTIC.																			
50.3		2.8 GARRETT.																			
50.8	DN	0.5 GA TOWER.	130	1.30	2.55	3.50	4.09	11.00	1.00	4.28											
53.9		8.1 SALISBURY JOT.																			
55.2		1.3 MEYERSDALE.		1.43				11.10		4.43											
58.0		2.8 KEYSTONE.																			
59.0	DN	1.0 SAND PATCH.	812	1.52	3.07	4.02	4.21	11.20	1.12	4.54											
60.7		1.7 MANILA.		1.55	3.10	4.05	4.24	11.23	1.15	4.57											
66.1		6.4 PHILSON.																			
68.9		2.8 GLENCOE.																			
70.7	DN	1.8 FO TOWER.	83	2.10	3.24	4.19	4.38	11.37	1.30	5.11											
74.4		3.7 WILLIAMS.																			
78.5	DN	4.1 HYNDMAN.	103	2.25	3.38	4.33	4.52	11.51	1.43	5.26											
83.4		4.8 COOK'S MILLS.																			
88.8	DN	5.4 MT. SAVAGE JOT.		2.38	3.52	4.47	5.03	12.03	1.53	5.39											
90.0		1.2 BOKHART JOT.																			
91.8	DN	1.8 VIADUCT JOT.		2.43	3.58	4.55	5.10	12.08	1.58	5.43											
92.4	DN	0.6 CUMBERLAND.		2.45	4.00	4.57	5.12	12.10	2.00	5.45											
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.											
		Time over Sub-Division		2.35	2.14	2.13	2.12	2.23	2.05	2.43											
		Average speed per hour		35.8	41.4	41.7	42.0	38.8	44.4	34.0											

Passenger trains will not exceed 70 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

FIRST CLASS.

Distance from Connellsville, Via B&O.	Train Order Stations.	Western Sub-Division TIME-TABLE No. 77 April 28, 1957.	Passing Sidings. Capacity 45-ft. cars inc. eng. and cab.	17	7	561	547	563	31	565	567	569	21	571	573	9	575	5	25	
				DAILY	DAILY	DAILY Ex. Sun. & Hol.	DAILY Ex. Sunday	DAILY Ex. Sun. & Hol.	DAILY	DAILY Ex. Sun. & Hol.	DAILY Ex. Sun. & Hol.	DAILY Ex. Sun. & Hol.	DAILY	DAILY Ex. Sun. & Hol.	DAILY Ex. Sun. & Hol.	DAILY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DN	CONNELLSVILLE. 2.4		2.45	4.23	.....	5.00	.....	7.15	.....	.....	.....	2.20	.....	.....	6.57	.....	9.44	9.57
2.4	DN	BROAD FORD 7.1		2.48	4.27	.....	F 5.04	.....	7.19	.....	.....	.....	2.23	.....	.....	7.01	.....	9.47	10.00
9.5		LAVENIA 4.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.6	DN	NS TOWER 8.9	169	3.01	4.40	.....	5.23	.....	7.33	.....	.....	.....	2.35	.....	.....	7.14	.....	9.59	10.13
22.5		REDUCTION 2.2		3.11	4.51	.....	5.43	.....	7.43	.....	.....	.....	2.46	.....	.....	7.24	.....	10.09	10.23
24.7		WEST NEWTON 2.2		.....	.....	.....	S 5.49	.....	.....	.....	.....	.....	.....	.....	.....	B 7.27	.....	.....	.....
26.9		GRATZTOWN 3.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.0		SCOTT HAVEN 1.4		.....	.....	.....	F 6.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.4	DN	VISTA 2.8	185	3.21	5.02	.....	F 6.04	.....	7.54	.....	.....	.....	2.57	.....	.....	7.34	.....	10.19	10.33
34.2		ROBBINS 4.3		.....	.....	.....	F 6.13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
38.5		ELLROD 1.6	143	3.29	5.09	.....	6.23	.....	8.04	.....	.....	.....	3.06	.....	.....	7.42	.....	10.26	10.42
40.1		VERSAILLES 1.1		3.31	5.11	6.00	S 6.29	.....	8.06	.....	.....	.....	3.08	4.15	5.45	7.44	.....	10.28	10.44
41.2		CHRISTY PARK 1.8		.....	.....	F 6.03	F 6.32	.....	.....	.....	.....	.....	.....	.....	F 5.48	.....	.....	.....	.....
43.0		McKEESPORT 0.2		S 3.35	S 5.21	S 6.08	S 6.39	7.20	.....	9.15	12.15	2.50	S 3.16	S 4.20	S 5.55	S 7.50	9.05	R10.33	S10.49
43.2	DN	MK TOWER 0.8		3.36	5.23	6.09	6.40	7.21	8.15	9.16	12.16	2.51	3.17	4.21	5.56	7.52	9.06	10.34	10.50	
44.0		RIVERTON 1.2		.....	.....	F 6.11	F 6.41	F 7.23	.....	F 9.17	F12.17	.....	.....	F 4.24	F 5.57	.....	F 9.07	.....	.....
45.2		DEMMLER 1.8		.....	.....	S 6.13	S 6.43	F 7.26	.....	S 9.20	S12.20	S 2.55	.....	F 4.26	F 6.00	.....	F 9.10	.....	.....
47.0	DN	BESSEMER 1.2		.....	.....	F 6.17	6.45	7.29	.....	F 9.24	F12.24	F 2.58	.....	F 4.28	F 6.03	.....	F 9.13	.....	.....
48.2		BRADDOCK 0.7		.....	.....	S 6.20	S 6.50	S 7.31	.....	S 9.26	S12.26	S 3.01	.....	S 4.30	S 6.06	.....	S 9.16	.....	.....
48.9		RANKIN 3.9		.....	.....	S 6.23	F 6.52	F 7.33	.....	F 9.28	F12.28	F 3.02	.....	F 4.34	F 6.08	.....	F 9.17	.....	.....
52.8	DN	GLENWOOD JCT. 0.3		.....	.....	6.29	6.57	7.38	.....	9.33	12.34	3.07	.....	4.38	6.12	.....	9.22	.....	.....
53.1		GLENWOOD 0.8		.....	.....	S 6.30	.....	.....	.....	S 9.35	F12.35	S 3.08	.....	F 4.39	F 6.13	.....	S 9.23	.....	.....
53.9		HAZELWOOD 1.0		.....	.....	S 6.32	S 7.00	S 7.41	.....	S 9.37	S12.37	S 3.10	.....	S 4.42	S 6.15	.....	S 9.25	.....	.....
54.9	DN	LAUGHLIN JCT. 2.9		.....	.....	6.33	7.04	7.43	.....	9.38	12.38	3.11	.....	4.43	6.16	.....	9.26	.....	.....
57.8	DN	PITTSBURGH. 2.9		S 4.00 4.10	S 5.50 6.10	A 6.40	A 7.15	A 7.50	S 8.40 9.00	A 9.45	A12.45	A 3.20	A 3.40	A 4.50	A 6.20	S 8.20 8.40	A 9.30	S 10.59 11.09	S 11.14 11.24	
54.9	DN	LAUGHLIN, JCT. 3.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.5	DN	FY TOWER 1.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
61.5	DN	ETNA 3.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
64.7		GLENSHAW 2.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
67.0		ALLISON PARK 3.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
70.9	DN	WILDWOOD 4.5	127	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
75.4	DN	BAKERSTOWN 3.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
79.3		MARS 3.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
82.5		CALLERY 2.7	138	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
85.2		EVANS CITY 2.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.7	DN	EIDENAU 1.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
89.5		HARMONY 1.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
90.9		ZELIENOPLE 10.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
101.7		ELLWOOD CITY 6.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
108.0		B.&O. JCT. (P&LE) 1.3		5.00	7.00	.....	.....	.....	10.00	.....	.....	.....	.....	.....	.....	9.35	.....	11.59	12.13
109.3	DN	UN TOWER.		A 5.02	A 7.02	.....	.....	.....	A10.02	.....	.....	.....	.....	.....	.....	A 9.37	.....	A12.01	A12.15
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	
		Time over Sub-Div....		2.17	2.39	.40	2.15	.30	2.47	.30	.30	.30	1.20	.35	.35	2.40	.25	2.17	2.18	
		Average speed per hr....		44.9	38.7	26.5	25.7	29.6	36.9	29.6	29.6	29.6	43.4	30.3	30.3	38.5	35.5	44.9	44.6	

Passenger trains will not exceed 60 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 UN Tower Via B. & O.	Train Order Stations.	Western Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-ft. cars inc. eng. and cab.	FIRST CLASS.															
				26	6	560	562	8	564	22	566	32	568	570	548	572	574	10	18
				DAILY	DAILY	DAILY Ex. Sun. & Hol.	DAILY Ex. Sun. & Hol.	DAILY	DAILY Ex. Sun. & Hol.	DAILY	DAILY Ex. Sun. & Hol.	DAILY	DAILY Ex. Sun. & Hol.	DAILY Ex. Sun. & Hol.	DAILY Ex. Sun. & Hol.	DAILY Ex. Sun. & Hol.	DAILY Ex. Sat. Sun. & Hol.	DAILY	DAILY
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DN	UN TOWER 1.3		12.30	12.45			7.03									9.05	11.18	
1.3		B.&O. JCT. (P&L) 6.3		12.32	12.47			7.05									9.07	11.20	
7.6		ELLWOOD CITY 10.8																	
18.4		ZELIENOPLE 1.4																	
19.8		HARMONY 1.8																	
21.6	DN	EIDENAU 2.5																	
24.1		EVANS CITY 2.7																	
26.8		CALLERY 3.2	137																
30.0		MARS 3.9																	
33.9	DN	BAKERSTOWN 4.5	82																
38.4	DN	WILDWOOD 3.9																	
42.3		ALLISON PARK 2.3																	
44.6		GLENSHAW 3.2																	
47.8	DN	BTNA 2.0	81																
50.8	DN	FY TOWER 3.6																	
54.4	DN	LAUGHLIN JCT. 2.9																	
57.3	DN	PITTSBURGH 2.9		\$ 1.22 1.24	\$ 1.37 1.39	5.15	6.45	\$ 7.55 8.15	8.40	10.35	11.40	\$ 12.52 1.12	2.15	3.40	4.20	5.00	8.30	\$ 10.00 10.30	\$ 12.10 12.25
54.4	DN	LAUGHLIN JCT. 1.0				5.20	6.50		8.45		11.45		2.20	3.44	4.25	5.05	8.35		
55.4		HAZELWOOD 0.8			F 5.21	S 6.51		S 8.47		\$11.47		S 2.22		S 4.27	S 5.06	S 8.37			
56.2		GLENWOOD 0.3			S 5.23	S 6.53		S 8.49		\$11.49		S 2.24		S 4.29	S 5.08	S 8.39			
56.5	DN	GLENWOOD JCT. 3.9			5.24	6.54		8.50		11.50		2.25	3.47	4.30	5.09	8.40			
60.4		RANKIN 0.7			F 5.29	F 6.59		F 8.55		F 11.55		S 2.30	S 3.51	F 4.36	F 5.13	F 8.45			
61.1		BRADDOCK 1.2			S 5.31	S 7.01		S 8.57		\$11.57		S 2.32	S 3.53	S 4.38	S 5.15	S 8.47			
62.3	DN	BESSEMER 1.8			5.33	F 7.03		F 9.00		F 12.00		F 2.35	3.55	4.40	F 5.18	F 8.50			
64.1		DEMMLER 1.2			S 5.36	S 7.06		F 9.03		F 12.03		S 2.39	3.57		F 5.21	F 8.53			
65.3		RIVERTON 0.8			F 5.37							F 2.41		F 4.45	F 5.23	F 8.55			
66.1	DN	MK TOWER 0.2		1.49	2.04	5.40	7.09	8.43	9.09	10.58	12.09	1.37	2.44	4.01	4.47	5.24	8.59	10.58	12.50
66.3		McKEESPORT 1.8		HW 1.51	G 2.06	S 5.41	A 7.10	S 8.45	A 9.10	\$11.00	A 12.10	S 1.39	A 2.45	S 4.02	S 4.48	S 5.25	A 9.00	\$11.00	\$12.51
68.1		CHRISTY PARK 1.1			C 5.46							C 4.05	F 4.53	C 5.30					
69.2		VERSAILLES 1.6		1.53	2.11	A 5.50		8.50		11.03		1.47	A 4.10	F 4.56	A 5.35		11.05	12.54	
70.8		ELLEOD 4.3	166	1.55	2.13			8.52		11.05		1.49		4.58			11.07	12.56	
75.1		ROBBINS 2.8												F 5.06					
77.9	DN	VISTA 1.4	294	2.04	2.22			9.01		11.14		1.59		5.12			11.16	1.04	
79.3		SCOTT HAVEN 3.1												F 5.14					
82.4		GRATZTOWN 2.2												F 5.20					
84.6		WEST NEWTON 2.2					S 9.10				E 2.08			S 5.27			\$11.27		
86.8		REDUCTION 8.9	465	2.14	2.32			9.13		11.25		2.12		F 5.31			11.30	1.14	
95.7	DN	N. S. TOWER 4.1		2.23	2.41			9.22		11.35		2.22		5.49			11.39	1.24	
99.8		LAVENIA 7.1		2.28	2.46			9.27		11.40		2.27		5.56			11.44	1.29	
106.9	DN	BROADFORD 2.4		2.38	2.56			9.35		11.49		2.40		F 6.11			11.53	1.37	
109.3	DN	CONNELLSVILLE		A 2.42	3.00			A 9.39		A 11.53		A 2.52		A 6.20			A 11.59	A 1.41	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	
		Time over Sub-Div....		2.12	2.15	.35	.25	2.36	.30	1.18	.30	2.57	.30	.30	2.00	.35	.30	2.54	2.23
		Average speed per hr...		46.7	45.7	30.3	35.5	39.5	29.6	44.5	29.6	34.8	29.6	35.4	28.9	30.3	29.6	35.4	43.0

Passenger trains will not exceed 60 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.

Distance from Pittsburgh.	Train Order Stations.	W. & P. Sub-Division.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	THIRD CLASS		Distance from Wheeling.	Train Order Stations.	W. & P. Sub-Division.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	THIRD CLASS		
				87	85					102	104	
				DAILY	DAILY					DAILY	DAILY	
TIME-TABLE No. 77.						TIME-TABLE No. 77.						
April 28, 1957.						April 28, 1957.						
				P. M.	P. M.							
				A. M.	P. M.							
5.0	DN	GLENWOOD JCT. (East End Double Track.)		10.20	2.00	.....	DN	WHEELING.		12.25	1.10	.....
7.0		2.0 RAND.					4.8	4.8 ELM GROVE.	87			
9.3		2.3 WILLOCK.					6.5	1.7 TRIADELPHIA.	64			
12.1		2.8 BRUCETON.					8.1	1.6 VALLEY CAMP.				
13.3		1.2 EXPERIMENT.					9.0	0.9 RONEYS POINT.				
13.9		0.6 COCHRAN'S MILL.					9.8	0.8 POINT MILLS.				
15.1		1.2 SNOWDEN.					14.4	4.6 WEST ALEXANDER.	80			
17.9		2.8 FINLEYVILLE.					20.8	6.4 CLAYSVILLE	80			
18.8		0.9 HACKETT.					24.4	3.6 TAYLORSTOWN.	78			
20.0		1.2 ANDERSON.					27.9	3.5 DUVALL.	68			
21.3		1.3 ECLIPSE.					28.8	0.9 SUGAR HILL.				
22.8		1.5 THOMAS.					30.6	1.8 TYLERDALE JCT.				
24.3		1.5 GILKESON.					31.7	1.1 C T C TOWER.				
		(West End Double Track.)					32.2	0.5 WASHINGTON.				
26.0		1.7 GAMBLE.					33.1	0.9 WADE.	86			
27.4		1.4 WYLANDVILLE.					38.3	5.2 CLOKEY.	82			
28.4		1.0 EIGHTY-FOUR.					38.9	0.6 EIGHTY-FOUR.				
29.0		0.6 CLOKEY.	82				39.9	1.0 WYLANDVILLE.				
34.2		5.2 WADE.	86				41.3	1.4 GAMBLE.				
35.1		0.9 WASHINGTON					43.0	1.7 GILKESON.				
35.6		0.5 C T C TOWER.					44.5	(West End Double Track.)				
36.7		1.1 TYLERDALE JCT.					46.0	1.5 THOMAS.				
38.5		1.8 SUGAR HILL.					46.0	1.5 ECLIPSE.				
39.4		0.9 DUVALL.	68				47.3	1.3 ANDERSON.				
42.9		3.5 TAYLORSTOWN.	78				48.5	1.2 HACKETT.				
46.5		3.6 CLAYSVILLE.	80				49.4	0.9 FINLEYVILLE.				
52.9		6.4 WEST ALEXANDER.	80				52.2	2.8 SNOWDEN.				
57.5		4.6 POINT MILLS.					53.4	1.2 COCHRAN'S MILL.				
58.3		0.8 RONEYS POINT.					54.0	0.6 EXPERIMENT.				
59.2		0.9 VALLEY CAMP.					55.2	1.2 BRUCETON.				
60.8		1.6 TRIADELPHIA.	64				58.0	2.8 WILLOCK.				
62.5		1.7 ELM GROVE.	87				60.3	2.3 RAND.				
67.3	DN	4.8 WHEELING.		A 1.50	A 6.05	.....	62.3	2.0 GLENWOOD JCT.		A 3.50	A 5.30	.....
				A. M.	P. M.			(East End Double Track.)		A. M.	P. M.	
		Time over Sub-Division...		3.30	4.05			Time over Sub-Division...		3.25	4.20	
		Average speed per hour....		17.8	15.3			Average speed per hour....		18.2	14.4	

Passenger trains will not exceed 45 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.

Distance from Rockwood.	Train Order Stations.	S. & C. Sub-Division.	Passing Sidings. Capacity 45-foot cars including engine and caboose.		Distance from Johnstown.	Train Order Stations.	S. & C. Sub-Division.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	
TIME-TABLE No. 77. April 28, 1957.					TIME-TABLE No. 77. April 28, 1957.				
1.2	DN	ROCKWOOD.			1.8	DN	JOHNSTOWN.		
3.1		1.2 WILSON CREEK.	99		2.9		1.8 OSBORN STREET.		
5.2		1.9 SHAMROCK.			4.9		1.1 FERNDALE.		
6.9		2.1 MURDOCK.			6.4		2.0 KRINGS.		
8.6	DN	1.7 ROBERTS.			7.4		1.5 WALSALL.	61	
9.2		1.7 SOMERSET TOWER.			8.5		1.0 PAINT CREEK.		
9.6		0.6 SOMERSET.			11.5		1.1 BORDER.		
		0.4 P. W. & S. JCT.					3.0 FOUSTWELL.		
11.0		1.4 MUKDEN.	71		13.1		1.6 HOLSOPPLE.		
11.9		0.9 GEIGER.			14.0		0.9 JEROME JCT.		
14.0		2.1 LISTIE.			15.2		1.2 LANDSTREET.		
15.2		1.2 ADAMS.	60		16.5		1.3 BLOUGH.		
16.2		1.0 FRIEDENS.			18.4		1.9 HV SIDING.	64	
16.8		0.6 COLEMAN.	68		18.8		0.4 HOOVERVILLE.		
18.4		1.6 KIMMELTON.			21.5		2.7 ROWENA.	78	
19.4		1.0 MOSTOLLER.			23.3	D-X	1.8 STONEYTOWN.	68	
21.8	D-X	2.4 STONEYTOWN.	68		25.7		2.4 MOSTOLLER.		
23.6		1.8 ROWENA.	78		26.7		1.0 KIMMELTON.		
26.3		2.7 HOOVERVILLE.			28.3		1.6 COLEMAN.	68	
26.7		0.4 H. V. SIDING.	64		28.9		0.6 FRIEDENS.		
28.6		1.9 BLOUGH.			29.9		1.0 ADAMS.	60	
29.9		1.3 LANDSTREET.			31.1		1.2 LISTIE.		
31.1		1.2 JEROME JCT.			33.2		2.1 GEIGER.		
32.0		0.9 HOLSOPPLE.			34.1		0.9 MUKDEN.	71	
33.6		1.6 FOUSTWELL.			35.5		1.4 P. W. & S. JCT.		
36.6		3.0 BORDER.			35.9		0.4 SOMERSET.		
37.7		1.1 PAINT CREEK.			36.5	DN	0.6 SOMERSET TOWER.		
38.7		1.0 WALSALL.	61		38.2		1.7 ROBERTS.		
40.2		1.5 KRINGS.			39.9		1.7 MURDOCK.		
42.2		2.0 FERNDALE.			42.0		2.1 SHAMROCK.		
43.3		1.1 OSBORN STREET.			43.9		1.9 WILSON CREEK.	99	
45.1	DN	1.6 JOHNSTOWN.			45.1	DN	1.2 ROCKWOOD.		
		Time over Sub-Division...					Time over Sub-Division...		
		Average speed per hour....					Average speed per hour....		

Passenger trains will not exceed 30 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.

Distance from Fairmont.	Train Order Stations.	F. M. & P. Sub-Division.	TIME-TABLE No. 77.	April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.	THIRD CLASS.			Distance from Greene Jct.	Train Order Stations.	F. M. & P. Sub-Division.	TIME-TABLE No. 77.	April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.				
						91	93	95										
						DAILY	DAILY	DAILY										
						A. M.	A. M.	P. M.										
1.4	DN	Fairmont.							DN	GREENE JCT.								
		1.4 WD TOWER.				3.00	11.00	7.35		0.5	O. & B. JUNCTION. (West End Double Track.)							
2.6		1.2 HOULT.								1.7	1.2 BOWEST JCT.							
5.2		2.6 MONTANA.	123			3.12	11.18	7.47		2.3	0.6 DUNBAR.							
7.1		1.9 CATAWBA.								5.3	3.0 MT. BRADDOCK.	50						
9.2		2.1 JORDAN.								8.7	3.4 EVANS.							
11.0		1.8 OPEKISKA.								9.6	0.9 OLIVER. (East End Double Track.)							
13.1		2.1 BEECHWOOD.								11.4	1.8 UNIONTOWN.	9						
16.8		3.7 LITTLE FALLS.	99			3.42	11.48	8.17		12.6	1.2 LEITH.	122						
18.0		1.2 OUTING.																
19.7		1.7 ROUNDBOTTOM.								14.8	2.2 BROWNFIELD.							
22.0		2.3 UFFINGTON.				3.55	12.01	8.30		17.1	2.3 OLIPHANT.							
25.3		3.3 DECKER SIDING.	118			4.03	12.12	8.38		18.3	1.2 FAIRCHANCE.							
25.6	DN	0.3 MORGANTOWN.				4.05	12.14	8.40		21.6	3.3 SMITHFIELD.							
26.4		0.8 SENECA.	27			4.07	12.16	8.42		24.3	2.7 OUTCROP.	83						
28.9		2.5 STAR CITY.				4.14	12.23	8.49		26.0	1.7 GANS.							
31.6		2.7 VAN VORHIS.	114			4.22	12.33	8.57		28.9	2.9 LAKE LYNN.							
34.0		2.4 HOARD.								29.6	0.7 CHEAT RIVER.	60						
36.9		2.9 POINT MARION.								30.7	1.1 NILAN.	84						
38.2		1.3 NILAN.	84			4.42	12.56	9.17		32.0	1.3 POINT MARION.							
39.3	DN-X	1.1 CHEAT RIVER.	60			4.45	1.00	9.20		34.9	2.9 HOARD.							
40.0		0.7 LAKE LYNN.								37.3	2.4 VAN VORHIS.	114						
42.9		2.9 GANS.								40.0	2.7 STAR CITY.							
44.6		1.7 OUTCROP.	83			5.05	1.19	9.40		42.5	2.5 SENECA.	27						
47.3	DN	2.7 SMITHFIELD.				5.12	1.26	9.47		43.3	0.8 MORGANTOWN.							
50.6		3.3 FAIRCHANCE.								43.6	0.3 DECKER SIDING.	118						
51.8		1.2 OLIPHANT.								46.9	3.3 UFFINGTON.							
54.1		2.3 BROWNFIELD.								49.2	2.3 ROUNDBOTTOM.							
56.3	DN-X	2.2 LEITH.	122			5.33	1.47	10.08		50.9	1.7 OUTING.							
57.5		1.2 UNIONTOWN.	9							52.1	1.2 LITTLE FALLS.	99						
59.3	DN	1.8 OLIVER. (East End Double Track.)				5.53	2.07	10.28		55.8	3.7 BEECHWOOD.							
60.2		0.9 EVANS.								57.9	2.1 OPEKISKA.							
63.6		3.4 MT. BRADDOCK.	50			6.04	2.18	10.39		59.7	1.8 JORDAN.							
66.8		3.0 DUNBAR.								61.8	2.1 CATAWBA.							
67.2		0.6 BOWEST JCT.								63.7	1.9 MONTANA.	123						
68.4		1.2 O. & B. JUNCTION. (West End Double Track.)				6.31	2.45	11.06		66.3	2.6 HOULT.							
68.9	DN	0.5 GREENE JCT.				6.35	2.50	11.10		67.5	1.2 WD TOWER.							
										68.9	1.4 Fairmont.							
						A. M.	P. M.	P. M.										
		Time over Sub-Division...				3.35	3.56	3.35			Time over Sub-Division...							
		Average speed per hour....				18.5	17.6	18.5			Average speed per hour....							

Passenger trains will not exceed 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.

Distance from Pittsburgh.	Train Order Stations.	Butler Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.		Distance from Pittsburgh.	Train Order Stations.	Butler Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.	
35.5	DN	EIDENAU. 5.0	57	.....	51.9	DN	BUTLER. 2.8	119	.....
40.5		BUHLS. 3.2		.....	49.1		MACKIN. 3.4		.....
43.7		RIBOLD. 2.0		.....	45.7		RENFREW. 2.0		.....
45.7		RENFREW. 3.4		.....	43.7		RIBOLD. 3.2		.....
49.1		MACKIN. 2.8		119	40.5			BUHLS. 5.0	57	.....
51.9	DN	BUTLER.		.....	35.5	DN	EIDENAU.		.....

Passenger trains will not exceed 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.

EASTWARD.

Distance from Broad Ford.	Train Order Stations.	Mt. Pleasant Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.		Distance from Mt. Pleasant.	Train Order Stations.	Mt. Pleasant Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.	
.....	DN	BROAD FORD. 9.7		.....	.....	DN	MT. PLEASANT. 9.7		.....
9.7		MT. PLEASANT.		.....	9.7		BROAD FORD.		.....

Passenger trains will not exceed 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.

Distance from Rockwood Jct.	Train Order Stations.	G. & W. Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.		Distance from Wilson Creek.	Train Order Stations.	G. & W. Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.	
1.5		ROCKWOOD JCT. 1.5		.....	1.5		WILSON CREEK. 1.5		.....
		WILSON CREEK.		.....			ROCKWOOD JCT.		.....

Passenger trains will not exceed 25 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.

Distance from Leckrone.	Train Order Stations.	S. & M. Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.		Distance from Smithfield.	Train Order Stations.	S. & M. Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.	
.....	DN	LECKRONE. 8.6		.....	8.6	DN	SMITHFIELD. 8.6		.....
8.6		SMITHFIELD.		.....			LECKRONE.		.....

Passenger trains will not exceed 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.

Distance from Garrett.	Train Order Stations.	Berlin Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	Distance from Berlin.	Train Order Stations.	Berlin Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.
6.9		GARRETT. 6.9		1.1		BERLIN. 1.1	
8.0		NIVER JCT. 1.1		8.0		NIVER JCT. 6.9	
		BERLIN.				GARRETT.	

Passenger trains will not exceed 15 miles per hour.

WESTWARD.

EASTWARD.

Distance from P. W. & S. Junction.	Train Order Stations.	Boswell Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	Distance from Ralphton.	Train Order Stations.	Boswell Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.
1.5		P. W. & S. JCT. 1.5		5.8		RALPHTON. 5.8	
3.0		SUMMIT. 1.5		7.1		BOSWELL. 1.3	
6.7		HUSBAND. 3.7		8.4		FERRBLTON. 1.3	
7.7		ENOCH. 1.0		10.9		COAL JCT. 2.5	
8.4		SIPESVILLE. 0.7		12.4		ACOSTA. 1.5	62
9.9		HARRISON. 1.5		13.1		HARRISON. 0.7	
12.4		ACOSTA. 2.5	62	14.1		SIPESVILLE. 1.0	
13.7		COAL JCT. 1.3		17.8		ENOCH. 3.7	
15.0		FERRBLTON. 1.3		19.3		HUSBAND. 1.5	
20.8		BOSWELL. 5.8		20.8		SUMMIT. 1.5	
		RALPHTON.				P. W. & S. JCT.	

Passenger trains will not exceed 20 miles per hour.

WESTWARD.

EASTWARD.

Distance from Niverton.	Train Order Stations.	Salisbury Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	Distance from Salisbury Jct.	Train Order Stations.	Salisbury Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.
2.0		NIVERTON. 2.0		8.6		SALISBURY JCT. 8.6	
3.5		WORTH JCT. 1.5		10.1		WEST SALISBURY 1.5	
12.1		WEST SALISBURY 8.6		12.1		WORTH JCT. 2.0	
		SALISBURY JCT.				NIVERTON.	

Passenger trains will not exceed 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.

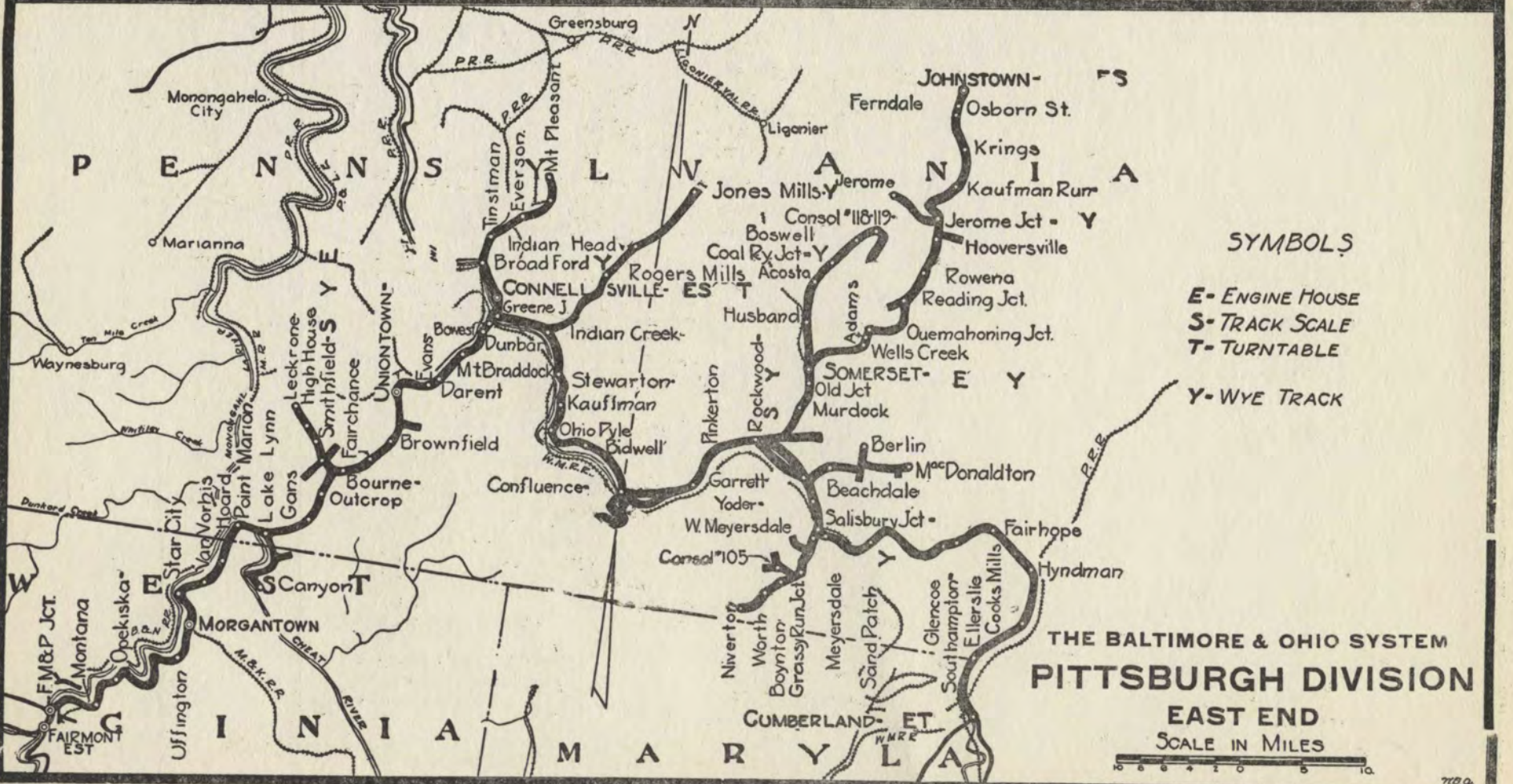
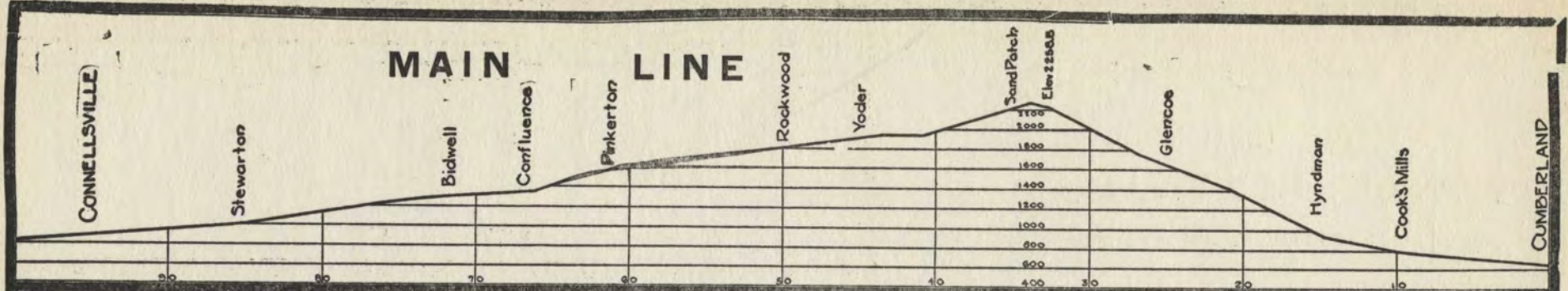
EASTWARD.

Distance from Jones Mills.	Train Order Stations.	I. C. V. Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	Distance from Indian Creek.	Train Order Stations.	I. C. V. Sub-Division. TIME-TABLE No. 77. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.
1.5		JONES MILLS. 1.5		4.2		INDIAN CREEK. 4.2	
4.3		ROARING RUN. 2.8		9.1		MILL RUN JCT. 4.9	
5.1		MELCROFT. 0.8		12.3		ROGERS MILLS 3.2	
6.4		DAVISTOWN. 1.3		13.6		INDIAN HEAD. 1.3	
9.6		INDIAN HEAD. 3.2		14.4		DAVISTOWN. 0.8	
14.5		ROGERS MILLS. 4.9		17.2		MELCROFT. 2.8	
18.7		MILL RUN JCT. 4.2		18.7		ROARING RUN. 1.5	
		INDIAN CREEK.				JONES MILLS.	

Passenger trains will not exceed 20 miles per hour.

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

MAIN LINE

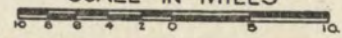


SYMBOLS

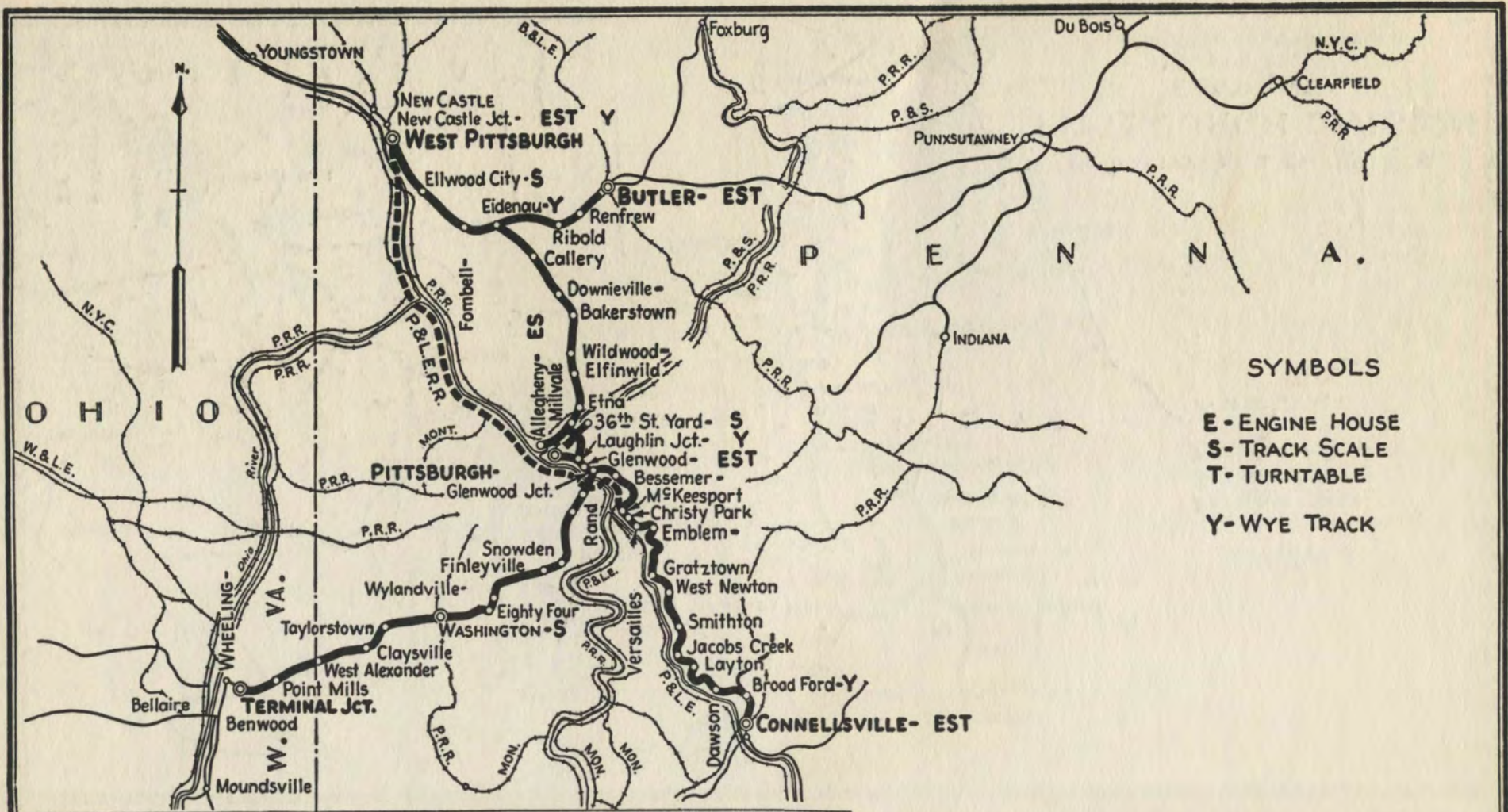
- E- ENGINE HOUSE
- S- TRACK SCALE
- T- TURNABLE
- Y- WYE TRACK

THE BALTIMORE & OHIO SYSTEM PITTSBURGH DIVISION

EAST END
SCALE IN MILES

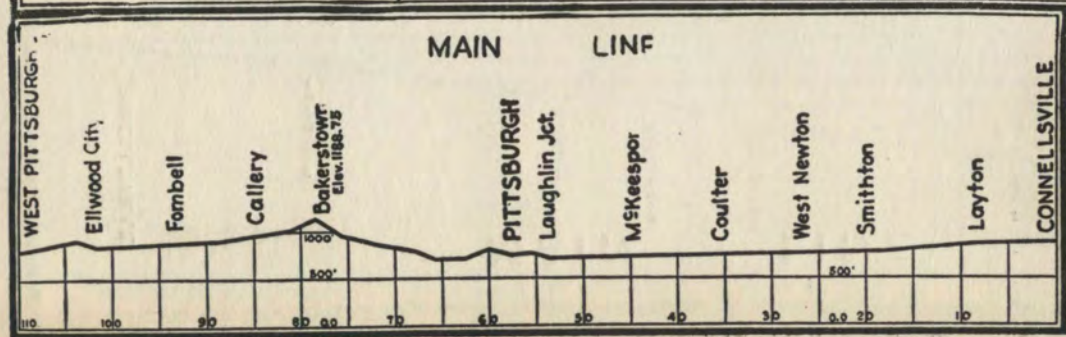


110.a.



SYMBOLS

- E** - ENGINE HOUSE
- S** - TRACK SCALE
- T** - TURNTABLE
- Y** - WYE TRACK



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

