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THE PENNSYLVANIA RAILROAD

CENTRAL REGION

EASTERN OHIO

PANHANDLE DIVISION

Time-Table No. 15

In effect 12.01 A. M., Sunday, September 24, 1950

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

W. W. PATCHELL,
General Manager.

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

J. B. JONES,
General Superintendent.

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

B. W. TYLER,
Superintendent.

WHAT IS A PATRON

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

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

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

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

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

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

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INDEX

	PAGES
List of Stations, Interlockings, Distances, Sidings, etc.	3-11
Schedule Pages:	
Main Line	12-19
Chartiers Branch	20
Wheeling Branch	21
Zanesville Branch	21
Opening and Closing Hours of Ticket Offices.....	23
U. S. Mail Work.....	24
Arranged Freight Train Service.....	25-26

SPECIAL INSTRUCTIONS

Automatic Block System.....	91
Automatic Highway Crossing Signals.....	41
Cab Signals	89
Close Overhead and Side Clearance.....	82-86
Employees in charge of sidings.....	50
Engine and Other Equipment Restrictions.....	67-82
Engine Whistle Signals.....	31-32
First-Aid Boxes and Stretchers.....	30
Freight Train Restrictions.....	66
General Orders, Bulletin Boards, Employees' Registers, Standard Clocks.....	35-36
Hand Operated Switches Equipped With Electric Locks	45
Hospitals	29
Interlocking	93
Letters and Characters.....	30
Manual Block System.....	90
Medical Examiners and Company Surgeons	27-29
Minimum Running Time.....	54
Movement by Train Orders.....	87
Movement of Track Cars.....	37
Movement of Trains.....	37
Passenger Train Operation.....	51
Freight Train Operation.....	51
Passenger and Freight Train Operation.....	52
Non-Interlocked Railroad Crossings at Grade.....	39-40
Normal Position of Switches.....	44
Observation of Trains for Defects.....	36-37
Operation of Pusher Engines.....	52
Protection of Public Highway Crossings at Grade Qualified for Service.....	42-44
Secondary Tracks of Assigned Direction.....	94-95
Secondary Tracks of No Assigned Direction.....	48
Signal Rules	49
Signalman in Charge of Main Track Hand-Operated Switches	87
Slide Protection Fence.....	45
Speeds and Speed Restrictions.....	34
Spring Switches	53-65
Standard Time	46
Superiority of Trains.....	30
Track Assignments	34
Train Signals	46-49
Use of Signals.....	32
Yard Limits	33-34
	37-38

MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction. Car Caps lty 50 ft. cars		
						West	East	Both
X	X	X		PITTSBURGH (Pgh. Div.) PH	0.1			
				DIVISION POST (Pgh. Div.)	0.2			
				FOURTH AVENUE	0.5			
X	X	X		MONON	1.0			
				SMITHFIELD ST.	1.3			
				POINT BRIDGE	2.2			
X	X	X		ELLIOTT	3.2			
				CORLISS	4.5			
				INGRAM	5.4			
				CRAFTON	6.0			
				IDLEWOOD	6.7			
X	X	X		ROSSLYN	7.8			
X				CARNEGIE	8.5			
X				CH	9.4			
				FORT PITT	9.8			
				WALKERS MILL	11.0			
				RENNERDALE	11.8			
X				GREGG	13.5			
				OAKDALE	14.8			
X				NOBLESTOWN	15.7			
X				STURGEON	16.8		77	
X	X	X		LAUREL HILL	17.8			
				MCDONALD	18.3			
				PRIMROSE	19.8			
				MIDWAY	21.5			
X				BULGER	23.7			
X	X	X-O		RACCOON	25.6			
				BURGETTS	26.8			
				BURGETTSTOWN	27.5			
				DINSMORE	29.0			
				BERTHA	29.9			
				HANLIN	32.1			
				COLLIER	35.6			
X				CO	36.1			
X				NC	39.8			
X	X	X		WEIRTON JCT.	41.2			
X				SB	41.7			
				STEUBENVILLE	43.2			
X				HD	44.2			
X	X	X-O		MINGO JCT.	46.3	203	111	
X				J	48.1			
				FERNWOOD	52.8			
X				WU	56.3			
X				WK	56.5			
X	X	X		ACRE	57.5	124	187	
				BROADACRE	57.7			
X				W	58.5			
				UNIONPORT	61.4			
				CADIZ JCT.	66.0			
X				BA	69.0			
				JEWETT	69.9			
X	X	X-O		CUSTER	71.1	193		
X				SCIO	75.1			
				BOWERSTON	81.2			
				DYKE	88.9	126		
X	X	X-O		DENNISON	90.5			
				UHRICHVILLE	91.8			
				GNADENHUTTEN	96.9			
				PORT WASHINGTON	101.8			
X	X	X		PORT	102.6	292	113	
X				NEWCOMERSTOWN	108.1			
X				RT	109.4			
X				CK	110.1			
X				ISLETA	111.3	195	186	
X				RK	111.9			
X	X	X		WEST LAFAYETTE	115.8			
X				MORGAN RUN	118.2	292	292	
				WV	121.7			
X	X	X		COSHOCKTON	122.4			
				TYNDALL	127.2	277	273	
X				CONESVILLE	128.9			
				NS	130.0			
				ADAMS MILL	132.4			
				TRINWAY	136.1		150	
				FRAZEYSBURG	141.9			
X	X	X-O		BRICKER	142.8	198	193	
X				BLACK RUN	144.8			
				HANOVER	149.8			
				LICKING	155.3	135	135	
				DIV. POST (C. & N. Div.) First St.	157.6			
X	X	X		NEWARK	157.8			
				EAST COLUMBUS	186.2			
				COLUMBUS (Cols. Div.)	190.9			

NOTE—X indicates in service continuously
O indicates trainphone in service.

Interlockings—Remote controlled as follows:

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

SCULLY BRANCH

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

NOTE—X indicates in service continuously.

The direction from Rosslyn to Div. Post (Pgh. Div.) is eastward.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Elliott	Esplen
Island Ave. Jct.	Esplen
RG	Carnegie
KY	Carnegie

CHARTIERS BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Carnegie	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		CARNEGIE.....				
X				KY.....	0.7			
				GLENN.....	1.0			
		X		LD.....	1.6			
				WOODVILLE.....	1.9			
				BOWER HILL.....	2.8			
				KIRWAN.....	3.4			
			X	BD.....	3.9			
				BRIDGEVILLE.....	4.0	40		
				MAYVIEW.....	6.4			
				BOYCE.....	7.6		66	
				HILLS.....	8.6			
			X	MO.....	9.6			
				VANEMMEN.....	11.6			
				MORGANZA.....	12.6			
				RICHFOL.....	13.2			
				CANONSBURG.....	14.2			
B	B	B		HOUSTON.....	15.3	56	67	
				SHINGISS.....	16.0			
			X	MY.....	18.0			
				MEADOW LANDS.....	18.0			49
				ARDEN.....	20.0			
			X	WS.....	20.7			
				TYLERDALE.....	21.9			
				CHESTNUT ST.....	22.8			
			X	WH.....	23.5			
				WASHINGTON.....	23.6			

NOTE—X indicates in service continuously.

B indicates in service part-time.

◆ indicates Block-Limit Station for eastward trains only.

**Interlockings and Interlocking, Block and Block-Limit
Stations in service part-time as follows:**

Stations	Hours in service
Houston	10.00 P. M. Sunday to 10.00 P. M. following Saturday.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
BD	Carnegie
MO MY WS WH	Houston Carnegie when Houston is not in service

Block Station—Remote controlled as follows:

Block Station	Controlled by
LD	Carnegie

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
KY	Carnegie

BURGETTS BRANCH

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

NOTE—X indicates in service continuously.

◆ indicates Block-Limit Station for eastward trains only.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
CN	Burgetts

WHEELING BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mile Post 0	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		WEIRTON JCT.				
				EAST STEUBENVILLE	1.6			
				LOWER FERRY	2.3			
				FOLLANSBEE	4.1			22
			X	FA	4.2			
				LAZEARVILLE	6.7			56
				WELLSBURG	7.8			
				BROOK	8.6			
				BEECH BOTTOM	12.2			93
			X	KR	14.6			
				SHORT CREEK	15.1			54
				EAST WARWOOD	19.4			
				WARWOOD	20.0			
			X	WD	23.9			
				WHEELING	24.0			13
X	X	X	X	UN	24.1			
				ZANE	25.2			
				BENWOOD } (Yard Tracks)	26.5			

NOTE—X indicates in service continuously.

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

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
FA KR WD UN	Zane

RIVER BRANCH **POWHATAN SECONDARY TRACK**

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Yellow Creek	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		DIVISION POST (East'n. Div.)	12.6			
				KINGS	13.5			
				STEUBENVILLE	17.4			
				LA BELLE	18.1			
				ROCKVILLE	19.4			
X	X	X		ROCKVILLE	19.4			
			X	MINGO JCT. (Yard Tracks)	20.2			
				GR ♣	23.6			
			X	GR ♣	23.6			
				BRILLIANT	23.8			
				JEFFERSON	24.1			
				RUSH RUN	28.7			
				W & L. E. JCT.	29.4			
				SHANNON	29.6			110
			X	RU	29.6			
				RAYLAND	31.0			
				TILTONVILLE	32.3			
				YORKVILLE	33.2			105
				OHIO JCT.	36.1			
			X	OJ	36.2			
				MARTINS FERRY	37.7			
				AETNAVILLE	38.4			
				BRIDGEPORT	39.7			
				BELLAIRE	43.8			145
			X	BR	43.8			
				WEST END	45.4			
				SHADYSIDE	46.8			
			X	AM	47.4			
				AMBLER	47.4			
				WEGEE	48.6			
				WORKMAN	49.5			
				DILLE	51.3			
				BELMONT PARK	51.9			
				AULT	52.8			
				JOHNSON	53.6			
				PIPE CREEK	53.9			
				STEWART	56.8			
				POWHATAN HEIGHTS	57.4			
				POWHATAN	58.6			
			X	PN ♦	58.7			
				WEST POWHATAN (Industrial Track)	59.3			
				KREBS RUN	61.6			

NOTE—X indicates in service continuously.

♣ indicates Block-Limit Station for westward trains on Powhatan Secondary Track only.

♦ indicates Block-Limit Station for eastward trains only.

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

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
GR RU OJ BR AM PN	Rockville

TERMINAL BRANCH

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

NOTE—X indicates in service continuously.

The direction from Zane to Ohio Jct. is eastward.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
WT NY	Zane

NEW CUMBERLAND BRANCH **NEW CUMBERLAND SECONDARY TRACK**

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

NOTE—X indicates in service continuously.

▲ indicates Block-Limit Station for westward trains only.

♦ indicates Block-Limit Station for eastward trains on Weirton Secondary Track only.

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

The direction from Weirton Jct. to WN is eastward.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
HS N NG KI CU WN CY	Weirton Jct.

ZANESVILLE BRANCH
ZANESVILLE SECONDARY TRACK
MORROW SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mile Post 0	Siding Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
			X	TRINWAY	0.3			
				RY ▲	0.8	34	29	
				DRESDEN	2.1			
				ROCK CUT	3.9			
				ELLIS	8.5			32
				GILBERT	10.4			
		X		ZANESVILLE	16.5		18	34
Zanesville Secondary Track								
				OHIO CANAL DRAW-BD'GE	16.6			
				PUTNAM	17.2			75
				FAIR OAKS	18.1			
				SPANGLER	18.7			
		X		AR	18.7			
				SO. ZANESVILLE	19.4			
				DARLINGTON	21.2			
		X		FULTONHAM SPUR	22.6			
				FS	22.7			
				ROSEVILLE	26.9			99
		X		CROOKSVILLE	29.7			78
				CS	29.7			
				McLUNEY	32.2			
				GOSTON	34.8			32
		X		NA	35.1			
				WILBREN	36.1			
		X		NEW LEXINGTON	38.3	50	27	
				JUNCTION CITY	42.8	74	64	
		X		JU	43.1			
				FLAGDALE	45.9			
		X		BREMEN	49.9			38
Zanesville Branch								
			X	NORTH BERNE	54.0			21
				WR	58.7			
				LANCASTER	59.7			
				DEL MOUNT	64.6			
				AMANDA	68.8			32
			X	SV	74.2			28
X	X	X		CIRCLEVILLE	81.1			
				KINDERHOOK	87.5			32
				WILLIAMSPORT	90.1			16
				ATLANTA	94.1			20
			X	WF	94.1			
				NEW HOLLAND	97.7			12
				JOHNSON	101.5			
			X	KINGFRED	102.3			21
X	X			G	107.2			
				WASHINGTON C.H.	107.7	41	20	
			X	JASPER	112.2			
X	X			SR	118.4			
				SABINA	118.7			20
				REESVILLE	121.0			
			X	MELVIN	123.2			28
				CS	129.5			
				WILMINGTON	129.5			27
				OGDEN	134.3			
				CLARKSVILLE	138.7			21
			X	HICKS	144.1			
				MS	148.6			22
Morrow Secondary Track								
		B		MORROW (Cintl Div.)	148.9			

NOTE—X indicates in service continuously.

B indicates in service part-time.

▲ indicates Block-Limit Station for westward trains only.

◆ indicates Block-Limit Station for eastward trains only.

The direction from Bremen to Zanesville is eastward.

Block station in service as follows:

Station	Hours in service
Morrow	6.15 A. M. to 2.15 P. M. Daily

Block-Limit stations controlled as follows:

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

No. 27 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Corlies	Siding Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		CORLISS (Main Line)				
X	X	X		ESPLEN (Scully Branch)	1.8			

NOTE—X indicates in service continuously.

WAYNESBURG SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Washington	Siding Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				WASHINGTON (Chartlers Br.)				
				SUMMIT SIDING	4.2			
				BAKER	9.8			
				WEST UNION	17.9			
				WAYNESBURG	28.1			

CHERRY VALLEY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Center Ave.	Siding Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				CENTER AVE. (Burgetts Br.)				
				CHERRY VALLEY	4.0			

CADIZ SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cadiz Jct.	Siding Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				CADIZ JCT. (Main Line)				
				NARVA	3.7			
				LANDO	6.6			
				RYEGATE	7.3			
				CADIZ	7.9			

STATIONS	FIRST CLASS		
	◇41	●31	◇65
	DAILY A.M.	‡DAILY A.M.	DAILY A.M.
PITTSBURGH (Pgh. Div.)	# 1.55	# 2.24	# 2.46
FOURTH AVE.			
MONON	1.59	2.28	2.50
SMITHFIELD ST.			
POINT BRIDGE			
CORLISS	2.05	2.34	2.56
INGRAM			
CRAFTON			
IDLEWOOD			
ROSSLYN			
CARNEGIE	2.11	2.40	3.02
CH	2.13	2.42	3.04
FORT PITT			
WALKERS MILL			
RENNERDALE			
GREGG			
OAKDALE			
NOBLESTOWN			
STURGEON			
LAUREL HILL	2.25	2.54	3.16
MCDONALD			
PRIMROSE			
MIDWAY			
BULGER	2.32	3.01	3.23
RACCOON			
BURGETTS	2.36	3.05	3.27
CENTER AVE. (Burgetts Br.)		Will Not	
BURGETTSTOWN		Run	
BERTHA		Nov. 24,	
HANLIN		Dec. 24,	
COLLIER		25, 31.	
CO	2.50	3.19	3.41
WEIRTON JCT.	2.57	3.26	3.48
STEUBENVILLE			
MINGO JCT.	3.05	3.34	3.56
ACRE	3.18	3.47	4.10
BROADACRE			
UNIONPORT			
CADIZ JCT.	3.28	3.56	4.19
JEWETT			
CUSTER	3.34	4.02	4.25
SCIO	3.38	4.06	4.29
BOWERSTON			
DYKE	3.52	4.20	4.43
DENNISON			\$ 4.48
UHRICHSVILLE	3.56	4.24	4.50
GNADENHUTTEN			
PORT WASHINGTON			
NEWOOMERSTOWN	4.12	4.40	5.06
ISLETA	4.16	4.44	5.10
WEST LAFAYETTE			
MORGAN RUN	4.22	4.50	5.16
COSHOOTON			
TYNDALL	4.32	5.00	5.26
TRINWAY	4.40	5.08	5.34
FRAZEYSBURG			
BRICKER	4.46	5.14	5.40
BLACK RUN			
HANOVER			
LICKING	4.57	5.25	5.51
NEWARK { C. & N.	5.02	5.29	\$ 5.58
EAST COLUMBUS { Div.	5.37	6.05	6.33
COLUMBUS (Cols. Div.)	\$ 5.47	\$ 6.15	\$ 6.43
Arrive	A.M.	A.M.	A.M.
	41	31	65

	FIRST CLASS				
	◇3	67		●11	205
	DAILY A.M.	‡DAILY A.M.		DAILY A.M.	DAILY A.M.
	# 4.06	\$ 4.55		\$ 9.45	\$ 10.05
	4.10	5.00		9.49	10.09
	4.16	5.06		9.55	10.15
	4.22	5.12		10.01	10.21
	4.24	5.14		10.03	10.23
	4.36	5.26		10.15	10.35
	4.43	5.33		10.22	10.41
	4.47	5.37		10.26	10.46
		Will Not			
		Run			
		Dec. 25.			F 10.51
					F 10.55
	5.01	5.52		10.40	11.02
	5.08	6.05		10.47	11.09
		F 6.13		\$ 10.55	\$ 11.20
	5.15	6.19		11.02	11.26
	5.28	6.32		11.15	11.40
	5.38	6.42		11.25	11.50
	5.45	6.47		11.31	\$ 11.56
	5.49	6.51		11.35	11.59
	6.04	7.05		11.49	12.03
		F 7.09		\$ 11.58	\$ 12.17
	6.08	7.12		12.01	\$ 12.26
				12.01	12.29
	6.24	F 7.30		12.18	\$ 12.47
	6.28	7.34		12.22	12.52
	6.34	7.40		12.28	12.58
		\$ 7.46			\$ 1.06
	6.44	7.52		12.40	1.12
	6.52	\$ 8.02		12.49	\$ 1.23
	6.58	8.09		12.55	1.31
	7.09	8.20		1.07	1.44
	\$ 7.16	\$ 8.28		\$ 1.20	\$ 1.55
	7.50	9.00		1.55	2.30
	\$ 8.00	\$ 9.10		\$ 2.05	\$ 2.40
	A.M.	A.M.		P.M.	P.M.
	3	67		11	205

Panhandle Div. G. O. No. 1507, page 13, column 4.

STATIONS	FIRST CLASS			
	13	715	763	
	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	
	Leave P. M.	P. M.	P. M.	
PITTSBURGH (Pgh. Div.)	\$ 2.40	\$ 5.10	\$ 5.25	
FOURTH AVE.		\$ 5.14	\$ 5.28	
MONON	2.44	5.15	5.29	
SMITHFIELD ST.		\$ 5.16		
POINT BRIDGE				
CORLISS	2.50	\$ 5.24	5.34	
INGRAM		\$ 5.27		
CRAFTON		\$ 5.30	\$ 5.38	
IDLEWOOD		\$ 5.32		
ROSSLYN		\$ 5.35		
CARNEGIE	2.56	\$ 5.39	\$ 5.45	
CH	2.58	5.41		
FORT PITT		F 5.43		
WALKERS MILL		B 5.45		
RENNERDALE		S 5.48		
GREGG		B 5.52		
OAKDALE		\$ 5.56		
NOBLESTOWN		\$ 5.59		
STURGEON		\$ 6.03		
LAUREL HILL	3.10	6.05		
McDONALD		\$ 6.08		
PRIMROSE		\$ 6.11		
MIDWAY		\$ 6.17		
BULGER	3.17	\$ 6.22		
RACCOON		\$ 6.25		
BURGETTS	3.21	6.28		
CENTER AVE. (Burgetts Br.)		\$ 6.32		
BURGETTSTOWN				
BERTHA				
HANLIN				
COLLIER				
CO	3.35	Will Not	Will Not	
WEIRTON JCT.	3.42	Run	Run	
STEBENVILLE	S 3.50	Nov. 23,	Nov. 23,	
MINGO JCT.	C 3.56	Dec. 25,	Dec. 25,	
ACRE	4.11	Jan. 1.	Jan. 1.	
BROADACRE				
UNIONPORT				
CADIZ JCT.	4.20			
JEWETT				
CUSTER	4.26			
SOLO	4.30			
BOWERSTON				
DYKE	4.44			
DENNISON	S 4.52			
UHRICHVILLE	4.55			
GNADENHUTTEN				
PORT WASHINGTON				
NEWCOMERSTOWN	5.11			
ISLETA	5.15			
WEST LAFAYETTE				
MORGAN RUN	5.21			
COSHOCOTON	S 5.30			
TYNDALL	5.36			
TRINWAY	S 5.48			
FRAZEYSBURG				
BRICKER	5.55			
BLACK RUN				
HANOVER				
LICKING	6.07			
NEWARK	C. & N. S 6.20			
EAST COLUMBUS	Div. 6.55			
COLUMBUS (Cols. Div.)	S 7.05			
Arrive	P. M.	P. M.	P. M.	
	13	715	763	

	FIRST CLASS				
	810	717	27	33	203
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.33	\$ 5.37	\$ 6.30	\$ 9.23	\$ 11.00
	\$ 5.36	\$ 5.40			
	5.38	5.41	6.34	9.27	11.04
		\$ 5.43			
		\$ 5.45			
		\$ 5.51	6.40	9.33	11.11
		\$ 5.54			
		\$ 5.57			
		\$ 5.59			
		\$ 6.02			
		\$ 6.06	6.46	9.39	11.17
		6.08	6.48	9.41	11.19
		H 6.10			
		\$ 6.12			
		\$ 6.14			
		\$ 6.17			
		\$ 6.22			
		\$ 6.24			
		\$ 6.27			
		6.29	7.00	9.53	11.32
		\$ 6.33			
		\$ 6.36			
		\$ 6.41			
		\$ 6.45	7.07	10.00	11.39
		\$ 6.48			
		6.51	7.11	10.04	11.43
		\$ 6.54			
		Will Not	7.25	10.18	11.57
		Run	7.32	10.25	12.04
		Nov. 23,	S 7.40	V 10.31	\$ 12.20
		Dec. 25,	7.47	10.37	12.26
		Jan. 1.	8.01	10.50	12.41
			8.11	10.59	12.51
			8.17	11.05	12.57
			\$ 8.23	11.09	1.01
			8.39	11.23	1.16
			\$ 8.50		\$ 1.27
			8.53	11.27	1.30
			\$ 9.10	11.43	1.46
			9.15	11.47	1.50
			9.21	11.53	1.56
			\$ 9.30		\$ 2.05
			9.36	12.03	2.14
		K 9.45	12.11		2.23
			9.52	12.17	2.29
			10.04	12.28	2.42
			\$ 10.15	12.33	\$ 3.00
			10.50	1.05	3.35
			\$ 11.00	\$ 1.15	\$ 3.45
	P. M.	P. M.	P. M.	A. M.	A. M.
	810	717	27	33	203

STATIONS	FIRST CLASS		
	202	712	32
Arrive	A. M.	A. M.	A. M.
PITTSBURGH (Pgh. Div.)	\$ 7.00	\$ 7.30	\$ 7.43
FOURTH AVE.		D 7.27	
MONON	6.50	7.24	7.36
SMITHFIELD ST.		\$ 7.23	
POINT BRIDGE		\$ 7.21	
CORLISS	6.44	\$ 7.17	7.29
INGRAM		\$ 7.14	
CRAFTON		\$ 7.11	
IDLEWOOD		\$ 7.08	
ROSSLYN		\$ 7.05	
CARNEGIE	6.36	\$ 7.03	7.22
CH	6.34	6.59	7.20
FORT PITT		\$ 6.58	
WALKERS MILL		\$ 6.56	
RENNERDALE		\$ 6.54	
GREGG		\$ 6.51	
OAKDALE		\$ 6.48	
NOBLESTOWN		\$ 6.45	
STURGEON		\$ 6.42	
LAUREL HILL	6.22	6.39	7.08
McDONALD		\$ 6.38	
PRIMROSE		\$ 6.35	
MIDWAY		\$ 6.32	
BULGER	6.15	\$ 6.28	7.01
RACCOON		\$ 6.24	
BURGETTS	6.10	6.21	6.55
CENTER AVE. (Burgetts Br.)		\$ 6.18	
BURGETTSTOWN			
BERTHA			
HANLIN			
COLLIER			
CO	5.56	Will Not	6.40
WEIRTON JOT	5.49	Run	6.33
STEBENVILLE	\$ 5.45	Nov. 23,	\$ 6.29
MINGO JOT	5.32	Dec. 25,	6.16
ACRE	5.18	Jan. 1.	6.03
BROADACRE			
UNIONPORT			
CADIZ JOT	5.08		5.54
JEWETT			
CUSTER	5.02		5.48
SOLO	4.56		5.44
BOWERSTON			
DYKE	4.38		5.30
DENNISON	\$ 4.35		
UHRICHSVILLE	4.25		5.26
GNADENHUTTEN			
PORT WASHINGTON			
NEWCOMERSTOWN	4.08		5.10
ISLETA	4.03		5.06
WEST LAFAYETTE			
MORGAN RUN	3.57		5.00
COSHOOCTON			
TYNDALL	3.46		4.50
TRINWAY	3.38		4.42
FRAZEYSBURG			
BRICKER	3.32		4.36
BLACK RUN			
HANOVER			
LICKING	3.20		4.25
NEWARK { O. & N.	\$ 3.15		\$ 4.20
EAST COLUMBUS { Div.	2.40		3.50
COLUMBUS (Cols. Div.)	\$ 2.25		\$ 3.35
Leave	A. M.	A. M.	A. M.
	DAILY	±DAILY EX. SAT. & SUN.	DAILY
	202	712	32

	FIRST CLASS		
	807	714	760
	A. M.	A. M.	A. M.
	\$ 8.05	\$ 8.20	\$ 8.15
	D 8.03	D 8.17	D 8.13
	8.00	8.14	8.10
		\$ 8.13	\$ 8.09
		\$ 8.11	
		\$ 8.07	8.02
			\$ 7.59
			\$ 7.56
		\$ 8.00	
		\$ 7.57	
		\$ 7.55	\$ 7.50
			\$ 8.52
		7.51	8.48
		F 7.50	
		\$ 7.48	
		\$ 7.46	
		\$ 7.43	
		\$ 7.40	
		\$ 7.37	\$ 8.37
		\$ 7.34	
		7.32	8.32
		\$ 7.31	\$ 8.31
		\$ 7.28	
		\$ 7.24	
		\$ 7.20	8.22
		\$ 7.16	
		7.13	8.17
		\$ 7.10	
			\$ 8.15
			F 8.09
			F 8.04
		Will Not	7.56
		Run	7.49
		Nov. 23,	\$ 7.45
		Dec. 25,	\$ 7.28
		Jan. 1.	7.12
			F 7.11
			F 7.05
			7.00
			F 6.54
			6.50
			\$ 6.45
			F 6.37
			6.27
			\$ 6.24
			6.12
			F 6.07
			F 6.02
			\$ 5.55
			5.47
			\$ 5.42
			5.38
			\$ 5.33
			5.19
			5.10
			\$ 5.02
			4.57
			\$ 4.49
			4.40
			\$ 4.35
			3.30
			\$ 3.10
			\$ 7.50
	A. M.	A. M.	A. M.
	DAILY	±DAILY	±DAILY
	EX. SUN.	EX. SUN.	EX. SUN.
	807	714	760
			26
			6

STATIONS	FIRST CLASS	
	12	204
Arrive	P. M.	P. M.
PITTSBURGH (Pgh. Div.)	S 4.46	S 8.35
FOURTH AVE.		
MONON	4.40	8.30
SMITHFIELD ST.		
POINT BRIDGE		
CORLISS	4.34	8.24
INGRAM		
CRAFTON		
IDLEWOOD		
ROSSLYN		
CARNEGIE	E 4.27	8.17
CH	4.24	8.15
FORT PITT		
WALKERS MILL		
RENNERDALE		
GREGG		
OAKDALE		
NOBLESTOWN		
STURGEON		
LAUREL HILL	4.13	8.04
McDONALD		
PRIMROSE		
MIDWAY		
BULGER	4.06	7.57
RACCOON		
BURGETTS	4.01	7.52
CENTER AVE. (Burgetts Br.)		
BURGETTSTOWN		
BERTHA		
HANLIN		
COLLIER		
CO	3.47	7.38
WEIRTON JCT.	3.40	7.31
STEBENVILLE	S 3.36	S 7.27
MINGO JCT.	3.22	7.12
ACRE	3.09	6.58
BROADACRE		
UNIONPORT		
CADIZ JCT.	3.00	6.48
JEWETT		
USTER	2.54	6.42
SOLO	2.50	S 6.37
BOWERSTON		
DYKE	2.36	6.21
DENNISON	S 2.33	S 6.18
UHRICHVILLE	2.25	6.09
GNADENHUTTEN		
PORT WASHINGTON		
NEWCOMERSTOWN	S 2.08	S 5.52
ISLETA	2.02	5.45
WEST LAFAYETTE		
MORGAN RUN	1.59	5.39
COSHOCOTON	S 1.50	S 5.33
TYNDALL	1.41	5.23
TRINWAY	1.33	S 5.13
FRAZEYSBURG	S 1.26	
BRICKER	1.22	5.03
BLACK RUN		
HANOVER		
LICKING	1.10	4.51
NEWARK { C. & N.	S 1.05	S 4.46
EAST COLUMBUS { Div.	12.32	4.10
COLUMBUS (Cols. Div.)	S 12.20	S 3.55
Leave	P. M.	P. M.
	DAILY	DAILY
	12	204

Panhandle Div. G. O. No. 1507, page 18, column 2.

P. H. Div. G. O. No. 1505, Page 18, Column 3.

FIRST CLASS					
	66	4	40	30	64
	P. M.	P. M.	P. M.	A. M.	A. M.
	S 9.55	D 10.33	S 11.47	S 1.14	S 1.40
	9.50	10.28	11.42	1.09	1.35
	9.44	10.22	11.36	1.03	1.28
	9.37	10.15	11.29	12.55	1.21
	9.35	10.13	11.27	12.53	1.19
	9.24	10.02	11.16	12.42	1.08
	9.17	9.55	11.09	12.35	1.01
	9.13	9.51	11.05	12.30	12.56
	Will Not Run Dec. 25.			Will Not Run Nov. 23, Dec. 24, 25, 31.	
	8.59	9.37	10.51	12.16	12.42
	8.51	9.30	10.44	12.09	12.35
	S 8.41		S 10.40		T 12.31
	8.34	9.22	10.34	12.02	12.23
	8.21	9.09	10.21	11.49	12.10
	8.12	8.59	10.12	11.40	12.01
	8.06	8.53	10.06	11.34	11.55
	8.02	8.49	10.02	11.30	11.51
	7.48	8.35	9.48	11.16	11.37
	S 7.45				
	7.40	8.31	9.44	11.12	11.33
	7.24	8.15	9.28	10.56	11.17
	7.20	8.11	9.24	10.52	11.13
	7.14	8.05	9.18	10.46	11.07
	S 7.08				G 11.02
	7.00	7.55	9.08	10.36	10.55
	F 6.50	7.47	9.00	10.28	10.47
	6.41	7.41	8.54	10.22	10.41
	6.30	7.30	8.43	10.11	10.30
	S 6.25	7.25	S 8.38	S 10.06	S 10.25
	5.54	6.55	8.08	9.36	9.55
	# 5.42	# 6.43	S 7.58	# 9.25	# 9.40
	P. M.	P. M.	P. M.	P. M.	P. M.
	# DAILY	DAILY	DAILY	# DAILY	DAILY
	66	04	040	030	064

STATIONS		CLASS	
		763	
		‡DAILY	
		EX.SUN.	
Leave		P. M.	
PITTSBURGH..... (Pgh. Div.)		\$ 5.25	
		Will Not Run	
		Nov. 23,	
		Dec. 25,	
		Jan. 1.	
CARNEGIE.....		\$ 5.45	
KY.....		5.46	
GLENN.....		B 5.48	
WOODVILLE.....		\$ 5.51	
BOWER HILL.....		F 5.53	
KIRWAN.....		B 5.55	
BRIDGEVILLE.....		\$ 6.03	
MAYVIEW.....		\$ 6.08	
BOYCE.....		B 6.12	
HILLS.....		\$ 6.15	
MO.....		6.18	
MORGANZA.....		B 6.23	
RICHFOL.....		B 6.25	
CANONSBURG.....		\$ 6.27	
HOUSTON.....		\$ 6.42	
SHINGISS.....			
MEADOW LANDS.....		E 6.46	
ARDEN.....			
TYLERDALE.....		\$ 6.51	
CHESTNUT ST.....		\$ 6.54	
WASHINGTON.....		\$ 6.58	
Arrive		P. M.	
		763	

CHARTIERS BRANCH—EASTWARD

STATIONS		FIRST CLASS	
		760	
		A. M.	
PITTSBURGH..... (Pgh. Div.)		\$ 8.15	
		Will Not Run	
		Nov. 23,	
		Dec. 25,	
		Jan. 1.	
CARNEGIE.....		\$ 7.50	
KY.....		7.46	
GLENN.....		\$ 7.45	
WOODVILLE.....		A 7.42	
BOWER HILL.....		\$ 7.40	
KIRWAN.....		\$ 7.38	
BRIDGEVILLE.....		\$ 7.35	
MAYVIEW.....		\$ 7.29	
BOYCE.....		A 7.26	
HILLS.....		\$ 7.23	
MO.....		7.20	
MORGANZA.....		A 7.13	
RICHFOL.....		\$ 7.11	
CANONSBURG.....		\$ 7.08	
HOUSTON.....		\$ 7.04	
SHINGISS.....			
MEADOW LANDS.....		E 6.58	
ARDEN.....			
TYLERDALE.....		\$ 6.51	
CHESTNUT ST.....		\$ 6.48	
WASHINGTON.....		\$ 6.45	
Leave		A. M.	
		‡DAILY	
		EX.SUN.	
		760	

STATIONS		FIRST CLASS		
		‡701		
		‡DAILY		
Leave		A. M.		
WEIRTON JCT.....		6.20		
EAST STEUBENVILLE.....		\$ 6.25		
LOWER FERRY.....				
FOLLANSBEE.....		\$ 6.33		
LAZEARVILLE.....				
WELLSBURG.....		\$ 6.46		
BEECH BOTTOM.....		7.00		
SHORT CREEK.....				
EAST WARWOOD.....				
WARWOOD.....		B 7.09		
WHEELING.....		\$ 7.20		
ZANE.....				
BENWOOD.....		Will Not Run		
		Dec. 25.		
Arrive		A. M.		
		701		

WHEELING BRANCH—EASTWARD

STATIONS		FIRST CLASS		
		702		
		P. M.		
Arrive				
WEIRTON JCT.....		8.35		
EAST STEUBENVILLE.....		\$ 8.30		
LOWER FERRY.....				
FOLLANSBEE.....		8.26		
LAZEARVILLE.....				
WELLSBURG.....		\$ 8.18		
BEECH BOTTOM.....		8.04		
SHORT CREEK.....				
EAST WARWOOD.....				
WARWOOD.....				
WHEELING.....		\$ 7.50		
ZANE.....				
BENWOOD.....		Will Not Run		
		Dec. 24.		
Leave		P. M.		
		‡DAILY		
		‡702		

ZANESVILLE BRANCH

B. & O. R. R. passenger train No. 956 due to leave Zanesville 8:15 A. M. and pass Fair Oaks 8:21 A. M. Daily Except Sunday, and B. & O. R. R. passenger train No. 955 due to pass Fair Oaks at 7:31 P. M. and arrive Zanesville 7:40 P. M. Daily Except Sunday, will run passenger Extra between Zanesville and Fair Oaks.

HIGHWAY BUS SERVICE BETWEEN TRINWAY AND ZANESVILLE

TO CONNECT WITH THE FOLLOWING TRAINS:

WESTWARD

STATIONS	67	13		
	204			
	# DAILY	DAILY		
	A. M.	P. M.		
LEAVE TRINWAY	8.10	5.55		
LEAVE DRESDEN	8.18	6.03		
ARRIVE ZANESVILLE	8.50	6.35		
	Will Not Run Dec. 25.			

EASTWARD

STATIONS	67	13		
	204			
	# DAILY	DAILY		
	A. M.	P. M.		
ARRIVE TRINWAY	7.40	4.50		
LEAVE DRESDEN	7.32	4.42		
LEAVE ZANESVILLE	7.00	4.10		
	Will Not Run Dec. 25.			

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

FREIGHT SERVICE BETWEEN WAYNESBURG AND WASHINGTON

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

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

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

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

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Pittsburgh	Continuously	Continuously	Continuously
Fourth Ave.*	8.15 AM to 6.00 PM	Closed	Closed
Corliss*	7.00 AM to 4.00 PM	Closed	Closed
Crafton*	7.00 AM to 4.00 PM	Closed	Closed
Carnegie*	6.45 AM to 6.00 PM	8.30 AM to 6.00 PM	Closed
Oakdale*	6.30 AM to 3.30 PM	Closed	Closed
McDonald*	6.00 AM to 3.00 PM	Closed	Closed
Midway*	6.00 AM to 10.00 AM	Closed	Closed
Burgettstown*	8.00 AM to 5.00 PM	Closed	Closed
Steubenville	Continuously	Continuously	Continuously
Mingo Jct.*	7.00 AM to 4.00 PM	Closed	Closed
Jewett*	8.00 AM to 5.00 PM	Closed	Closed
Dennison (a)	6.15 AM to 7.30 AM 11.30 AM to 8.30 PM	6.15 AM to 7.30 AM 11.30 AM to 8.30 PM	6.15 AM to 7.30 AM 11.30 AM to 8.30 PM
New-comerstown(b)	5.45 AM to 5.00 PM	5.45 AM to 2.45 PM	5.45 AM to 2.45 PM
Coshocton	Continuously	Continuously	Continuously
Trinway (c)	8.00 AM to 9.00 PM	8.00 AM to 10.00 AM 1.00 PM to 9.00 PM	8.00 AM to 10.00 AM 1.00 PM to 9.00 PM
Newark	Continuously	Continuously	Continuously
Bridgeville*	7.00 AM to 6.00 PM	7.00 AM to 12.01 PM	Closed
Mayview*	8.00 AM to 10.00 AM 2.00 PM to 5.00 PM	Closed	Closed
Hills*	7.30 AM to 11.30 AM	Closed	Closed
Morganza*	7.00 AM to 12.01 PM	Closed	Closed
Canonsburg*	7.00 AM to 5.00 PM	7.00 AM to 3.00 PM	Closed
Chestnut St.*	6.45 AM to 7.15 AM	Closed	Closed
Washington*	6.45 AM to 4.00 PM	Closed	Closed
Follansbee*	7.00 AM to 4.00 PM	Closed	Closed
Wellsburg*	6.30 AM to 3.30 PM	Closed	Closed
Wheeling(d)	7.00 AM to 8.00 PM	7.00 AM to 8.00 PM	Closed
Zanesville(e)			

* Closed New Year, Memorial, Independence, Labor, Thanksgiving and Christmas day.

(a) Open 6.15 AM to 7.30 AM and 11.30 AM to 8.30 PM Holidays.

(b) Open 5.45 AM to 2.45 PM Holidays.

(c) Open 8.00 AM to 10.00 AM and 1.00 PM to 9.00 PM Holidays.

(d) Open 7.00 AM to 8.00 PM Holidays.

(e) Tickets on sale, bus service to and from Trinway Daily, for connecting trains as shown below:

TRAINS WAIT FOR CONNECTION

Junction	Train No.	Due At	Wait Until	For Train	From	Due At
Trinway	Bus	7.40 A.M.	Indef.	67	Pittsburgh	8.02 A.M.
	Bus	4.50 P.M.	Indef.	{ 204 13	Columbus Pittsburgh	5.09 P.M. 5.48 P.M.

U. S. MAIL WORK

STATIONS	Westward					Eastward					
	65	67	205	11	13	202	32	26	12	204	64
Carnegie			2-4 CD	1-3 CD		2-4 D		4 E	5 E		
Oakdale			2-5 CD	7 CD	5 CD			4 E			
Noblestown			2-5 CD	7 CD	5 CD						
Sturgeon			2-5 CD	7 CD	5 CD						
McDonald								4 E			
Midway			2-5 CD	7 CD	5 CD			5 CD			
Burgettstown			2-4 CD	1 CD	5 CD			4 E			
Hanlin			2-5 CD	7 CD	5 CD			5 CD			
Weirton Junction		D									
Steubenville			2 E	E	E	E	E	4 E	E	4 E	4 E
Steubenville just east of Washington Avenue	MD	2 MD									
Mingo Junction			N								
Scioto									4 D	5 E	
Bowerston									4 D		
Dennison	E		2-4 E	E	E	E	L	4 E	4 E	4 E	
Gnadenhutten			2-4 CD	1 CD				9 E		5 CD	
Port Washington			2-5 CD	7 CD	5 CD			4 D	5 D	5 CD	
Newcomerstown	2-4 D		2-4 E	1 CD	4 CD			4 E	E	4 E	
Isleta					4 CD			4 CD			
West Lafayette			2-4 CD	1 CD				4 CD	4 CD	4 CD	
Coshocton	4 D	2-4 E	2-4 E	1 E	E	D	D	4 E	E	4 E	
Conesville									4 D		
Adams Mill					4 CD			9 E			
Trinway		2-5 E	2-5 CD	1 E	5 E			4 CD		5 E	
Frazeyburg			2-5 CD	7 CD				5 E	5 E	5 C	
Hanover			2-4 CD	1 CD	5 CD			4 E			

C—Mail caught from crane only.
D—Mail delivered only.
CD—Mail caught and delivered.
E—Train stops, mail received or delivered, or both.
J—Stop on signal to receive or deliver bulky or fragile parcel post matter.
L—Stop on notification by agent at Newark to discharge U. S. Mail.
M—Reduce speed to 5 miles per hour to exchange mail.
N—Stop on request R. P. O. Clerk to discharge U. S. Mail.

- 1—Mondays.
- 2—Daily, except Mondays.
- 3—Sundays.
- 4—Daily, except Sundays.
- 5—Daily, except Sundays and Holidays.
- 6—Daily, except Saturday.
- 7—Mondays, except when Monday is a holiday.
- 8—Daily, except Mondays and Holidays.
- 9—Saturdays.

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

Conductors will ascertain from the mail clerk the amount of mail to be discharged at stations where speed should be reduced, and instruct engineer accordingly.
NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instruction 1004-A or 1004-B1.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	Leave	CB-7 (2)	PH-11 (2)	WC-3 (1)	SW-1 (1)	WC-7 (3)	PH-7 (1)	2nd PH-7 (1)	ZB-1 (2)	LCL-3 (3)	CIN-1 (1)	VL-7 (1)	PW-17 (5)
CARNEGIE		2.15	4.40		6.35		10.05	10.30	12.15	3.20	8.45	9.45	11.45
WEIRTON JCT.			6.20		7.55		11.20	11.50	2.45	4.18	10.05	11.05	4.30
MINGO JCT			6.30		8.05	8.00	11.30	12.00	3.15	4.26	10.15	11.15	
UHRICHVILLE			7.40		9.25	10.00	12.40	1.10	1.45	5.37	11.25	12.25	
TRINWAY			8.35		10.45	12.45	2.00	2.30	6.30	6.57	12.45	1.45	
LICKING			8.55		11.10	1.15	2.25	2.55		7.17	1.10	2.10	
EAST COLUMBUS			10.00		12.15	3.00	3.30	4.00		8.00	2.15	3.15	
WASHINGTON		6.45											
BENWOOD													6.00
ZANESVILLE									10.30				
CIRCLEVILLE									2.00				
Arrive		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(4) Daily except Tuesday.

(5) Daily except Saturday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	CIN-2 (1)	SW-3 (1)	LCL-4 (3)	CG-5 (1)	WC-4 (1)	NW-38 (1)	VL-6 (1)	WC-8 (1)	ZB-2 (2)	PH-10 (1)	NW-82 (1)	VL-2 (1)	PW-16 (2)	NW-86 (1)	CB-8 (5)	ZB-4 (2)	LM-4 (1)
Arrive	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.
CARNEGIE	10.36	12.10	1.08	2.08		5.30	7.05		4.15	10.05	10.25	2.51	3.45	3.36	3.00		6.45
WEIRTON JOT.	9.30	10.50	12.28	1.07	6.30	4.09	5.30		2.15	8.25	9.05	1.45	12.01	2.30			5.25
MINGO JOT.	9.21	10.40	12.04	12.59	5.45	4.00	5.20	10.00	1.00	8.15	8.55	1.36		2.21			5.15
UHRICHVILLE	8.10	9.25	11.04	11.54	2.45	2.43	3.50	6.30	7.30	6.45	7.30	12.25		1.10			3.45
TRINWAY	7.07	8.25	10.08	10.58	12.40	1.42	2.40	4.00	3.30	5.40	6.10	11.22		12.07		3.30	2.10
LICKING	6.42	8.00	9.47	10.37	12.05	1.15	2.15	3.30		5.15	5.45	10.57		11.42			1.30
EAST COLUMBUS	5.45	7.00	8.55	9.45	10.30	12.15	1.15	2.00		4.05	4.30	10.00		10.45		11.00	11.59
WASHINGTON													10.30		11.00		
BENWOOD									2.00								
ZANESVILLE									4.30							5.00	
CIROLEVILLE																	
Leave	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.	P. M.

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday

(4) Daily except Tuesday.

(5) Daily except Saturday.

SPECIAL INSTRUCTIONS

GENERAL RULES

100R-2A. Medical Examiners and Company Surgeons.

Location	Name and Address	Telephone number
Pittsburgh, Pa.	John H. Alexander (Surgeon) Office, 1107 Clark Building, 717 Liberty Ave. Res., 5632 Woodmont Ave.	Atlantic 1-4882 Hazel 1-8080
	William M. McNaugher (Surgeon) Office, 1107 Clark Building, 717 Liberty Ave. Res., 6850 Reynolds Ave.	Atlantic 1-4882 Montrose 1-0237
	James A. Cowan, Jr. (Surgeon) Office, 1107 Clark Building, 717 Liberty Ave. Res., 144 Underwood Ave. Greensburg, Pa.	Atlantic 1-4882 Greensburg 2347
	Harry L. Richards (Surgeon) Office, Allegheny General Hospital Res., Allegheny General Hospital	Fairfax 1-2010
	George L. Wessels (Surgeon) Office, Allegheny General Hospital Res., Allegheny General Hospital	Fairfax 1-2010 or Fairfax 1-1351
	J. C. Burt (Surgeon) Office, Allegheny General Hospital Res., 6 Von Lent Pl.	Fairfax 1-2010 Mayflower 1-1882
	R. D. Saul (Med. Exam.) Office, 228 Pennsylvania Station Daily except Saturday, Sunday and Holliday—7:30 A. M. to 4:00 P. M. Res., 5418 Kipling Rd. NOTE—When Medical Examiner's office is closed, surgical attention, if necessary, may be arranged through the office of the Station Master at Pittsburgh.	729 (Co. phone) Museum 1-1460 835 (Co. phone)
	J. C. Markel (Oculist) 4092 Jenkins Arcade Res., 6603 Woodwell Ave.	Atlantic 1-1626 Hazel 1-0832
	Murray F. McCaslin (Oculist) Office, Union Trust Building Res., Oak Hill Farms	Atlantic 1-4198 Glenshaw 1173
	H. Stanley Wallace (Surgeon) Office, 2684 Center Ave Res., 680 Valley View Rd.	Walnut 1-2222 Lehigh 1-2222
Ingram, Pa.	W. J. Connelly (Surgeon) Office, 111 E. Main Street Res., 830 Washington Ave.	Carnegie 175 Carnegie 906
Carnegie, Pa.	R. D. Saul (Med. Exam.) Office, Old Freight station. Office Hours: First Friday, 8:00 A. M. to 10:00 A. M.	Scully Exchange Dial 364 (Co. Phone)
Houston, Pa.	David N. Ingram (Surgeon) Office, First National Bank Bldg. Res., Mill Seat Pl.	211-J 211-M
Washington, Pa.	J. Frank Donehoo (Surgeon) Office, Washington Trust Bldg. Res., 249 E. Beau Street	220-J 220-M
Burgettstown, Pa.	G. L. McKee (Surgeon) Office and Res., No. 141 Center Ave.	3111
	A. O. Hindman (Asst. Sur.) Office, 31 Main Street Res., 17 Lincoln Ave.	3332 3331

Location	Name and Address	Telephone number
Weirton, W. Va.	L. A. Whitaker (Surgeon) Res., 3509 Riverview Drive	39
	J. L. Thompson (Asst. Sur.) Res., 3941 Palisades Drive	1283
	Office, Weirton Steel Co. Emergency Hospital	1000, Ex. 408
Chester, W. Va.	C. H. Bailey (Surgeon) Office, Potter's Savings & Loan Co. Res., Park Boulevard East Liverpool, Ohio	Main 360 Main 902
Steubenville, Ohio	F. B. Harrington (Surgeon) Office, 1208 National Exchange Bank Bldg. Res., 208 Braybarton Blvd.	2-4811 4-1174
	A. E. Winston (Surgeon) Office, 400 National Exchange Bank Bldg. Res., 2728 Sunset Blvd.	2-3851 4-1334
	D. A. Macedonia (Oculist) Office 401-405 Sindair Bldg.	2-7781 2-3253
	R. D. Saul (Med. Exam.) Office, in freight station Office Hours: Monday and Wedn. day, 10:30 A. M. to 12:30 P. M. 1:00 P. M. to 3:00 P. M.	PE 312
	F. H. Riney (Surgeon) Office, 608-614 Commercial Street Res. 216 Steuben Street	5-1171 5-1172
Martins Ferry, Ohio	R. H. Wilson (Surgeon) Office, 30 South Fourth Street Res., 64 North Fourth Street	162 464
Bellaire, Ohio	J. F. Wilkinson (Surgeon) Office and Res., 4403 Jefferson Street	141
Wheeling, W. Va.	Louis B. Farri (Surgeon) Office, 21 Eleventh Street Res., 434 North Huron Street	193 1528
	R. D. Saul (Med. Exam.) Office in Passenger Station Office Hours: Second Wednesday, 9 15 A. M. to 11 15 A. M. 12 01 P. M. to 3:00 P. M.	Wheeling 5176
Cadiz, Ohio	J. S. Campbell (Surgeon) Office and Res., 127 N. Main Street	15
Dennison, Ohio	R. E. Wolf (Surgeon) Office 212 N. Main Street Uhrichsville, O. Res., 120 North 9th Street, Uhrichsville, O.	78 50
	R. D. Saul (Med. Exam.) Office in Passenger Station Office Hours: First Tuesday, 8:00 A. M. to 12:00 Noon 1:00 P. M. to 5:00 P. M. Third Tuesday, 8:00 A. M. to 12:00 Noon 1:00 P. M. to 2:00 P. M.	Bell 465
Newcomerstown, Ohio	C. A. Hanson (Surgeon) Office, 101 Main Street Res., Evansburg Road	2211 2288
Coshocton, Ohio	A. P. Magness (Surgeon) Office and Res., 567 Cambridge Street	30
Zanesville, Ohio	O. I. Dusthimer (Surgeon) Office, 39 N. Sixth Street Res., 836 Forest Ave.	3-3232 3-7551
	L. R. Culbertson (Oculist) Office, 227-228 Masonic Temple Res., 412 Moxahala Ave.	3-6146 2-7740
	I. Black (Med. Exam.) Office in Passenger Station Office Hours: Second and Fourth Tuesdays, 9:00 A. M. to 10:00 A. M.	JE 7356

Location	Name and Address	Telephone number
Lancaster, Ohio	Clifford B. Snider (Surgeon) Office, 134 N. Broad Street Res., 340 E. Allen Street	335-W 335-R
	I. Black (Med. Exam.) Office in Freight Station Office Hours: First Tuesday 10:00 A. M. to 11:00 A. M. Third Tuesday, 4:00 P. M. to 5:00 P. M.	50
Newark, Ohio	James B. Johnson (Surgeon) Office, 19 East Locust Street Res., 246 Moull Street	3788 3727
Columbus, Ohio	George J. Heer (Surgeon) Office, 475 East Town Street Res., 475 East Town Street	Main 7805 Garfield 5505
	H. V. Postle (Oculist) Office, Room 413 Beggs Building, 21 E. State Street Res., 1211 Bryden Rd.	Adams 5768 Fairfax 5260
	I. Black (Med. Exam.) Office, Foot of 20th Street Bridge, Shop Yard Office Hours: Daily except Sat. Sun. and Holidays—8:30 A. M. to 5:00 P. M. Emergency calls may be arranged through Crew Dispatchers, when office is closed.	Main 1121

100R-3A. Locations of Hospitals.

Location	Name and Address	Telephone number
Pittsburgh, Pa.	Allegheny General 320 E. North Avenue, N. S.	Fairfax 1-2010
Washington, Pa.	Washington Leonard Ave.	3300
East Liverpool, Ohio	City West 5th Street	720
Steubenville, Ohio	Memorial 726 N. Sixth Street	2-3671
	Ohio Valley Ross Park	2-4541
Martins Ferry, Ohio	Martins Ferry 83 North Third Street	310
Bellaire, Ohio	The City 47th Street	53
Wheeling, W. Va.	Wheeling 109 North Main Street	900
	Ohio Valley General 20th and Eoff Street	4840
Dennison, Ohio	Twin City North First Street	132 or 133
Coshocton, Ohio	Coshocton Memorial East Walnut Street	127
Zanesville, Ohio	Bethesda Underwood Street	2-4535
Lancaster, Ohio	Lancaster—Fairfield County Joint Hospital 410 North Ewing Street	28
Newark, Ohio	Newark City North Buena Vista Street	6634
Columbus, Ohio	Grant 125 South Grant Avenue	5151
	White Cross 700 Park Street	Adams 9171

100R-4A. First-Aid Boxes and Stretchers.**First-Aid Boxes, location of:**

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

Stretchers:

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

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

OPERATING RULES**STANDARD TIME**

1001-A1. Eastern Standard Time applies on this Division.

TIME TABLES**Letters and Characters.**

1004-A. The following letters and characters in schedules indicate:

- S**—Regular stop.
 - F**—Stop on signal to receive or discharge passengers.
 - A**—Stop on signal to receive passengers.
 - B**—Stop on signal to discharge passengers.
 - C**—Regular stop to receive passengers.
 - D**—Regular stop to discharge passengers.
 - E**—Regular stop for express, mail or newspapers.
 - G**—Regular stop, Saturday only.
 - H**—Regular stop, Saturday only, to receive passengers.
 - J**—Regular stop, Saturday only, to discharge passengers.
 - K**—Regular stop, Sunday only.
 - L**—Stop on signal, Sunday only, to receive or discharge passengers.
 - M**—Regular stop daily except Saturday and Sunday.
 - N**—Regular stop daily except Sunday.
 - No baggage service.
 - ⊕—No baggage service Sunday.
 - ✚—Passenger train—rail motor car.
 - *—Passenger train—with passenger and freight equipment.
 - ◇—Passenger train—No train baggageman.
 - ‡—Will not run on specified dates or Holidays shown on schedule pages.
- 1004-B1.**
- T**—Regular stop to discharge passengers and to receive passengers for points east of Pittsburgh.
 - V**—Regular stop to discharge passengers from points east of Pittsburgh and to receive passengers.
 - #—Train may leave in advance of schedule leaving time when station work is completed.

ENGINE WHISTLE SIGNALS

1014-A1. Loud whistling within the city limits of Wellsburg W. Va., and Scio, Ohio, must be reduced to a minimum. When recalling flagman in this territory, whistle should be sounded only loud enough to insure it being heard by him.

1014(d) and (e)-A1. Rule 14(d) and 14(e) will apply:

Powhatan Secondary Track

Track	Between	And
Secondary	GR	OJ

New Cumberland Secondary Track

Track	Between	And
Secondary	WN	HS

Zanesville Secondary Track

Track	Between	And
Secondary	RY	Zanesville

Morrow Secondary Track

Track	Between	And
Secondary	Bremen	MS

1014(dc) and (ec)-A1. Rule 14(dc) and 14(ec) will apply:

Scully Branch

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

Chartiers Branch

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

Burgetts Branch

Track	Between	And
Single	Burgetts	CN

New Cumberland Branch

Track	Between	And
Single	Weirton Jct.	CY

Wheeling Branch

Track	Between	And
Single	Weirton Jct.	East Steubenville

1014(l)-A1. Referring to Rule 14 (l):

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

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

Carnegie	All crossings	Newcomertown	All crossings
McDonald	"	Coshocton	"
Steubenville	"	Newark	"
Soio	"	Martins Ferry	"
Dennison	"	Wellsburg	"
Uhrichsville	"	Wheeling	"

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

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

1014(r)-A1. Rule 14(r) will apply:

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

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

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

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

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

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

Operator will notify train dispatcher promptly.

TRAIN SIGNALS

1019-A. Night Signals will be displayed on rear of trains and engines while passing through tunnels.

1019-A1. Referring to Rule 19, B. & O. R. R. Trains between Zanesville and Fair Oaks may display B. & O. R. R. Standard Red and Green markers.

1026-A1. A blue light displayed at Acid Unloading Station on rear end No. 7 track in 54-inch Strip Mill, Weirton Steel Company, Weirton, indicates tank cars are connected for unloading and must not be coupled to or moved.

USE OF SIGNALS**Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors.**

1027-A1. Switch stands at the following locations are not equipped either with lighted lamps or reflectors:

Location	Main, secondary track or siding	Switch
Cadiz Jct.—Cadiz	Secondary track between Cadiz Jct. and Cadiz	All switches
Circleville—Morrow	Secondary track between Circleville and Morrow	All Switches

1035-A. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

Fusees and Torpedoes.

1035-B1. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1035-C1. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

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

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

1035-D1. Placing fusees between short rail head signal bonds and fish plates is prohibited account of damage which has resulted to rail head bonds from this practice.

1037-A1. The following block stations are provided with an illuminated sign arranged to display white cross upon black background.



INDICATION—Take siding as herein directed.

NAME —Take siding indicator.

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

Take siding indication will be displayed at the following locations:

Main Line	Location	Take Siding at
Westward—	Custer	Dyke
Westward—	Bricker	Licking
Eastward—	Bricker	Trinway

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

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

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

Fouling Point Signs.

1037-B. Sign displaying letters FP indicates the fouling point of main track of the track on which it is located.

Slide Protection Fence.

1043-A. The letters SP on a signal mast indicate the signal is connected with a slide protection fence and the most restrictive indication on such signal may be caused by a slide.

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

1043-A1. Slide protection fences in service:

West end of No. 10 tunnel west of Bowerston.

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

SUPERIORITY OF TRAINS

1072-A1. Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS

Bulletin Boards, Employees' Registers, Standard Clocks.

1075b-A1. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

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

NOTE—X indicates in service.

Standard Clocks.**1075b-A2.** Standard clocks at other points:

Train dispatchers' office.

Open Block Stations.

General Order Zones.**1075b-A3.** General Order Zones of this Division are as follows:

Zone A	Main Line: Division Post (Pgh. Div.) to Walkers Mill.
	Branches: Scully and Chartiers.
	Secondary Tracks: Waynesburg.
Zone B	Main Line: Walkers Mill to Dennison.
	Branches: Burgetts and New Cumberland.
	Secondary Tracks: Cherry Valley, Weirton, New Cumberland, and Cadiz.
Zone C	Main Line: Dennison to Division Post (C. & N. Div.)
	Branches: Zanesville.
	Secondary Tracks: Zanesville and Morrow.
Zone D	Branches: Wheeling and River.
	Branches: Terminal.
	Secondary Tracks: Powhatan.

Qualification of Conductor or Engineman.

1075b-A4. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

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

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

1075b-A5. The Conductor or Engineman of B. & O. and N.Y.C.R.R. trains at Zanesville, Fair Oaks and Spangler will report to the train dispatcher at Zanesville before entering main track, for general order information and block indication.

OBSERVATION OF TRAINS FOR DEFECTS**Dragging Equipment Detector Indicator.**

1076-A. An indicator light displaying illuminated letter E located on or adjacent to a distant signal, indicates that the dragging equipment detector has been actuated and train must stop as soon as safe handling will permit.

1076-A1. An indicator light displaying illuminated letter E located on mast of signal at the following locations indicates that the dragging equipment detector has been actuated:

Location	Signal	Governing Movements on
Tyndall	Westward Home Signal	No. 2 track
NS	Eastward Home Signal	No. 1 track
Trinway	Block Signal No. 1359	No. 2 track
	Block Signal No. 1364	No. 1 track
Licking	Block Signal No. 1553	No. 2 track

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

1076-A2. While a freight train is passing an open block or interlocking station, a member of the crew must be stationed on the rear of the train to receive or deliver messages.

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

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

MOVEMENT OF TRACK CARS

1080-A1. Track cars will be governed as specified by **Rule 80** on portions of the division as follows:

Entire Division

1080a-A. Track cars will display night signals while passing through tunnels.

MOVEMENT OF TRAINS

1083-A1. Rule S-83: Except on portions of the railroad where **Rule 261** is in effect, the information as to the arrival or departure of superior trains will be furnished on form C.T. 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

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

1083-B. Rule D-83: Except on portions of the railroad where **Rules 251** or **261** are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

Yard Limits.

1093-A1. Yard Limits indicated by yard limit boards as follows:

Track	Between	and
Chartiers Branch	MO	Mile Post 17, west of Shingiss
	WS	WH
Burgetts Branch	Burgetts	CN
Wheeling Branch	Weirton Jct.	Mile Post 9, west of Brook
	Mile Post 18, east of East Warwood	Zane
Terminal Branch	WT	Zane
New Cumberland Branch	Weirton Jct.	WN

Track	Between	and
Zanesville Branch	Two miles east of Zanesville (Zanesville Secondary Track)	One half mile west of South Zanesville
	One and one half miles east of Roseville	One half mile west of Roseville
	Crooksville	One mile west of Crooksville
	Three fourths mile east of New Lexington	One and one fourth mile west of New Lexington
	Three fourths mile east of Junction City	One fourth mile west of Junction City
Weirton Secondary Track	One half mile east of Bremen	Three fourths mile west of Bremen
	CY	WN
New Cumberland Secondary Track	WN	Mile Post 3, east of East Weirton
	One half mile east of East Toronto	One half mile east of Moscow
Powhatan Secondary Track	NG	HS
	One fourth mile east of Ohio Jct.	One fourth mile west of Wegee
Zanesville Secondary Track	112 feet east of water station, Johnson	PN
	RY	Mile Post 4, west of Dresden
Morrow Secondary Track	Two miles east of Zanesville	One half mile west of South Zanesville (Zanesville Branch)
	One half mile east of Bremen (Zanesville Branch)	Three fourths mile west of Bremen
Morrow Secondary Track	Two miles east of Lancaster	Three fourths mile west of Lancaster
	Two miles east of Circleville	One mile west of Circleville
	One and one fourth miles east of Washington C. H.	One mile west of Washington C. H.
	Three fourths mile east of Wilmington	One fourth mile west of Wilmington
	Mile Post 148 east of MS	MS

Authority to proceed as an extra.

1097-A1. Where Rules 261, 262, 263 and 264 are in effect, signal indication or permission of the signalman will be authority for a train to proceed as an extra.

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

Non-interlocked Railroad Crossings At Grade.

1098-A1. Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Newark: B. & O. R. R. (Eastward trains on No. 1 track and Westward trains on No. 2 track)	Target Position light Signal	Vertical More favorable than stop	Cross without stopping.	1
Newark: B. & O. R. R. (Eastward trains on No. 2 track and Westward trains on No. 1 track)	Target	Vertical	Stop before crossing.	...
Zanesville: B. & O. R. R.	Target	Vertical	Stop before crossing	...
Darlington: N. Y. C. R. R.	Position light Signal	More favorable than stop	Cross without stopping.	2
Crooksville: N. Y. C. R. R.	Target	Vertical	Stop before crossing.	3
Junction City: B. & O. R. R.	Target	Vertical	Cross without stopping.	4
Lancaster: C. & O. R. R.	Target	Vertical	Stop before crossing.	...
Tiltonville: N. P. R.	Target	Horizontal	Stop before crossing.	5
Bridgeport: B. & O. R. R.	Target	Horizontal	Stop before crossing.	6
Bellaire: B. & O. R. R.	Target	Horizontal	Stop before crossing.	7

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

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

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

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

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

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

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

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

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

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

Target controlled by crank equipped with mechanical time release.

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

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

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

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

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

1098-A2. Martins Ferry—Trains using connection between Terminal Junction yard and Martins Ferry switching track must stop before crossing B. & O. R. R. track leading to Wheeling Steel Corporation Plant unless proceed signal is received from trainman of such train or engine stationed at crossing to protect the movement.

1098-A3. Trains using track leading from Martins Ferry Furnace Yard to B. & O. R. R. Interchange track at First Street, Martins Ferry must stop before crossing B. & O. R. R. track unless proceed signal is received from trainman of such train or engine stationed at crossing to protect the movement.

1098-A4. Trains using tracks of City Electric plant, Martins Ferry, must protect against B. & O. R. R. movements and must not pass the north east corner of this structure while B. & O. R. R. equipment is standing or moving on the adjoining track.

Drawbridges—Not Part of an Interlocking.

1098-B1. Movement of trains or engines over Ohio Canal Drawbridge, Zanesville, will be governed as follows:

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

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

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

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

Automatic Highway Crossing Signals.

1103a-A1. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14(1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

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

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

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

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

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

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

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

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

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

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

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

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

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

Protection For Public Highway Crossings At Grade.

1103a-B1. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

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

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

No. 763 will be flagged over crossing by crossing watchman Daily Except Saturday. On Saturday a trainman must be stationed on crossing to protect the movement before passing over it.

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

NOTE 2. Crossing watchman will remain on duty until after No. 760 and No. 763 have departed, Daily Except Saturday.

Between the hours of 8:00 A. M. and 5:30 P. M. also after departure of No. 763 until 10:00 P. M. daily except Saturday and Sunday all trains and engines including passenger extras, must station a trainman on crossings to protect the movement before passing over them.

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

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

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

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

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

1103a-C1. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

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

1103a-C2. Weirton Steel Company and Pennsylvania trains operating on Weirton Steel Company slag track between Strip Steel crossovers and Slag Dump west of Standard Slag Company plant at west end Weirton Junction Yard, must approach grade crossings on this track over lead to Cove Valley Lumber Company, Weirton Junction enginehouse wye track, leads to Scott Lumber Company plant and Standard Slag Company plant, prepared to stop clear of crossings and not cross until it is known crossings are clear.

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

1103a-C3. Attention is called to the following extract from an order issued by the Pennsylvania Public Utility Commission, State of Pennsylvania.

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

1104-A1. Normal Position of Switches and Crossovers at Specified Locations.

Switch Located at	Connecting	With	Normal Position is for Movements
Corliss	No. 27 Secondary track	Former West'd siding	On No. 27 Secondary track
Center Ave.	Burgetts Br.	Cherry Valley Secondary track	On Burgetts Br.
Zane	Single track	Yard tracks	Westward
Zane	Terminal Br.	Yard tracks	To Terminal Br.
Tiltonville	P. R. R. track	N.P.R. track	On N. P. R.
Ohio Jct.	Powhatan Secondary track	Terminal Br.	On Powhatan Secondary track
CY	New Cumberland Branch	Weirton Secondary track	On New Cumberland Branch
CY	Weirton Secondary track	No. 55 Yard Track	To No. 55 Yard track
Trinway	Eastward Siding	West Leg of Wye	To West Leg of Wye
	Drill track	East Leg of Wye	From Eastward Siding to Drill track
RY	East Leg of Wye	Zanesville Secondary track	To Zanesville Secondary track

1104-B1. Switch tenders are stationed at and have charge of main track switches as indicated:

Location	Switches
Newark	First Street, all switches

1104-C1. Signalmen in charge of main track hand-operated switches when block station is open:

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

Hand-Operated Switches Equipped With Electric Locks.

1104-D1. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

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

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

1104-D2. The following switches are equipped with electric lock, not controlled by signalman:

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

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

1104-E1. Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
Duff	For Eastward movement on Scully No. 1 track.	For Eastward movement from Eastward departure yard to Scully No. 1 track.	
MO—End of two main tracks	For Eastward movement from single track to No. 1 track.	For Westward movement from No. 2 track to Singletrack	

1107-A1. In the application of **Rule 107:** At Dennison, all westward trains on No. 2 track and eastward trains running against the current of traffic on No. 2 track, must approach prepared to stop clear of station platform expecting to find an eastward passenger train receiving and discharging traffic.

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

Track Assignments.**1151-A1. Single Track.**

Track	Between	And
Chartiers Branch	MO	WH
Burgetts Branch	Burgetts	CN
Wheeling Branch	Weirton Jct.	Zane
Terminal Branch	WT	Zane
New Cumberland Branch	Weirton Jct.	WN
Zanesville Branch	Zanesville	Bremen

1151-B1. Two or More Tracks.

Current of traffic is as follows:

Main Line Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Division Post (Pittsburgh Division) and Monon.			West'd	East'd
Monon and Elliott	West'd Psgr.	East'd Psgr.		
Elliott and Rosslyn			West'd	East'd
Rosslyn and CH	West'd Frt.	East'd Frt.	West'd Psgr.	East'd Psgr.
CH and Oakdale			West'd	East'd
Oakdale and CO		West'd Psgr.	East'd Psgr.	East'd Frt.
CO and Weirton Jct.	West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.
Weirton Jct. and Custer			West'd	East'd
Custer and Scio		West'd Psgr.	East'd Psgr.	East'd Frt.
Scio and Division Post (C & N Division)			West'd	East'd
Chartiers Branch Between: Carnegie and MO			West'd	East'd
River Branch Between: Division Post (Eastern Division) and Rockville			West'd	East'd

Scully Branch Between:	OC Bridge No. 4 Track	OC Bridge No. 3 Track	OC Bridge No. 2 Track	OC Bridge No. 1 Track	Scully No. 2 Track	Scully No. 1 Track
Division Post (Pgh. Div.) and Rosslyn via Scully					West'd Frt.	East'd Frt.
Esplen and Div. Post (Eastern Div.) West Leg O. C. Bridge			West'd	East'd		
Div. Post (Eastern Div.) East Leg O. C. Bridge and Island Ave. Junction	East'd	West'd				

NOTE—Tracks are numbered from south to north or east to west.

Tracks in Tunnels No. 1 and No. 2 operated as a gauntlet, see Special Instruction 1605-A2.

All tracks between Rockville and GR (River Branch) under direction of Yard Master, Mingo Jct.

1151-C1. Secondary Tracks of Assigned Direction.

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No.101	Corliss	Elliott	Eastward	Corliss		1
No. 27	Corliss	Esplen	Eastward	Corliss		2
No.105	KY	RG	Eastward	Carnegie		3
No.103	Laurel Hill	Bulger	Westward	Laurel Hill		4
No.101	Uhrichs-ville	Dyke	Eastward	Uhrichs-ville	Uhrichs-ville	5

NOTE 1. Eastward movements made on signal indication at Corliss, westward movements made on signal indication at Elliott. Permission must be obtained from Corliss to use this track at any point between Corliss and Elliott.

NOTE 2. Eastward movements made on signal indication at Corliss, westward movements made on signal indication at Esplen. Permission must be obtained from Corliss to use this track at any point between Corliss and Esplen.

NOTE 3. Eastward movements made on signal indication at KY, westward movements made on signal indication at RG. Permission must be obtained from Carnegie to use this track at any point between KY and RG.

NOTE 4. Westward movements made on signal indication at Laurel Hill, eastward movements made on signal indication at Bulger. Permission must be obtained from Laurel Hill to use this track at any point between Laurel Hill and Bulger.

NOTE 5. Eastward movements made on signal indication at Uhrichsville. Permission must be obtained from Uhrichsville to use this track at any point between Uhrichsville and Dyke, except as provided in Special Instruction 1037-A1.

1151-D1. Secondary Tracks of No Assigned Direction.

Track	Between	And	Controlled by	Note
Waynesburg (E)	Waynesburg	WH	Houston	1
Cherry Valley (E)	Center Ave.	Cherry Valley	Burgetts	
	GR	Wegee	Rockville	2
Powhatan (W)	Wegee	Johnson	Rockville	3
	Johnson	PN	Rockville	2
New Cumberland (E)	WN	HS	WeirtonJct.	2
Weirton (E)	CY	WN	WeirtonJct.	2
Cadiz (W)	Cadiz Jct.	Cadiz	Acre	
Zanesville (W)	RY	Zanesville	Zanesville	2
Morrow	Bremen	Circleville	Bremen	2
	Circleville	MS	Circleville	2

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

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

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

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

1151-E1. Employees in charge of sidings of assigned direction as follows:

Siding	Employee in Charge	NOTE
Sturgeon— Westward	Signalman Laurel Hill	1
Mingo Jct.— Westward	Signalman Mingo Jct.	1
Mingo Jct.— Eastward	Signalman Mingo Jct.	1
Acre— Westward	Signalman Acre	1
Acre— Eastward	Signalman Acre	1
Custer— Westward	Signalman Custer	1
Dyke— Westward		2
Port— Westward		2
Port— Eastward		2
Isleta— Westward	Signalman Newcomerstown	1
Isleta— Eastward	Signalman Newcomerstown	1
Morgan Run— Westward	Signalman Morgan Run	1
Morgan Run— Eastward	Signalman Morgan Run	1
Tyndall— Westward	Signalman Tyndall	1
Tyndall— Eastward	Signalman Tyndall	1
Trinway— Eastward	Signalman Bricker	3
Bricker— Westward	Signalman Bricker	1
Bricker— Eastward	Signalman Bricker	1
Licking— Westward	Signalman Bricker	3
Licking— Eastward	Signalman Bricker	3
Bridgeville— Westward	Signalman Carnegie	3
Boyce— Eastward	Signalman Carnegie	3
Houston— Westward	Signalman Houston	3
Houston— Eastward	Signalman Houston	3
RY— Westward	Signalman Zanesville	3
RY— Eastward	Signalman Zanesville	3
Zanesville— Eastward	Signalman Zanesville	3
New Lexington— Westward	Signalman New Lexington	3
New Lexington— Eastward	Signalman New Lexington	3
Junction City— Westward	Signalman Bremen	3
Junction City— Eastward	Signalman Bremen	3
Washington CH.— Westward	Signalman Circleville	3
Washington CH.— Eastward	Signalman Circleville	3

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

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

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

1151-F1. Carnegie—Signal aspect Rule 290, Fig. B, will be authority for trains to make movements against current of traffic on No. 3 eastward freight track between Rosslyn and Carnegie.

1151-F2. North Spur Yard Track, Weirton Junction, under jurisdiction of signalman at Weirton Jct. and must not be used or blocked without permission.

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

1151-F3. Industrial track between Chester and Kobuta under jurisdiction of signalman at Weirton Junction.

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

MOVEMENT OF TRAINS PASSENGER TRAIN OPERATION

1154-A1. Carnegie—All westward passenger trains making regular stops at Carnegie on No. 2 westward passenger track will stop with engine clear of crossing near west end of platform.

1154-A2. Dennison—Conductors of all passenger trains stopping at Dennison will report by telephone to signalman at Uhrichsville before departing from that point.

1154-A3. When electric lights fail on passenger trains, advance information of failure should be sent to Ticket Agent at Steubenville, Dennison or Newark at which points emergency candle lamps may be secured.

FREIGHT TRAIN OPERATION

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

1155-A1. The following instructions, supplementary to the Brake and Train Air Signal Instruction No. 99-C-1 in handling freight trains, will apply:

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

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

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

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

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

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

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

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

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

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

Operation Of Pusher Engines In State of Ohio.

1155-B1. The operation of pusher engines behind occupied cabin cars of assembled freight trains in the State of Ohio is prohibited.

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

1155-C1. Mingo Jct.—Trains moving from Yard tracks to Main Line at Mingo Junction that will obstruct State Street Crossing when stopped at dwarf signal will stop west of State Street and not proceed until signal displays aspect **Rule 287, Fig. A.**

1155-C2. Cars must not be stored between Houston and Richfol on industrial track east of Houston.

1155-C3. Cars on Mill and Storage tracks, Chester, must not be left standing between 5th Street Crossing and a point indicated by yellow mark painted on rails 100 feet from either side of crossing.

1155-C4. Gates across both legs of "Wye Track" also No. 3 track in Taylor, Smith and Taylor Company, plant Chester, are equipped with switch locks. These gates must be kept closed and locked except while tracks are being used for switching or other train movement.

1155-C5. Freight trains with helping engine on rear of train, when stopped for coal or water, will detach the engine or engines on front end of train before taking coal or water.

1155-C6. Referring to Instruction 4155-C of Supplemental Instructions to Operating, Signal and Interlocking Rules, hog drenchers are in service at the following locations:

Conesville—Tyndall eastward siding.

Acre—Eastward siding.

NOTE—Hogs will be drenched enroute at either one, but not at both of the above locations.

1155-C7. Freight trains leaving coaling or water stations, sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train.

PASSENGER AND FREIGHT TRAIN OPERATION

1156-A1. Oakdale—Trains on No. 1 eastward freight track receiving a stop signal at Oakdale, must not pass a point 700 feet west of highway crossing until indication of the home signal has been changed to proceed or proper authority has been received to pass it in stop position.

1156-A2. Newark—When the fixed signal located 110 feet east of B. & O. Railroad Crossing, Newark, governing westward movement on No. 2 track displays a "stop" indication, trains with steam engines will stop just before engine reaches Bridge 157.53 and will not proceed until the signal displays an indication more favorable than "stop."

1156-A3. When Block Signal No. 1573 governing westward movement on No. 2 track at west end Licking westward siding displays an indication more restrictive than "Approach Slow", trains with more than 20 cars will stop clear of signal and not proceed until signal displays an indication more favorable than "Approach".

1156-A4. When engines are passing over trestles or open-floor bridges, poker or scraper must not be used or grates shaken.

1156-A5. Zanesville—B. & O. and N. Y. C. R. R. trains will enter and leave main track from switch No. 4.

1156-A6. Eastward freight trains will stop west of Main Street, at Zanesville and keep clear of street crossing unless route is clear over B. & O. R. R. Crossing into yard.

1156-A7. New York Central eastward trains between Bremen and New Lexington may display two white flags in addition to two white lights by night, in the place provided for that purpose on the front of the engine.

1156-A8. On tracks and branches below indicated enginemen and trainmen will, when weather conditions are such that flange-ways of road crossings or switches may be obstructed with snow or ice, assure themselves that road crossings and switches are in safe condition to use. If necessary, trains and engines will be stopped and road crossings inspected by member of engine or train crew before passing over them:

Main Line:

L. B. Foster Co. Industrial track, Carnegie

Wheeling Branch:

Bloch Bros. Industrial track, Wheeling

Wheeling Electric Co. Industrial track, 42nd Street, Wheeling

Terminal Cold Storage Industrial track, Wheeling

State Line Industrial track:

All Crossings

Terminal Branch:

La Belle Lead, Wheeling

B. & O. Connection Peninsula

Zanesville Branch:

Fultonham Industrial track

Roseville Industrial track

Zanesville Secondary track:

Mill Run Industrial track

Morrow Secondary track:

Between Circleville and Morrow

New Cumberland Secondary track:

East Toronto to Chester, All Crossings

M. & O. Industrial track:

Cherry Valley Secondary track:

Between Center Ave., Burgettstown and Cherry Valley

Atlasburg Industrial track: Between CN and Atlasburg.

Studa Industrial track:

Between Langeloth Jct. and Studa.

Cadiz Secondary track:

Between Cadiz Jct. and Cadiz.

Royal Southern Industrial track:

B. & M. Industrial track: All Crossings.

Westland Industrial track:

Between Houston and Westland.

Palanka Industrial track:

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

Kobuta Industrial track:

Between Chester and Kobuta.

1156-A9. When authorized by the signalman, and, at reduced speed, an engine may pass stop-block signal or enter a block occupied by a passenger train for the purpose of switching that train.

1156-A10. Cars must not be left standing on Trinway Eastward Siding east of west end of eastward station platform.

SPEED RESTRICTIONS

1157-A. Speed Table.

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

1157-A1. Minimum running time for passenger trains either direction.

Between	Distance	Minutes Westward	Minutes Eastward
Main Line:			
Pittsburgh and Carnegie.....	8.5	16	16
Carnegie and Laurel Hill.....	9.3	14	13
Laurel Hill and Burgetts.....	9.0	11	11
Burgetts and CO.....	9.3	14	14
CO and Weirton Jct.....	5.1	7	7
Weirton Jct. and Mingo Jct.....	5.1	7	7
Mingo Jct. and Acre.....	11.2	13	13
Acre and Custer.....	13.6	15	15
Custer and Dyke.....	17.8	18	18
Dyke and Newcomerstown.....	19.2	20	20
Newcomerstown and Tyndall....	19.1	20	20
Tyndall and Licking.....	28.1	25	25
Licking and East Columbus.....	30.9	31	32
Pittsburgh and East Columbus...	186.2	Hrs. Mins. 3 31	Hrs. Mins. 3 31
Chartiers Branch:			
Carnegie and Bridgeville.....	3.7	7	7
Bridgeville and Houston.....	11.5	19	19
Houston and Chestnut Street....	7.5	11	11
Chestnut Street and Washington..	0.7	2	2
Carnegie and Washington.....	23.4	39	39
Wheeling Branch:			
Weirton Jct. and Lazearville.....	7.3	11	11
Lazearville and Short Creek.....	8.0	16	16
Short Creek and Wheeling.....	9.3	12	12
Weirton Jct. and Wheeling.....	24.6	39	39

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

**PASSENGER TRAINS AND FREIGHT TRAINS
1157-C1. Maximum speeds, unless otherwise specified.**

Main Line Between:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
Miles per Hour										
Division Post (Pgh. Div.) and Monon			60	40	60	40	60	40	60	40
Monon and Elliott			60	40	60	40	60	40	60	40
Elliott and Rosslyn			30	30	30	30	60	40	60	40
Rosslyn and CH							60	40	60	40
CH and Oakdale					60	40	60	40	30	30
Oakdale and Laurel Hill					60	50	60	50	30	30
Laurel Hill and CO			30	30	60	50	60	50	30	30
CO and Weirton Jct.					60	50	60	50	30	30
Weirton Jct. and Custer					60	50	60	50	20	20
Custer and Sejo					60	50	60	50	20	20
Sejo and Dennison							60	50	60	50
Dennison and Division Post (C.&N.Div.)							70	50	70	50
Chartiers Branch										
Between:										
Carnegie and MO							50	35	50	35
MO and Washington	50	35								
Burgetts Branch										
Between:										
Burgetts and CN	15	15								
Wheeling Branch										
Between:										
Weirton Jct. and Zane	50	45								
River Branch										
Between:										
Div. Post (Eastern Div.) and Rockville							35	35	35	35
Terminal Branch										
Between:										
WT and Zane	20	20								
New Cumberland Branch										
Between:										
Weirton Jct. and WN	20	20								
Zanesville Branch										
Between:										
Zanesville and New Lexington	30	30								
New Lexington and Bremen	50	40								
Scully Branch										
Between:										
Division Post (Pgh. Div.) and Rosslyn							20	20	20	20
Eapen and Division Post (Eastern Div.)			10	10	10	10				
Division Post (Eastern Div.) and Jacks Run (Eastern Div.)			20	20	20	20				
Island Ave. Jct. and Division Post (Eastern Div.)	10	10	10	10						
Division Post (Eastern Div.) and Pennsylvania Ave. (Eastern Div.)	20	20	20	20						

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

1157-C2. Wreck trains.

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

1157-C3. Work trains.

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line			
Between:			
Division Post (Pgh. Div.) and Division Post (C. & N. Div.).....	40	30	25
Chartiers Branch			
Between:			
Carnegie and WH.....	30	20	20
Burgetts Branch			
Between:			
Burgetts and CN.....	15	15	15
Wheeling Branch			
Between:			
Weirton Junction and Zane.....	30	20	20
River Branch			
Between:			
Div. Post (Eastern Div.) and Rockville.....	30	20	20
Terminal Branch			
Between:			
WT and Zane.....	20	20	20
New Cumberland Branch			
Between:			
Weirton Junction and WN.....	20	20	20
Zanesville Branch			
Between:			
Zanesville and Bremen.....	30	20	20
Powhatan Secondary Track			
Between:			
GR and PN.....	25	20	20
New Cumberland Secondary Track			
Between:			
WN and HS.....	20	20	20
Weirton Secondary Track			
Between:			
CY and WN.....	20	20	20
Zanesville Secondary Track			
Between:			
RY and Zanesville.....	30	20	20
Morrow Secondary Track			
Between:			
Bremen and Lancaster.....	30	20	20
Lancaster and MS.....	25	20	20

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

Main Line	Miles per Hour
1157-C4. Circus Trains.....	* 45
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels—see Instruction 4155-A of Supplemental Instructions to Operating, Signal and Interlocking Rules.....	
—on straight track.....	* 30
—on curves.....	20
1157-C7. Snow Plows in Service	* 20
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks...	5
* When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
1157-C8. Operating against current of traffic, except where Rule 261 is in effect—	
Main Line	
—Passenger Trains.....	50
—Freight Trains.....	40
Chartiers Branch	
—Passenger Trains.....	40
—Freight Trains.....	30
1157-C10. Trains consisting of 50 per cent or more P.R.R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type.....	65
NOTE—For purposes of identification, P.R.R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.	
Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.	
When handling such cars, conductors must know that enginemen have been so advised.	
(Entire Division)	
1157-C13. Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	10
—hand cars operated under Rule 80.....	8
—through crossovers and turnouts, and over highway and railroad crossings.....	5

1157-C25. Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:

	Breach End Forward	Breach End Trailing
	Miles per Hour	
Main Line		
Between:		
Division Post (Pgh. Div.) and Uhrichsville.		
—Passenger tracks.....	30	20
—Freight tracks.....	20	10
Uhrichsville and Division Post (C. & N. Div.).....	40	20
Chartiers Branch		
Between:		
Carnegie and Washington.....	30	20
Burgetts Branch		
Between:		
Burgetts and CN	15	10
Wheeling Branch		
Between:		
Weirton Junction and Zane.....	30	20
River Branch		
Between:		
Div. Post (Eastern Div.) and Rockville...	30	20
Terminal Branch		
Between:		
WT and Zane.....	20	10
New Cumberland Branch		
Between:		
Weirton Junction and WN	20	10
Zanesville Branch		
Between:		
Zanesville and Bremen	25	15
Powhatan Secondary Track		
Between:		
GR and PN	25	15
New Cumberland Secondary Track		
Between:		
WN and Chester.....	20	10
Weirton Secondary Track		
Between:		
CY and WN.....	20	10
Zanesville Secondary Track		
Between:		
RY and Zanesville	25	15
Morrow Secondary Track		
Between:		
Bremen and Lancaster	25	15
Lancaster and Morrow	15	10

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

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

TURNOUTS

1157-D1. Maximum speeds, unless otherwise specified.

Spring Switches.

Spring Switch Location	Movement Involving Spring Switch	Miles Per Hour
Duff	Trailing—Springing switch through turnout.....	10
	Facing	10
	Trailing—Not Springing switch	20
MO—End of two main tracks	Trailing—Springing switch through turnout	15
	Facing	15
	Trailing—Not Springing switch	15
Non-Interlocked turnouts—diverging movements, except class I, J, M, N, Q, S and T engines through No. 8 crossovers and turnouts.		10
Class I, J, M, N, Q, S and T engines through No. 8 crossovers or turnouts must not exceed speed indicated:		Miles per Hour
		Forward Backward
		10 5

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

Monon
Esplen
Scully

1157-E1. Maximum speeds, unless otherwise specified approaching a drawbridge on a track not protected by both a home signal and a distant signal.

Location	Miles per Hour
Zanesville Branch: Ohio Canal.....	15

CURVES, BRIDGES, ETC.

1157-F1. Maximum speeds, unless otherwise specified.

Main Line:	Miles per Hour
Division Post (Pgh. Div.) and Smithfield Street.....	20
Monon Block Station and Division Post (Pgh. Div.)	15
Monon Block Station on Track B.....	10
Smithfield Street and Elliott, No. 3 and No. 4 tracks.....	30
Curves between Elliott and Tunnel No. 2.....	40
Tunnel No. 2.....	30
Curves between Tunnel No. 2 and first curve west of Mile Post 7 west of Idlewood.....	40
First curve west of Mile Post 7.....	35
Curves between first curve west of Mile Post 7 and Carnegie interlocking.....	40
Carnegie interlocking No. 1 and No. 2 tracks.....	30
Curves between Carnegie interlocking and first curve east of Mile Post 12.....	40
Rennerdale curve, first curve east of Mile Post 12.....	35
Curves between Mile Post 12 and Mile Post 14 west of Gregg.....	40
Curve at Mile Post 14, west of Gregg.....	35
Curves west of Mile Post 14 to Mile Post 16 west of Noblestown	40
Curves between Primrose and Burgettstown.....	50
Between Dinsmore and Bulger on No. 1 track	20
Curves between Burgettstown and first curve east of Mile Post 31 west of Bertha.....	40
First curve east of Mile Post 31.....	35
Curves between Mile Post 31 and first curve west of Mile Post 34, east of Bridge 35.3.....	40
First curve west of Mile Post 34.....	35
Second curve west of Mile Post 34.....	40
Curves between Mile Post 35, and Collier.....	35
Curves between Collier and first curve west of Weirton Jct.	40
First curve east of Bridge 42.11 Ohio River.....	30
Between west end of Bridge 42.11, Ohio River and Steubenville, Slack Street.....	35
Curves between Steubenville, Slack Street and Tunnel No. 5.....	55
Track connecting Main Line and River Branch between Mingo Jct. and Rockville.....	20
Tunnel No. 5.....	40
First and second curves west of Tunnel No. 5.....	40
First and second curves east of Mile Post 52, east of Fernwood	50
Curves between Mile Post 52 and Mile Post 67, west of Cadiz Jct.....	55
First curve west of Tunnel No. 10.....	50
Jewett Street, Dennison and Water Street, overhead bridge, Uhrichsville.....	30
First curve east of Mile Post 94, west of Uhrichsville....	60
Newcomerstown, College Street and Goodrich Street.....	25
Curve at Mile Post 122, West of WV.....	60
Coshocton, Locust Street and Walnut Street.....	20
Curves between Mile Post 125 and Mile Post 126, east of Tyndall.....	60
On reverse curve at Mile Post 148, east of Hanover.....	60
First and second curves west of Hanover.....	60
Newark, Cedar Street and B. & O. R. R. crossing... { Passenger trains.....	25
Freight trains.....	15
Newark, B. & O. R. R. crossing.....	15

Chartiers Branch:	Miles per Hour
Carnegie, within borough limits, (on No. 105 secondary track)	5
Curve at Main Street Carnegie	10
Curve at KY	30
Curves between KY and Mile Post 3	40
Curve at Mile Post 3, west of Bower Hill	30
Curve east of Mayview	35
Curves between Mayview and Boyce	20
Curves between Hills and second curve west of Bells Tunnel	35
Curves between Mile Post 11, east of Vanemmen and Bridge 11.78	40
Bridge 11.78, west of Vanemmen	40
Curves between Bridge 11.78 and Richfol	40
Richfol and Canonsburg	40
Bridge 15.85 east of Shingiss	40
Between Arden and Chestnut Street	35
Washington, between Chestnut Street and Main Street ..	20
Wheeling Branch:	
Curve west of Weirton Jet	30
Curve east of Follansbee station	40
Curves between Bridge 5.25 and Mile Post WJ-6	30
Lazearville siding, over crossings at 20th, 22d, 25th, 26th and 27th Streets, Wellsburg	5
Wellsburg, between Third Street and Twenty-seventh Street 1000 feet east of Mile Post WJ-9 and Mile Post WJ-10 ..	30
Curve west of Mile Post WJ-15, west of Short Creek ..	40
Curve at Mile Post WJ-23, east of Wheeling	40
Between Wheeling Station and 14th Street	10
Wheeling, between 14th Street and Zane	20
River Branch:	
No. 1 track between Mile Post 19, one-half mile east of Rockville, and Mile Post 16, two and one-half miles west of Kings	15
Powhatan Secondary Track:	
Tiltonville, Nickel Plate Road Crossing	15
Martins Ferry, between Avondale Street and Buckeye Street ..	20
Curve east of Water station, Bellaire	15
BR, over switches leading to yard tracks	15
Between Mile Post 55 and Mile Post 56, west of Pipe Creek ..	15
Terminal Branch:	
Curve on approach to Ohio River Bridge No. 1.75	10
Martins Ferry, Over street crossing at grade	6
Curve at east approach to Chapline Hill tunnel	15
Wheeling, over street crossing at grade	10

New Cumberland Branch:	Miles per Hour
Approaching Lee's crossing, west of CY	15
Crossover at WN leading from single track to New Cumberland secondary track	10
New Cumberland Secondary Track:	
Between a point 2200 feet west of Mile Post 3 and Mile Post 4, west of Kings Creek	10
Between a point one half mile east of Mile Post 8 and a point 1600 feet east of Mile Post 9	15
Between a point 1600 feet east of Mile Post 9 and east switch of Union Brick plant west of Mile Post 10	10
Between east switch Union Brick Plant and Mile Post 10, west of Globe	15
Between a point 2000 feet east of Mile Post 15 and Mile Post 16, west of Congo	15
West switch Globe Brick Works, Kenilworth and a point 1000 feet east.	5
Mile Post 15 and a point one half mile east of Mile Post 17, reduce speed and run prepared to stop short of track obstruction by landslides	..
Chester-Kobuta, Industrial Track:	
One mile east of Shippingport Sand Company's Plant, along hillside, 8 miles east of Chester	10
Zanesville Secondary Track:	
Between Mile Post 1 and Mile Post 4	15
Dresden, within corporate limits	8
Zanesville, within corporate limits	15
Zanesville, curves between switches 3 and 4	10
Zanesville Branch:	
Zanesville, with corporate limits	15
Zanesville, curves between switches 3 and 4	10
Curves between switch 4, Zanesville and Fair Oaks	15
South Zanesville, Main Street Crossing	15
Crooksville, Main Street crossing	10
West end of Bridge 32.58, west of McLuney	5
McLuney, between a point 1980 feet west of Mile Post 33 and 2100 feet west thereof	20
Junction City B. & O. R. R. Crossing	15
Bremen, within corporate limits	10
Morrow Secondary Track:	
Bremen, within corporate limits	10
Between Bridge 60.84 one mile west of Lancaster and Mile Post 68 one half mile east of Amanda	20
Stoutsville, between a point one-half mile east of Mile Post 74 and a point one-half mile west thereof	25
Circleville, Clinton Street, and N. & W. R. R. Crossing ..	10
Circleville, between a point one-half mile east of Mile Post 83, west of Circleville and a point one-half mile west thereof ..	25
New Holland, within corporate limits	8
Sabina, within corporate limits	15
Sabina, Howard Street crossing	5
Wilmington, within corporate limits	8
Clarksville, 2.75 miles east of, over Pyles crossing, westward trains	15
Hicks, between a point 2700 feet west of Mile Post 142 and 3000 feet west thereof	15
Morrow, within corporate limits	15

ENGINES

1157-G1. Maximum speeds, unless otherwise restricted.

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
B.....	20	20	20
C.....	20	20	20
E.....	25	50	70
G.....	40	50	70
H.....	35	40	50
I.....	25	40	45
J.....	25	40	50
K.....	25	50	70
L.....	25	40	50
M.....	25	50	70
N.....	20	40	45
Q.....	25	40	50
S-2.....	10	50	70
T.....	25	50	70
Rail-Motor Cars.....	60	60	60

Class Diesel Engines	Miles per Hour	
	Forward—Light	Forward—with train
Road		
AF-3.....	50	50
AF-4.....	50	50
AP-3.....	50	70
BF-3.....	50	50
BF-4.....	50	50
BP-1, Psgr. Service	50	70
BP-1, Frt. Service	50	50
BP-3.....	50	70
EF-3.....	50	50
EF-4.....	50	50
EP-3.....	50	70
FF-2.....	50	50
FF-3.....	50	50
FP-3.....	50	70
Yard		
AS-6.....	40	40
AS-10.....	40	40
BS-6.....	40	40
BS-10.....	40	40
ES-6.....	40	40
ES-10.....	40	40
FS-10.....	40	40
FS-20.....	40	50
GS-4.....	35	35

NOTE—

Road Diesel Engines

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

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

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

Yard Diesel Engines

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

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For Example:

"A"—American Locomotive Company.

"S"—Shifting Service.

"6"—600 or 660 horsepower.

SECONDARY TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified.

Track	Between	And	Miles per Hour
101.....	Corliss.....	Elliott.....	15
27.....	Corliss.....	Esplen.....	15
105.....	KY.....	RG.....	15
103.....	Laurel Hill.....	Bulger.....	20
101.....	Uhrichsville.....	Dyke.....	15
Waynesburg.....	Waynesburg.....	Washington.....	10
Cherry Valley.....	Center Ave.....	Cherry Valley.....	15
Powhatan.....	GR.....	Bellaire.....	30
Powhatan.....	Bellaire.....	PN.....	25
Weirton.....	CY.....	WN.....	20
New Cumberland.....	WN.....	HS.....	25
Cadiz.....	Cadiz Jct.....	Cadiz.....	15
Zanesville.....	RY.....	Zanesville.....	30
Morrow.....	Bremen.....	MS.....	30
All Sidings.....			20

1157-J1. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed, except:

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

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS BS ES 6	AS BS ES 10		AP BP EP FP	AF BF EF FF FS		BP 1							
	GS 4		E H6		H 8 9 10	I	J	K	L	M	N	Q S	T	
	B	C		G										
FORT PITT														
Viviano track beyond switch to M. K. Frank track.....		X				X	X		X	X	X	X		
Viviano platform track and M. K. Frank tracks.....		X			X	X	X	X	X	X	X	X	X	
WALKERS MILL:														
TubeSCOPE Co. track.....						X				X	X			
OAKDALE:														
Industrial track.....		X					X			X	X	X		
NOBLESTOWN:														
Lead and run-around tracks														
Amn. Mineral Products Co.							X			X	X	X		
E. H. Jennings tracks.....							X	X	X	X	X	X	X	
Oakdale Coal Co. beyond west end of tipple.....							X	X	X	X	X	X	X	
Sunny Hill Coal Co. track...	R	R	R	R	R	R	R	R	R	R	R	R	R	
South Penn Oil Co. east of frog on No. 1 track.....		X				X	X	X	X	X	X	X	X	
McDONALD:														
West of house track frog....		X				X	X	X	X	X	X	X	X	
Industrial tracks beyond frog leading to McCarthy track		X				X	X	X	X	X	X	X	X	
JO Yard No. 2 and No. 3 tracks beyond clearance point.....	X	X	X	X	X	X	X	X	X	X	X	X	X	
M. & O. INDUSTRIAL TRACK:														
Primrose Mine tracks under tipple.....	X	X	X	X	X	X	X	X	X	X	X	X	X	
BULGER:														
Mine track.....		R				R	R	R		R	R	R	R	
Mine track through crossover west end of tipple, beyond clearance point on empty track and on No. 1 track from a point 733 ft. east of tipple to end of track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	
BURGETTSTOWN:														
Florence Industrial track beyond a point 400 ft. from main track.....		X				X	X	X	X	X	X	X	X	
DINSMORE:														
Francis Mine empty track west of tipple, loaded track west of switch to back track		R				R	R	R	R	R	R	R	R	
BERTHA:														
Six States Mine, loaded and empty tracks beyond restriction boards.....						X	X	X	X	X	X	X	X	
HANLIN:														
Jefferson Coal Co. from main track switch to tipple.....							X	X		X	X	X	X	
Jefferson Coal Co. under tipple	X	X	X	X	X	X	X	X	X	X	X	X	X	
Dump tracks, beyond a point 300 feet east of east end of temporary bridge, 1500 feet east of main track switch..	X	X	X	X	X	X	X	X	X	X	X	X	X	
Dump tracks, beyond switch leading from Pull-in track to Dump tracks.....	X	X	X	X	X	X	X	X	X	X	X	X	X	
BRIDGE 35.03:														
East of Collier, No. 1, No. 2 and No. 3 tracks.....						35	25		50	25	30			
BRIDGE 35.54:														
East of Collier, No. 1, No. 2 and No. 3 tracks.....						45	30			35	35			

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS BS ES 6	AS BS ES 10			AP BP EP FP	AF BF EF FF FS			BP 1						
	GS 4					H 8 9 10									
	B	C	E H8	G		I	J	K	L	M	N	O S	T		
COLLIER:															
Westward Yard No. 27 track							X	X	X	X	X	X	X		
All other tracks westward yard							X	X	X	X	X	X	X		
Locust Grove mine track		X					X	X	X	X	X	X	X	X	
STEBENVILLE:															
Turnout in No. 2 track east of Market Street, leading to yard tracks		X					X	X	X	X	X	X	X	X	
Chicago Wall Paper Co. track		X	X	X	X	X	X	X	X	X	X	X	X	X	
Central Sewer Pipe Co. No. 9 track		X	X	X	X	X	X	X	X	X	X	X	X	X	
Ohio Foundry Co., track beyond frog		X	X	X	X	X	X	X	X	X	X	X	X	X	
BRIDGE 48.27:															
West of Mingo Jet., No. 1 and No. 2 tracks							35	35	45		35	35	35	45	
FERNWOOD:															
Jefferson Coal Co., Sidney No. 2 mine, east of Fernwood, on empty tracks west of tipple	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
MILE POST 64 (West of):															
Fulton No. 2 Mine track		X						X			X	X	X		
CUSTER:															
North American Coal Corp., Fulton No. 1 Mine, west of Custer. On loaded tracks beyond frog		R				R	R	R	R	R	R	R	R	R	
On middle loading track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
SCIO:															
Scio pottery tracks		X					X	X	X		X	X	X	X	
MILE POST 86 (West of):															
Meechan Mine beyond a point 250 ft. west of frog		X					X	X		X	X	X	X	X	
Plum Run Coal Co., track		X					X	X	X	X	X	X	X	X	
DENNISON:															
East end west bound yard, tracks Nos. 11, 13, and 15		X					X	X	X	X	X	X	X	X	
Superior No. 2 plant		X				X	X	X	X	X	X	X	X	X	
Ferguson-Edmundson Tracks		X				X	X	X	X	X	X	X	X	X	
Dennison Sewer Pipe Co. lead track		X					X	X	X	X	X	X	X	X	
Dennison Sewer Pipe Co., track beyond a point 50 ft. east of crossing		X				X	X	X	X	X	X	X	X	X	
Beyond a point 200 ft. west of switch leading to tracks east of inspection shed		X					X	X	X	X	X	X	X	X	
Old wreck train, Oil house, High-Ball and Work train tracks beyond in-bound switch		X					X	X	X	X	X	X	X	X	
Coal dock, alley tracks and shop yard		X					X	X	X	X	X	X	X	X	
Beyond No. 14 switch west end eastward yard		X					X	X	X	X	X	X	X	X	
Beyond point of switch to No. 12 track, east end of eastward yard		X					X	X	X	X	X	X	X	X	
West end No. 10 Shop track		X					X	X	X	X	X	X	X	X	
Horn track		X	X	X	X	X	X	X	X	X	X	X	X	X	
UHRICHSVILLE:															
Freight Station track		X					X	X	X	X	X	X	X	X	
Twin City Gro. Co. track		X					X	X	X	X	X	X	X	X	
Farm Bureau Cooperative track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Royal Southern Industrial track		X					X	X	X	X	X	X	X	X	
Ohio Oil Co. (Royal Southern Industrial track)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS BS ES 6	AS BS ES 10		AP BP EP FP	AF BF EF FF FS		BP 1								
	GS 4				H 8 9 10										
	B	C	E H6	G	I	J	K	L	M	N	O	S	T		
MILE POST 94 (East of): Universal Sewer Pipe Co. tracks.....		X			X	X	X	X	X	X	X	X	X	X	
MILE POST 96 (East of): Ohio Sewer Pipe Co., track.....		X			X	X	X	X	X	X	X	X	X	X	
GNADENHUTTEN: Stocker Sand and Gravel plant.....		X			X			X	X	X	X	X	X		
MILE POST 98 (West of): Ross Clay Co., track.....		X			X	X	X	X	X	X	X	X	X	X	
MILE POST 100 (East of): Belden Brick Co., north of road crossing.....		X			X	X	X	X	X	X	X	X	X	X	
PORT WASHINGTON: Station track beyond a point 200 ft. west of frog.....		X			X	X	X	X	X	X	X	X	X	X	
NEWCOMERTOWN: Canton Brick Co. and Standard Oil Co. tracks.....		X			X	X	X	X	X	X	X	X	X	X	
Panhandle House track.....		X			X	X	X	X	X	X	X	X	X	X	
All connections to yard off No. 6 track.....		X			X			X							
No. 24 track connection with Ash Pit track and Ladder track, south end of yard.....		X			X	X	X	X	X	X	X	X	X	X	
Wye tracks.....		X			X	X	X	X	X	X	X	X	X	X	
East end of freight house track.....		X			X	X	X	X	X	X	X	X	X	X	
WEST LAFAYETTE: Moore Stamping and Enamel- ing Co.....		X			X			X	X	X	X	X	X	X	
Industrial track, 100 ft. east of highway crossing to end of track.....		R			R	R	R		R	R	R	R	R	R	
COSHOCTON: Clow and freight house tracks.....		X			X	X	X	X	X	X	X	X	X	X	
Wye tracks.....		X			X	X		X	X	X	X	X	X	X	
American Art Works and old paper mill tracks.....		X			X	X	X	X	X	X	X	X	X	X	
Indian Refining Co. track.....		X		X	X	X	X	X	X	X	X	X	X	X	
Coshocton Milling Co.....		X			X			X	X	X	X	X	X	X	
Coshocton County Farm Bureau Cooperative Assn. track.....					X			X				X			
TYNDALL (West of): Conesville Industrial track to a point necessary to serve coaling station.....		X		X	X	X	X	X	X	X	X	X	X	X	
TRINWAY: East and west ladder tracks leading from drill track to yard.....		X			X	X	X	X	X	X	X	X	X	X	
Freight house track.....		X			X	X	X	X	X	X	X	X	X	X	
NEWARK: Home Billman Holoplane Glass, Heisey Glass, Cree- Becker, Dixie Coal, Burke Golf and incline or north track.....		X			X	X	X	X	X	X	X	X	X	X	
No. 1 and No. 2 tracks Freight house.....					X			X	X	X	X	X	X	X	
No. 1 and No. 2 tracks Freight house beyond re- striction board 100 ft. west of Freight house.....		X			X	X	X	X	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS BS ES 6	AS BS ES 10		AP BP EP FP	AF BF EF FF FS		BP 1								
	GS 4				H 8 9 10										
	B	C	E H6	G	I	J	K	L	M	N	O	S	T		
Scully Branch O. C. BRIDGE: No. 3 and No. 4 tracks be- tween Div. Post (Eastern Div.) and Island Ave. Jct.....												A	A		
ESPLEN: Interlocking diverging movements.....					10 B5	10 B5			10 B5	10 B5	10 B5	10 B5	10 B5		
West leg of Wye, while pas- senger trains occupy adja- cent track.....						X			A		A	A			
East and west legs of Wye No. 25 track beyond a point 200 ft. from switch.....															
Duquesne Light Co. track OC Bridge.....		X			X	X	X	X	X	X	X	X	X	X	
DUFF: Pruett-Shaeffer, Prest-O-Lite, and Guibert track.....			X		X	X	X	X	X	X	X	X	X	X	
Bridge No. 2, P.C.&Y.R.R.....					X	X			X	X	X	X	X	X	
SCULLY: Interlocking diverging movements.....					10 B5	10 B5			10 B5	10 B5	10 B5	10 B5	10 B5		
SCULLY YARD: Westward receiving yard, all tracks, except Nos. 41, 43, 45 and 47.....						X			X		X	X			
Westward classification yard, east end of all tracks, ex- cept No. 5 and No. 7.....						X			X		X	X			
Westward classification yard, west end of all tracks, ex- cept Nos. 5, 7, 9, 11, 13 & 15						X			X		X	X			
Eastward receiving yard, west end of all tracks.....						X					X	X			
Eastward receiving yard, east end of all tracks, except No. 6 and crossover between Scully No. 1 and No. 6 tracks.....						X					X	X			
Eastward classification yard, west end of all tracks.....						X			X		X	X			
East end of all tracks, except Nos. 40 and 42 and cross- over between Scully No. 1 and No. 40 track.....						X	X	X	X	X	X	X	X	X	
Nos. 1 to 9 steel car tracks.....			X		X	X	X	X	X	X	X	X	X	X	
MILE POST 5: Superior Paper Co. track.....			X			X	X	X	X	X	X	X	X	X	
ROSSLYN: Porcelain Metal Products Co.....			X			X	X	X	X	X	X	X	X	X	
No. 105 SECONDARY TRACK: Between KY and RG.....										X		X	X		
Chartiers Branch On main tracks, Class N-1 engines are prohibited. Between Carnegie and Washington.....						30	X			X	30	X	X		
CARNEGIE: Carnegie Coal and Supply and Freight house bridge.....			X			X	X	X	X	X	X	X	X	X	
Freight house run-around track.....			X			X	X		X	X	X	X	X	X	
BRIDGE 0.47: East of KY.....						20	X		40	X	20	X	X		

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LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS BS ES 6	AS BS ES 10			AP BP EP FP	AF BF EF FF FS				BP 1					
	GS 4			E H6	G	H 8 9 10	I	J	K	L	M	N	O S	T	
River Branch:															
STEUBENVILLE:															
Eastern Ohio Sand and Supply, both tracks beyond sand storage bins....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Liberty Paper Box Co., Hill track.....							X	X	X	X	X	X	X	X	X
Wheeling Steel Corporation, Steubenville works, tracks on bridge, trestle and open hearth stock-house trestle..	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Weirton Steel Co., tracks at west end.....			X		X	X	X	X	X	X	X	X	X	X	X
Weirton Steel Co., tracks at east end.....			X				X	X	X	X	X	X	X	X	X
MINGO JCT.:															
Carnegie-Illinois Steel Co., tracks connecting to yard tracks on bridge over Cross Creek.....		X	X		X	X	X	X	X	X	X	X	X	X	X
Carnegie-Illinois Steel Co., on bridges and ore trestle...		X	X	X	X	X	X	X	X	X	X	X	X	X	X
West end No. 400 yard tracks								X			X	X	X	X	X
Ohio Nut and Washer Co. track.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Standard Slag Co., all tracks		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Powhatan Secondary Track:															
Between Brilliant and east end of Bridge 60.62 Big Run.....								X					X	X	
East end of Bridge 60.62, Big Run to Krebs Run.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BRILLIANT:															
James Morgan track.....							X	X	X		X	X	X	X	X
BRIDGE 29.39:															
One mile west of Rush Run..	15	15	15	15	15	15	10	X	15	15	10	10	X	X	
SHANNON:															
William Rennie Coal Co., track beyond point of frog								X			X	X	X	X	
NICKEL PLATE ROAD:															
Between junction switch with Powhatan Secondary track and west end of Conner siding.....			X				15	X	X		X	X	X	X	X
Beyond west end of Conner siding.....			X				X	X	X	X	X	X	X	X	X
Between Warrenton and east end of first bridge east of Warrenton.....			X				X	X	X		X	X	X	X	X
Beyond east end of first bridge east of Warrenton.....			X				X	X	X	X	X	X	X	X	X
Warrenton, on Martins Ferry leg of wye.....			X				X	X	X		X	X	X	X	X
LITTLE SHORT CREEK INDUSTRIAL TRACK:			X				X	X	X		X	X	X	X	X
On crossover west of Dorothy Mine tippie on empty track			X				X	X	X	X	X	X	X	X	X
BRIDGE No. 30.88:															
Rayland.....	30	30	15			30	10	X		25	15	10	X	X	
BRIDGE No. 32.61:															
West of Tiltonville.....							20	X		30	20	20	X	X	
OHIO JCT. (East of):															
Glenns Run, Industrial Track			X				X	X	X	X	X	X	X	X	X

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LOCATION	CLASS OF ENGINES												Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS BS ES 6 GS 4	AS BS ES 10	AP BP EP FP	AF BF EF FF FS	BP 1								
Zanesville Secondary Track: Between R Y and Zanesville.....	B	E	G	H 6	M 1	K	L	N.Y.C.R.R., Diesel 231,000 lbs.	N.Y.C.R.R., Class H-10	N.Y.C.R.R., Class K-3	B.O.R.R., Class Q-1 McArthur		
BRIDGE No. 1.21: West of R Y.....					20								20
BRIDGE No. 1.49: East of Dresden.....					10	20	20	20	X	20	20		20
DRESDEN: Paper Mill Siding.....					X	X	X	X	X	X	X		X
Paper Mill tracks No. 1 and No. 4 beyond Main Street Crossing.....	X	X	X	X	X	X	X	X	X	X	X		X
Gravel Pit—All tracks.....	X	X	X	X	X	X	X	X	X	X	X		X
Plaster track.....					X	X	X	X	X	X	X		X
BRIDGE No. 10.50: West of Gilbert.....					20	20	20	20	X	20	20		20
ZANESVILLE: B. & O. R. R. connection to a point three-fourths mile east of Mill Run Industrial track.....	10	10	10	X	10	10	X	X	10	X	X	X	X
From a point three-fourths mile east of B. & O. R. R. connection to Clay Pike.....	5	X	X	X	5	X	X	X	X	X	X	X	X
All Yard tracks west of Yard office.....					X	X	X	X	X	X	X		X
Zanesville Yard, all tracks except sidings.....			X		X	X	X	X	X	X	X		X
Adams Bros. Co., track.....			X		X	X	X	X	X	X	X		X
Freight House, all tracks.....			X		X	X	X	X	X	X	X		X
Zanesville Branch: On Main Tracks Between: Zanesville and Putnam.....					X								
Putnam and Fair Oaks.....					X								
Fair Oaks and Spangler.....					X	X			X	X			
Spangler and New Lexington.....					X	X			X	X			
New Lexington and Bremen.....					X	X			X	X			
ZANESVILLE: Church Track.....	X	X	X	X	X	X	X	X	X	X	X		X
Builders Supply Co., track.....			X		X	X	X	X	X	X	X		X
BRIDGE 16.80: West of Zanesville.....					10								10
PUTNAM: No. 2 and No. 3 pit tracks.....					X	X		X	X	X	X		X
Coal unloading track.....					X	X	X	X	X	X	X		X
Orris Coal, Zanesville Stone Ware and Weller Pottery Tracks.....			X	X	X	X	X	X	X	X	X		X
FAIR OAKS: Mark Mfg. Co., track.....			X	X	X	X	X	X	X	X	X		X
SPANGLER: Zanesville Terminal R. R.	X	X	X	X	X	X	X	X	X	X	X		X
Wye Track.....			X		X	X	X		X	X	X		X
Wye, to end of track at West Main Street.....	X		X		X	X	X	X	X	X	X		X
SOUTH ZANESVILLE: Standard Tile, Scott Fan Co., and House Track.....			X	X	X	X	X	X	X	X	X		X
BRIDGE No. 19.92: West of South Zanesville.....	20	20		20		20	X	X	15	X	X	X	20

LOCATION	CLASS OF ENGINES												Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS BS ES 6 GS 4	AS BS ES 10	AP BP EP FP	AF BF EF FF FS	BP 1								
BRIDGE No. 22.61: East of Fultonham Spur.....	10	10	20	20	20	10	X	X	10	X	X	X	20
FULTONHAM INDUSTRIAL TRACK: Ohio Power Co., track under coal tipple.....	X	X	X	X	X	X	X	X	X	X	X	X	X
Tracks leading to Pittsburgh Plate Glass Co., at Fultonham.....						X	X	X	X	X	X	X	X
BRIDGE No. 22.79: West of Fultonham Spur.....	20	20		20		20	X	X	15	X	X	X	20
ROSEVILLE: Ransbottom Pottery, No. 1 track Ransbottom Pottery, No. 2 and No. 3 tracks, Ohio State Brick, Nelson McCoy Pottery and House track.....	X	X	X	X	X	X	X	X	X	X	X	X	X
Rosehill Mine tracks.....			X	X	X	X	X	X	X	X	X	X	X
Rosehill Mine tracks, under tipple.....	X	X	X	X	X	X	X	X	X	X	X	X	X
CROOKSVILLE: All Industrial tracks.....			X	X		X	X	X	X	X	X	X	X
BRIDGE No. 29.81: West of Crooksville.....	20	20		20		20	X	X	15	X	X	X	X
McLUNEY: All Industrial tracks.....			X	X		X	X	X	X	X	X	X	X
BRIDGE No. 32.58: West of McLuney.....	20	20		20		20	X	X	15	X	X	X	20
GOSTON: Jones Sand Co., track.....			X	X		X	X	X	X	X	X	X	X
BRIDGE No. 35.32: West of Goston.....						X	X	20	X	X	X	X	20
WILBREN: Nugent Sand Co., and Imperial Sand Co., tracks.....			X	X		X	X	X	X	X	X	X	X
SUNNYHILL MINE: No. 8, on loaded car tracks at tipple and beyond clearance point on empty car tracks above tipple.....	X	X	X	X	X	X	X	X	X	X	X	X	X
NEW LEXINGTON: Pure Oil Co., track.....			X	X		X	X	X	X	X	X	X	X
Ludowici Tile Co., track.....			X	X		X	X	X	X	X	X	X	X
All other Industrial tracks.....			X	X		X	X	X	X	X	X	X	X
BRIDGE No. 39.30: West of New Lexington.....	20	20		40		20	X	X	20	15	10	20	20
BRIDGE No. 41.76: East of Junction City.....		40				40	X	X	40		40		40
JUNCTION CITY: Rush Creek Clay Co., track.....						X	X	X		X		X	X
BRIDGE No. 49.66: East of Bremen.....						X	X			30		X	30
BREMEN: All Industrial tracks.....			X	X		X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES												Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS BS ES 6	AS BS ES 10	AP BP EP FP	AF BF EF FF FS	BP 1	H 8 9 10	M I	K	L	N.Y.C.R.R., Diesel 231,000 lbs.	N.Y.C.R.R., Class H-10	N.Y.C.R.R., Class K-3	
Morrow Secondary Track: Between: Bremen and Circleville..... Circleville and Washington C.H. Washington C.H. and Morrow.....	B	E	G	H	I	K	L	N.Y.C.R.R., Diesel 231,000 lbs.	N.Y.C.R.R., Class H-10	N.Y.C.R.R., Class K-3	B.O.R.R., Class Q-1 McArthur		
BREMEN: All Industrial tracks.....			X	X	X	X	X	X	X	X	X	X	X
NORTH BERNE: Krystal Rock Gravel and Sand Co., track.....			X	X	X	X	X	X	X	X	X	X	X
LANCASTER: Columbus Oil and Grease, Carbon Works, C. & O. R. R. transfer, Car Shop yard and all other Industrial tracks.....		X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE No. 67.42: West of Mile Post No. 67.....					X	X	20	X	X	X	X	X	20
BRIDGE No. 70.78: East of Mile Post No. 71.....	20	20			20	X	X	15	X	X	X	X	15
STOUTSVILLE: Smith Elevator track.....		X	X	X	X	X	X	X	X	X	X	X	X
CIRCLEVILLE: Cooper house track, Glass House track and Shell Oil Co., track.....			X	X	X	X	X	X	X	X	X	X	X
BRIDGE No. 87.88: West of Kinderhook.....		20			20	X	X	15	X	X	X	X	X
BRIDGE No. 90.56: West of Williamsport.....		10			10	X	X	10	X	X	X	X	X
BRIDGE No. 95.27: West of Mile Post No. 95.....		20		20	20	X	X	20	X	X	X	X	X
BRIDGE No. 111.69: East of Jasper.....	10	X	10	X	10	X	X	X	X	X	X	X	X
BRIDGE No. 114.30: West of Jasper.....	10	X	10	X	10	X	X	X	X	X	X	X	X
BRIDGE No. 131.59: West of Mile Post No. 131.....	10	X	10	X	10	X	X	X	X	X	X	X	X
BRIDGE No. 135.03: West of Ogden.....	10	X	10	X	10	X	X	X	X	X	X	X	X

1160-A2. Engine limit boards will indicate portions of track on which engines are prohibited.

1160-A3. Steam engines heavier than Class I-1-sa Stoker, are prohibited on the Zanesville Secondary Track, Zanesville Branch and Morrow Secondary Track.

1160-B1. Other equipment restrictions.

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

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

1160-C2. Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory, etc., as follows:

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

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

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

POINT BRIDGE:

1160-C3. Trestle Stewart elevator. Wreck derricks are prohibited.

Terminal Branch

MARTINS FERRY:

1160-C4. Wreck trains with 250 ton derricks restricted to a speed of 10 miles per hour over bridge 1.67 (Jefferson Street).

Powhatan Secondary Track**AETNAVILLE:**

1160-C5. Cars higher than type GS gondolas prohibited beyond west end of Tri-State Asphalt mixer plant.

Zanesville Branch**GOSTON:**

1160-C6. Cab ventilators on top of engine cabs must be closed while passing through tunnel east of Goston.

Overhead Clearance.

1163-A1. Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Location	Structure
Main Line:	
Pittsburgh.....	No. 1 Tunnel.
Point Bridge.....	Mt. Washington Incline.
Elliott.....	Signal Bridge No. 3.0.
Corliass.....	No. 2 Tunnel.
Mile Post 49 (west of).....	No. 5 Tunnel.
Broadacre (west of).....	No. 7 Tunnel.
Mile Post 60 (west of).....	No. 8 Tunnel.
Bowerston.....	No. 10 Tunnel.
Scully Branch:	
Esplen (west of).....	Overhead Bridges No. 1.34 and No. 1.49.
Chartiers Branch:	
Hills (west of).....	Bells Tunnel.
Powhatan Secondary Track:	
Rayland (east of).....	Bridge 30.88.
Bridgeport (east of).....	Bridge 39.17.
Terminal Branch:	
Martins Ferry (west of).....	Ohio River Bridge 1.75
Ohio River Bridge (west of)....	Top Mill and Mount Wood Tunnels.
Peninsula (east of).....	Overhead Bridge 3.31
Chapline.....	Chapline Hill Tunnel.
Chaplin (east of).....	Overhead Bridge 4.01.
Zane (east of).....	Overhead Bridge 5.09.
Zane (east of).....	Overhead Bridge L.O.07
New Cumberland Secondary Track:	
Chester.....	Overhead Bridge 20.79.
Chester.....	Overhead Bridge 20.91.
Zanesville Branch:	
Darlington (west of).....	Bridge 22.81.
Roseville (east of).....	Overhead Bridge 26.88.
Roseville (east of).....	Overhead Bridge 27.27.
Goston (east of).....	No. 1 Tunnel.
Morrow Secondary track:	
Lancaster (east of).....	Bridge 58.36.
Circleville.....	Bridge 82.40.
Jasper (east of).....	Bridge 111.60.
Jasper (west of).....	Bridge 114.30.

Overhead and Side Clearance.

1163-A2. (a) Employees must not ride on top of box cars, excessive dimension cars or other high equipment, nor on side of any car or engine, while movements are being made under Water Street overhead bridge, Uhrichsville.

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

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

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

Corliass, On No. 1 track in plant of Pittsburgh Grain Elevator Inc.

East Toronto, On track serving plant of West Virginia Fire Clay Co., just west of Mile Post No. 6.

Follansbee, On No. 7 track in plant of Follansbee Steel Co.

Wegee Industrial track, Webb Mine under tippie.

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

Duff (east of) Guibert Steel Co. loading dock track.

Meadow Lands, On tracks in plant of American Brake Shoe Co. Zanesville, On freight house tracks.

Lancaster, On Loroco Industrial track, South Columbus Street.

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

(f) Employees must not ride on any car or engine while movements are being made on tracks serving Diesel Sanding Station, or on No. 23 track in diesel bay of engine house, Mingo Junction.

(Illuminated signs visible to approaching movements are provided on corners of sanding tower as additional warning.)

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

1163-A3. Employees are warned of close overhead and side clearance at following locations and must use caution in riding on top or on sides of box cars, engines or other equipment while movements are being made at these locations:

LOCATION	CLEARANCE	
	Overhead	Side
Main Line		
POINT BRIDGE: The Campbell and Woods Co. Plant.....		X
CRAFTON: Crafton Lumber and Supply Co.....		X
CARNEGIE: Superior Mill, Pittsburgh Tube Co., and Viviano Macaroni Co.....		X
NOBLESTOWN: Oakdale Coal Co..... Sunny Hill Coal Co.....	X	X
MIDWAY: Primrose Mine.....		X
BULGER: Verner Mine..... Bulger Block Coal Co.....	X	X X
HANLIN: Jefferson Coal Co.....	X	X
COLLIER: Locust Grove Mine runaround track..... Collier Water Station, on south side No. 1 track and north side No. 4 track.....	X	X X
STEBENVILLE: Through City limits..... A. & P., warehouse, South Street..... A. Sprague and Turn Table, track, North Street..... Armour and Co. warehouse west of Adams Street..... Steel Service Incorporated warehouse, North Street.....		X X X X X
MILE POST 49 (West of): No. 5 Tunnel.....		X
FERNWOOD, (West of): R. P. G. Coal Co., tippie and loading ramp at east end of track.....		X
BROADACRE, (West of): No. 7 Tunnel.....		X
MILE POST 60 (West of): No. 8 Tunnel.....		X
UNIONPORT: Industrial track.....		X
MILE POST 64 (West of): Fulton No. 2 Mine.....	X	X
JEWETT: Brilliant No. 2 Mine.....	X	X
CUSTER: Fulton No. 1 Mine.....	X	X
BOWERSTON: No. 10 Tunnel.....		X
MILE POST 88 (West of): Meehan Mine tippie.....	X	X
DYKE, (East of): Plum Run Coal Co., track.....		X
DENNISON: Superior Clay Co., No. 2 plant..... Dennison Sewer Pipe Co., plant..... Ferguson-Edmondson tracks.....		X X X
UHRICHSVILLE: Farm Bureau Cooperative track..... Old Freight House loading platform..... American Vitrified Co., factory No. 18..... Superior Clay Co., No. 1 plant..... Universal Sewer Pipe Co.....	X	X X X X X
MILE POST 98 (West of): Ross Clay Co., plant No. 2.....		X
PORT WASHINGTON: Belden Brick Co., plant.....		X
COSHOCKTON, (West of): Carnation Creamery Co., between tracks at east end of building where car moving device is located.....		X

LOCATION	CLEARANCE	
	Overhead	Side
Scully Branch		
ROSSLYN: Porcelain Metal Products Co.....	X	X
Chartiers Branch		
NO. 105 TRACK BRIDGE No. 9 WEST OF RG: North side of No. 105 track and South side of Switching track.....		X
KIRWAN: Flannery Bolt Co.....	X	X
BRIDGEVILLE: Freight house loading platform.....		X
CANONSBURG: Fort Pitt Bridge Works, east of Mile Post 14..... Canonsburg Iron and Steel Co., on track connected with lead track at plant gate.....	X	X
MEADOW LANDS: American Brakeshoe Co. tracks entering building.....	X	X
ARDEN, (West of): Simmins Lumber Co.....	X	
TYLERDALE: Tyler Mine and Mississippi Glass Co..... Washington Steel Co., loading dock.....	X	X
WASHINGTON: Harper Feed Co.....	X	
B & M Industrial Track		
BRIDGEVILLE, (West of): Overhead Bridge 0.14.....	X	
Atlasburg Industrial Track		
VALEAR: Haines Hardware Co.....	X	X
New Cumberland Branch		
WEIRTON JUNCTION: Bridge 0.18 just east of Weirton Junction..... Bridge 1.70 just west of East Weirton..... Half Moon Industrial track Lorentsen Hardware Manufacturing Corporation.....	X X	X
WEIRTON: Grasselli Chemical Co.....	X	X
New Cumberland Secondary Track		
NEW CUMBERLAND: West Virginia Fire Clay Co., loading ramp at east end.....		X
Chester-Kobuta, Industrial Track		
Koppers Co., Inc., on P. & L. E. industrial track east of Kobuta, west loading track.....		X
River Branch		
STEBENVILLE: Eastern Ohio Sand and Gravel Co., east of Main Line Bridge..... River Sand and Gravel Co., Adams Street..... Weirton Steel Co.....	X	X X X
MINGO JCT: Ohio Nut and Washer Co.....		X
Powhatan Secondary Track		
BRILLIANT: Morgans Feed Co.....		X
AETNAVILLE: Tri-State Asphalt Corp.....	X	
BELLAIRE: Doerr Foundry Co., Koehnline Ice Co., Bellaire Stove Foundry, Belmont Casket Co., Freight Station along wall and platform and Bellaire Enamel Co..... Costanza Coal Dock.....	X	X
Terminal Branch		
MARTINS FERRY: City Electric Plant, Wheeling Corrugating Works and Terminal Jct. Yard, tracks A and B.....		X
OHIO RIVER BRIDGE, (West of): Top Mill Tunnel and Mount Wood Tunnel.....		X
WHEELING: Eighteenth Street Yard.....		X
CHAPLINE: Chapline Hill Tunnel.....		X
ZANE, (West of): Structure at foot of Chapline Street.....		X

LOCATION	CLEARANCE	
	Overhead	Side
Wheeling Branch		
WELLSBURG: Eagle Glass Co.....		X
WARWOOD: Continental Can Co..... Richland Mine, west of Warwood.....	X	X
WHEELING: Ohio River Sand and Gravel Co., 24th Street.....	X	X
Zanesville Secondary Track		
ZANESVILLE: Zanesville Sand Co., extreme end, former Mill Run track....		X
Zanesville Branch		
ZANESVILLE: N. Y. C. R. R. connection at Market Street..... Rockel track, near switch 4.....		X X
FAIR OAKS: Muskingum Iron and Metal Co.....		X
SPANGLER: ZANESVILLE TERMINAL R. R.: Line Material Co. and Barnsby Chaney Co.....		X
FULTONHAM INDUSTRIAL TRACK: Ohio Power Co., track under coal tippie.....	X	
ROSEVILLE: Ohio State Brick Plant..... Central West Coal Co., Bridge 26.88 and Bridge 27.67.....	X	X
GOSTON, (East of): No. 1 Tunnel.....		X
WILBREN, (West of): Roxbury No. 2 Mine..... Sunnyhill Coal Co.....	X	X X
Morrow Secondary Track		
WASHINGTON CH.: Gwian Milling Co.....		X
Cadiz Secondary Track		
NARVA: Fulton No. 3 Mine.....	X	X
LANDO: Consolidated Fuel Co., Cadiz Mine, Old tippie.....	X	X
Royal Southern Industrial Track		
UHRICHSVILLE: Robinson Clay Prod. Co.....		X

NOTE—X indicates kind of close clearance.

1163-B1. Unless adjacent tracks are clear, the following classes of engines must not be operated between the points indicated below:

Class of Engines	Between	And
J Q	East end of curve Monongahela River Bridge 0.95, Monon.	West end of curve Monongahela River Bridge 0.95, Monon.

1163-B2. Main Line

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

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

Storm windows on side of cab next to adjacent track on Class "T" and Class "M" engines must be closed when passing trains or cars on adjacent track on curve at west end Monongahela River Bridge 0.95.

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

Pittsburgh

Train Dispatchers in charge as follows:

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

Branches:

Scully
Chartiers
Burgetts
Wheeling
New Cumberland
Terminal

Secondary Tracks:

Powhatan
New Cumberland
Weirton.

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

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

Zanesville

Train Dispatchers in charge as follows:

Branches:
Zanesville

Secondary Tracks:
Zanesville
Morrow

1201-B1. Trains must not leave their initial station without train orders or notice from Operator or Signaller that there are no orders.

SIGNAL RULES

Movement of Trains in the same direction by Block Signals

1251-A1. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 1 and No. 2	PH	Monon
	No. 3 and No. 4	Monon	Elliott
	No. 1 and No. 2	Elliott	Rosslyn
	No. 1, No. 2, No. 3 and No. 4	Rosslyn	CH
	No. 1 and No. 2	CH	Oakdale
	No. 1, No. 2 and No. 3	Oakdale	Weirton Jet.
	No. 1 and No. 2	Weirton Jet.	Custer
	No. 1, No. 2 and No. 3	Custer	Scio
	No. 1 and No. 2	Scio	Division Post, (C.&N.Div.)
Chartiers Branch	No. 1	KY	Carnegie
	No. 2	Carnegie	LD

Opposing and following movement of trains by block signals.

1261-A1. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Main Line	No. 4	CO	Weirton Jet.

1280-A to 1294-A1. Signal aspects not in conformity with the typical aspects, in service:

Wheeling Branch

On distant switch signal J-19 at East Steubenville.



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

NAME —Signal mast bracket marker.

1285A-A1. Distant Switch Indicator.

Note: Y-Yellow; G-Green



Indication—Switch open.
Name—Caution Indicator.



Indication—Switch closed.
Name—Clear Indicator.

1285A-A2. Distant switch indicators in service:

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

CAB SIGNALS

1295-A1. Cab Signal Rules 295 to 298, inclusive, are in effect as follows:

For movements with current of traffic.

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

For movements against current of traffic.

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

MANUAL BLOCK SYSTEM

1305-A1. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the division as specified:

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

1316-A1. Rule 316 will apply:

For Movements Against Current of Traffic

Main Line—Between PH and Uhrichsville, except on No. 4 track between Weirton Jct. and CO.

1317-A1. Rule 317 will apply:

On Single track;

On Secondary Tracks between points listed under Special Instruction 1305-A1.

For movements with the current of traffic between points listed under Special Instruction 1305-A1.

For Movements Against Current of Traffic

Main Line—Between Uhrichsville and Division Post, (C. & N. Div.).

Scully Branch—Between all points.

Chartiers Branch—Between Carnegie and MO on No. 1 and No. 2 tracks.

River Branch—Between Division Post (Eastern Div.) and Rockville on No. 1 and No. 2 tracks.

AUTOMATIC BLOCK SYSTEM

1501-A1. Rules 501 to 512, inclusive, are in effect on portions of the division as follows:

For movements with current of traffic.

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

1501-B1. Rules 501 to 518, inclusive, are in effect on portions of the division as follows:

For movements with current of traffic.

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

For movements against current of traffic.

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

1515-A1. Testing sections, in addition to those at terminals, located:

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

1515-A2. Cutting-in-Section Located:

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

1515-B1. Rule 515—following exceptions authorized:

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

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

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

INTERLOCKING**1605-A1. Rule 605—in effect:**

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

1605-A2. Gauntlet in No. 1 tunnel just west of PH Block Station and in No. 2 tunnel just west of Corliss Block Station are within the interlocking limits at those points.

1606-A1. Emergency Signals—Whistle or Horn, in service as follows:

Monon
Esplen
Scully
Carnegie
Weirton Jct.

1606-A2. At Zane Interlocking Station there are no distant signals in connection with home signals. Trains must approach the home signals at this point prepared to stop.

Home Division 84 Name Isaiah Carver Occupation Engineer

QUALIFIED FOR SERVICE

QUALIFIED FOR SERVICE

[illegible][illegible]

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR

[illegible]

**THE PENNSYLVANIA RAILROAD
PANHANDLE DIVISION**

Pittsburgh, Pa., September 15, 1950.

GENERAL ORDER No. 1501

Effective 12.01 A. M. Sunday, September 24, 1950

Applies in All Zones

- (a) Time-Table No. 15 in effect. It contains the necessary instructions issued in general orders up to and including No. 1411, all of which must be removed from bulletin boards.

Each employee must examine each page of Time-Table No. 15 to see that his copy is complete, pages properly lined up, and note changes.

Employees must turn in Time-Table No. 14 to bulletin board attendant, after Time-Table No. 15 takes effect.

Applies in Zone E

- (b) RIVER BRANCH
STEUBENVILLE

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

Special Instruction 1157-F1, changed.

Applies in Zone B

- (c) MAIN LINE
MINGO JCT.—No. 5 TUNNEL

Trains and engines on No. 1 eastward track must not exceed a speed of 40 miles per hour between a point 1300 feet west of Mile Post 49 and Mile Post 49 just east of No. 5 Tunnel west of Mingo Jct., account construction work.

Special Instruction 1157-F1, changed.

Applies in Zone D

- (d) ZANESVILLE BRANCH
ROSEVILLE

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

Special Instruction 1157-F1, changed.

- (e) ZANESVILLE SECONDARY TRACK
GILBERT

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

Special Instruction 1157-F1, changed.

This General Order is printed in Time-Table No. 15 and will not be issued in sticker form.

B. W. TYLER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PANHANDLE DIVISION**

Pittsburgh, Pa., September 18, 1950.

GENERAL ORDER No. 1502

Effective 10.01 A. M., Tuesday, September 26, 1950

Applies in Zone E

- (a) RIVER BRANCH
KINGS—STEUBENVILLE

Fixed signal No. Y-163 fifteen hundred feet west of Mile Post 16, and fixed signal No. Y-169 seven hundred feet east of Mile Post 17, east of Steubenville, governing westward movement on No. 2 track, out of service. Bridge Block Station with position light manual block signal, remote controlled by Rockville, located 100 feet west of Mile Post 16, east of Steubenville, governing westward movement on No. 2 track only, and position light distant signal No. Y-145 located 2300 feet west of Mile Post 14, west of Kings, in service.

All hand-operated switches in No. 2 track between Bridge and fixed signal No. Y-185 west of Mile Post 18, west of Steubenville, connected with Manual Block signal at Bridge. When the indication of this block signal cannot be changed to an indication less restrictive than stop, westward movements on No. 2 track must not be authorized to pass it except by train order indicating the condition of the block ahead and requiring the movement not to exceed a speed of 15 miles per hour between Bridge and signal No. Y-185 prepared to stop short of switch not properly lined. Page 8, changed.

B. W. TYLER,
Superintendent.

THE PENNSYLVANIA RAILROAD
PANHANDLE DIVISION

Pittsburgh, Pa., October 9, 1950.

GENERAL ORDER No. 1503

Effective 7.01 A. M., Monday, October 16, 1950

Applies in Zone A

(a) MAIN LINE
DINSMORE—BULGER

Speed of 20 miles per hour for trains and engines on No. 1 eastward track between Dinsmore and Bulger, removed.

Special Instruction 1157-F1, changed.

Applies in Zone B

(b) MAIN LINE
MINGO JCT.—NO. 5 TUNNEL

Paragraph (c) General Order No. 1501 referring to speed of 40 miles per hour on No. 1 eastward track between a point 1300 feet west of Mile Post 49 and Mile Post 49, just east of No. 5 Tunnel west of Mingo Jct., annulled.

Effective 7.31 A. M., Tuesday, October 17, 1950

(c) MAIN LINE
BROADACRE—UNIONPORT

No. 2 westward track relocated north an average distance of 850 feet between a point 1175 feet west of Mile Post 58 and a point 2450 feet west of Mile Post 60, west of Broadacre.

Block Signal 59.5 located 2610 feet east of No. 8 Tunnel governing westward movement on No. 2 track relocated on new line directly opposite its location on old line.

Effective 10.01 A. M., Wednesday, October 18, 1950

Applies in Zone A

(d) MAIN LINE
WALKERS MILL

Home Signal governing eastward movement on No. 1 track 900 feet west of Mile Post 11 east of Walkers Mill, moved east 318 feet.

Block Signal No. 11.1 governing westward movement on No. 2 track 900 feet west of Mile Post 11 east of Walkers Mill, moved east 318 feet.

(e) MAIN LINE
WALKERS MILL

When the eastward home signal at Walkers Mill on No. 1 track displays an indication less favorable than "approach", the indication of cab signals will change to restricting at a point 1000 feet west thereof.

Sheet 1 of 2 Sheets

Sheet 2 of 2 Sheets

(f) MAIN LINE
CH

When the eastward home signal at CH on No. 1 track displays an indication less favorable than "slow approach", the indication of cab signals will change to restricting at a point 1000 feet west thereof.

Applies in Zones A, B, and C

(g) MAIN LINE

Unauthorized persons are prohibited from riding on the rear of passenger trains.

Trainmen are required to ride in the rear of trains over all critical structures, bridges, viaducts, etc., as indicated below:

While passing through all tunnels.

While passing over bridges shown below:

Bridge	Location
0.95	Monongahela River—Pittsburgh
Ohio Connecting	Ohio River—Pittsburgh
42.11	Ohio River—Steubenville
103.55	Tuscarawas River—East of Isleta
126.92	Muskingum River—East of Tyndall

B. W. TYLER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PANHANDLE DIVISION**

Pittsburgh, Pa., October 12, 1950.

GENERAL ORDER No. 1504

Effective 10.01 A. M., Monday, October 23, 1950

Applies in Zone B

(a) MAIN LINE

"J"—MINGO JUNCTION

No. 1 eastward track between "J" and a point 625 feet west of east end of Mingo Junction eastward siding, changed to Mingo Junction eastward siding, capacity 97 cars.

Mingo Junction eastward siding between "J" and east end of siding, changed to No. 1 eastward track.

Low home signal which formerly governed eastward movement on old Mingo Junction eastward siding moved west 660 feet and relocated on north side of No. 1 track and governs eastward movement on new Mingo Junction eastward siding.

Home signal 130 feet west of Mile Post 47 west of Mingo Junction formerly governing eastward movement on old No. 1 eastward track moved west 370 feet and relocated on signal bridge, and governs eastward movement on new No. 1 eastward track.

Page 3, changed.

Effective 7.31 A. M., Tuesday, October 24, 1950

Applies in Zone B

(b) MAIN LINE

BOWERSTON

No. 2 westward track relocated north an average distance of 500 feet between a point 4430 feet west of Mile Post 82 and a point 410 feet west of Mile Post 84, west of Bowerston.

Block Signal 837 west of No. 10 Tunnel governing westward movement on No. 2 track relocated on new line at a point directly opposite its location on old line.

Applies in Zone D

(c) MORROW SECONDARY TRACK

CIRCLEVILLE

Trains and engines must stop before passing over Pickaway Street, Circleville, and a member of the crew must protect the crossing in advance of each movement over the crossing.

Special Instruction 1103a-C1, changed.

B. W. TYLER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PANHANDLE DIVISION**

Pittsburgh, Pa., October 19, 1950.

GENERAL ORDER No. 1505

Effective 12.01 A. M., Sunday, October 29, 1950

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 204, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in time-table over corresponding schedule on page 18.

F stop for No. 205, page 13, at Bertha and at Hanlin, withdrawn.

Employees must correct page 13, in ink.

Applies in Zone A

(b) SCULLY BRANCH

DUFF

Restrictions on class I engines on Bridge 2, P.C. & Y.R.R., removed.

Special Instruction 1160-A1, changed.

Applies in Zone E

(c) GENERAL ORDER ZONES

Zone E changed to include Wheeling Branch, River Branch, and Mingo Junction Yard.

Special Instruction 1075b-A3, changed.

(d) OVERHEAD AND SIDE CLEARANCE

MINGO JUNCTION

Employees must not ride on side of engines or cars while movement is being made under shed over coal hopper on coal storage track at coal dock, Mingo Junction.

Special Instruction 1163-A2, changed.

Effective 7.31 A. M., Tuesday, October 31, 1950

Applies in Zone B

(c) MAIN LINE

BROADACRE—UNIONPORT

No. 1 eastward track relocated north an average distance of 850 feet between a point 1175 feet west of Mile Post 58, and a point 2450 feet west of Mile Post 60, west of Broadacre. "W" Interlocking relocated north 200 feet on new line and Acre eastward siding relocated north an average distance of 200 feet between "W" Interlocking and a point 1175 feet west of Mile Post 58, west of Broadacre.

Effective 7.31 A. M., Wednesday, November 1, 1950

(f) MAIN LINE
BOWERSTON

No. 1 eastward track relocated south an average distance of 30 feet between a point 2960 feet west of Mile Post 82 and a point 4430 feet west of Mile Post 82, west of Bowerston, and north an average distance of 500 feet between a point 4430 feet west of Mile Post 82 and a point 410 feet west of Mile Post 84, west of Bowerston.

Block Signal 836 west of No. 10 Tunnel governing eastward movement on No. 1 track relocated on new line at a point directly opposite its location on old line, and letters "SP" removed.

(g) SLIDE PROTECTION FENCE
BOWERSTON—NO. 10 TUNNEL

Letters "SP" on Block Signal No. 811 just east of Bowerston governing westward movement on No. 2 track, removed.

Special Instruction 1043-A1, annulled.

B. W. TYLER,
Superintendent.

THE PENNSYLVANIA RAILROAD
PANHANDLE DIVISION

Pittsburgh, Pa., October 30, 1950.

GENERAL ORDER No. 1506

Effective 12.01 A. M., Monday, November 13, 1950

Applies in All Zones

- (a) SIGNAL RULES—RULE 288, FIG. C, ADDED.
Rule 288.



Fig. C

Indication—Proceed prepared to stop at next signal.

Slow speed within interlocking limits.

Name: Slow-approach.

NOTE: FY—Flashing Yellow.

- (b) SIGNAL RULES—RULE 290, FIG. F, ADDED.
Rule 290.



Fig. F

Indication—Proceed at Restricted Speed.

Name: Restricting.

NOTE: Y—Yellow.

- (c) SIGNAL RULES—RULE 292, FIG. H, ADDED.
Rule 292.



Fig. H

Indication—Stop.

Name: Stop Signal.

NOTE: R—Red

Applies in Zone B

(d) MAIN LINE—No. 5 TUNNEL

Tunnel Block and Interlocking Station on south side of No. 1 track, 280 feet east of east end No. 5 Tunnel, west of Mingo Jct. with home signals governing movements in both directions on all tracks, in service.

No. 1 and No. 2 tracks between a point 147 feet west of east portal, and 147 feet east of west portal No. 5 Tunnel, changed to single track connected at each end with No. 1 and No. 2 tracks with interlocked switches and home signals governing movements in both directions on all tracks, in service and is within the limits of Tunnel Interlocking.

Gould Interlocking, remote controlled by Mingo Jct., with home signals governing movements in both directions on all tracks 2500 feet east of Tunnel Block and Interlocking Station, in service.

J Interlocking abolished and Mingo Jct. eastward siding changed to Gould siding, no assigned direction.

Gould siding connected with No. 1 and No. 2 tracks at east end with interlocked switches and home signals governing movement in both directions on all tracks, and siding extended west and west end connected with No. 1 and No. 2 tracks in Gould Interlocking. Capacity 190 cars. Maximum speed 30 miles per hour.

Rule 605 in effect on No. 1 and No. 2 tracks between east end Gould siding and Mingo Jct.

Pages 3 and 4, and Special Instruction 1151-A1, 1151-B1, 1151-E1, 1157-H1 and 1605-A1, changed.

(e) MAIN LINE
TUNNEL—No. 5 TUNNEL

Fixed Signal indications Rule 288, Fig. C; Rule 290, Fig. F; and Rule 292, Fig. H, govern eastward movements on No. 2 track west of No. 5 Tunnel.

Diagram attached to sticker form of this General Order showing track and signal layout between Mingo Jct. and Mile Post 55 west of No. 5 Tunnel, must be detached and pasted in time-table with this General Order.

(f) MAIN LINE
MINGO JCT.—No. 5 TUNNEL

When the home signals governing movements with current of traffic on all tracks at east end Gould siding; Gould Interlocking; and Tunnel Block and Interlocking Station, except the home signal governing eastward movement on No. 1 track at west end No. 5 Tunnel, display an indication less favorable than "Slow Approach" the indication of cab signals will change to restricting at a point 1000 feet east or west thereof.

When the home signal governing eastward movement on No. 1 track at west end of No. 5 Tunnel displays an indication less favorable than "approach" the indication of cab signals will change to restricting at a point 2000 feet west thereof.

(g) MAIN LINE
TUNNEL—No. 5 TUNNEL

When the fixed signal governing westward movement on No. 2 track at east end No. 5 Tunnel displays "Slow Approach", Rule 288, Fig. A, cab signals will display "Approach", Rule 285, Fig. A.

(h) MAIN LINE
BROADACRE—BOWERSTON

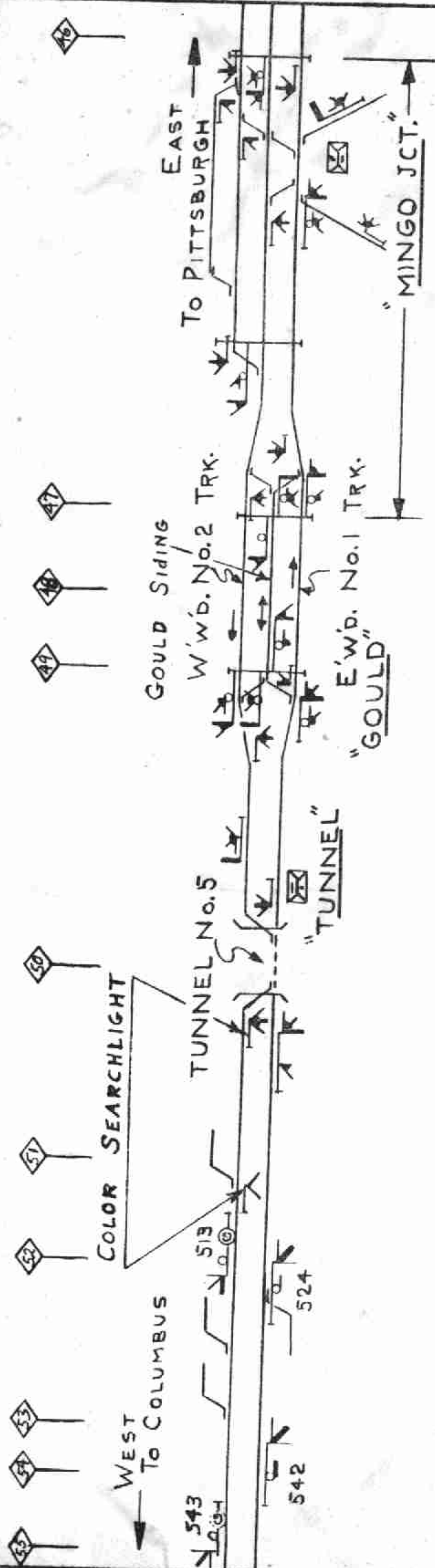
Instructions referring to close overhead and side clearance in No. 7 Tunnel west of Broadacre; No. 8 Tunnel west of Mile Post 60; and No. 10 Tunnel Bowerston, annulled.

Special Instruction 1163-A1 and 1163-A3, changed.

(i) MAIN LINE
BOWERSTON

Maximum speed of 50 miles per hour on first curve west of Tunnel No. 10, west of Bowerston, removed. Special Instruction 1157-F1, changed.

B. W. TYLER,
Superintendent.



PANHANDLE DIVISION GENERAL ORDER No. 1506

THE PENNSYLVANIA RAILROAD PANHANDLE DIVISION

Pittsburgh, Pa., November 10, 1950

GENERAL ORDER NO. 1507

Effective 12.01 A. M., Monday, November 20, 1950

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 806 and No. 815, withdrawn.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:
Blank coupon over No. 806, page 13.
Blank coupon over No. 815, page 18.

Effective 10.01 A. M., Monday, November 20, 1950

Applies in Zone A

(b) CHARTIERS BRANCH CANONSBURG

Pipe-connected derail connected with facing hand-operated switch for westward movements, and pipe-connected derail connected with trailing hand-operated switch for eastward movements leading from industrial track to Fort Pitt Bridge Works, Canonsburg, changed to hand-operated derails.

Applies in Zone B

(c) DINSMORE

Hand-operate dcrossovers connecting No. 1 track with No. 2 track, and No. 2 track with No. 3 track at Dinsmore, out of service.

Applies in Zone C

(d) MAIN LINE PORT

Facing hand-operated switch in No. 1 track 900 feet east of Mile Post 104 leading to Port eastward siding, out of service.

Applies in Zone D

(e) MORROW SECONDARY TRACK CIRCLEVILLE

Facing hand-operated switch for westward movement 2560 feet east of Mile Post 82 and trailing hand-operated switch for westward movement 1010 feet east of Mile Post 82 in Morrow Secondary track west of Circleville leading to storage track, in service.

B. W. TYLER,
Superintendent.

THE PENNSYLVANIA RAILROAD
PANHANDLE DIVISION

Pittsburgh, Pa., December 14, 1950.

GENERAL ORDER NO. 1508

Effective 10.01 A.M., Wednesday, December 20, 1950

Applies in Zone B

(a) MAIN LINE

CADIZ JUNCTION—MILE POST 64

Facing hand-operated crossover, with center locking device, connecting No. 1 track with storage track at Cadiz Junction, in service.

Trailing hand-operated switch in No. 1 track, with pipe-connected derail, 1150 feet west of Mile Post 64 two miles east of Cadiz Junction leading to storage track, moved east 2025 feet, and storage track extended.

New station known as Hopedale located at a point 1063 feet east of Mile Post 64 two miles east of Cadiz Junction, established.

Page 3, changed.

(b) MAIN LINE

HOPEDALE

Facing hand-operated crossover, with center locking device, connecting No. 1 track and No. 2 track at Hopedale, in service.

(c) CADIZ SECONDARY TRACK

LANDO

New station known as Georgetown Junction, located two-tenths miles east of Lando, established.

(d) CADIZ SECONDARY TRACK

GEORGETOWN JUNCTION

Facing hand-operated switch for westward movement in Cadiz Secondary Track at Georgetown Junction, leading to Georgetown Secondary Track, in service.

New track known as Georgetown Secondary Track of no assigned direction, controlled by Acre, extending west four miles on south side of Cadiz Secondary track from Georgetown Junction, to Hanna, in service.

The time-table direction is west from Georgetown Junction. Normal position of switch connecting Cadiz Secondary Track with Georgetown Secondary Track is for movement to Georgetown Secondary Track. Maximum speed 15 miles per hour.

Page 11, Special Instruction 1104-A1, 1151-D1 and 1157-H1, changed.

Diagram attached to sticker form of this General Order showing track layout, grade crossings, Automatic Highway Crossing signals, undergrade and overhead bridges, and stations on Georgetown Secondary Track between Georgetown Jct., and Hanna, also new yard and other tracks west of Hanna, must be detached and pasted in time-table with this General Order.

(e) GENERAL ORDER ZONES

Zone B changed to include Main Line, Walkers Mills to Dennison; Burgetts and New Cumberland Branches; and Cherry Valley, Weirton, New Cumberland, Cadiz and Georgetown Secondary Tracks.

Special Instruction 1075b-A3, changed.

Applies in All Zones

(f) MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

Special Instruction 1157-C14, added—

Trains made up entirely with cars containing ore or any train having 15 or more such cars in their consist must not exceed a maximum speed of 35 miles per hour.

Applies in Zone F

(g) POWHATAN SECONDARY TRACK

WEGEE—DILLE

Trains and engines must not exceed a speed of 10 miles per hour between Yard Limit board one fourth mile west of Wegee and Mile Post 51 east of Dille, account sinks in track.

Special Instruction 1157-F1, changed.

B. W. TYLER,

Superintendent.

THE PENNSYLVANIA RAILROAD
PANHANDLE DIVISION

Pittsburgh, Pa., December 22, 1950.

GENERAL ORDER NO. 1509

Effective 10.01 A.M., Wednesday, January 3, 1951

Applies in Zone B

(a) MAIN LINE

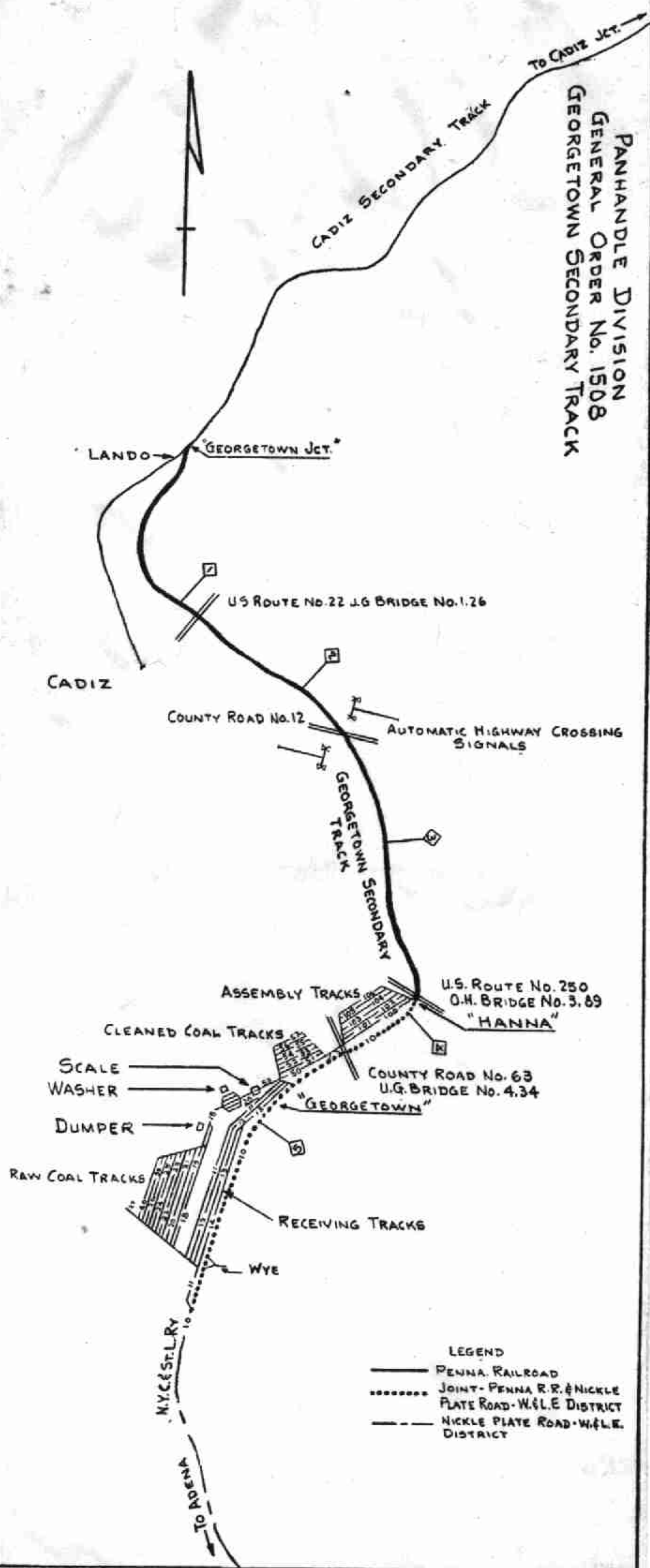
MINGO JUNCTION—TUNNEL—NO. 5 TUNNEL

Tunnel Block and Interlocking Station, closed.

Interlocked switches connecting single track with No. 1 and No. 2 tracks 147 feet east of west portal, and 147 feet west of east portal, No. 5 Tunnel, removed and No. 1 eastward track and No. 2 westward track restored to service between those points operated as a gauntlet.

West limit of Gould Interlocking extended west 7062 feet to include gauntlet and fixed signals governing movements through No. 5 Tunnel in both directions, on all tracks. All fixed signals remain in service and are controlled by Mingo Junction.

B. W. TYLER,
Superintendent.



**THE PENNSYLVANIA RAILROAD
PANHANDLE DIVISION**

Pittsburgh, Pa., January 8, 1951.

GENERAL ORDER NO. 1510

Effective 10.01 A.M., Friday, January 12, 1951

Applies in Zone B

(a) **MAIN LINE**

COLLIER—MILE POST 33

Trains and engines on No. 1 eastward track must not exceed a speed of 15 miles per hour between Collier Station and Mile Post 33 east of Collier, account damaged track.

Special Instruction 1157-F1, changed.

(b) **MAIN LINE**

GOULD

Automatic flashing light Highway Crossing Signals and short arm gates in service at Gould, County Road No. 74, 700 feet west of Mile Post 49.

(c) **MAIN LINE**

BOWERSTON

Yellow disc showing letter "G" in black, Rule 291, added to block signal No. 836 located 3600 feet west of Mile Post 83, west of Bowerston, governing eastward movement on No. 1 track, in service.

Applies in Zone F

(d) **POWHATAN SECONDARY TRACK
PIPE CREEK—STEWART**

Trains and engines must not exceed a speed of 10 miles per hour between a point 2640 feet west of Mile Post 54 west of Pipe Creek and a point 2640 feet west of Mile Post 56 east of Stewart, account sinks in track.

Special Instruction 1157-F1, changed.

B. W. TYLER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PANHANDLE DIVISION**

Pittsburgh, Pa., January 18, 1951.

GENERAL ORDER NO. 1511

Effective 12.01 A.M., Sunday, January 28, 1951

Applies in All Zones

(a) **TIME-TABLE AUTHORITY**

Schedule of No. 26 and No. 760, changed.

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

Nos. 26 and 760 over corresponding schedules, pages 17 and 20.

B stop for No. 763 at Shingiss, page 20, withdrawn.

S stop for No. 763 at Meadowlands, page 20, changed to E stop.

Shingiss station, abandoned.

(b) **ZANESVILLE BRANCH**

ZANESVILLE—FAIR OAKS

B. & O. R.R. Class Q4, Q4A, Q4B, Q4C and Q4D engines may operate on main track between Zanesville and Fair Oaks but must not exceed a speed of 10 miles per hour over Bridge 16.80 west of Zanesville.

Special Instruction 1160-A1, changed.

B. W. TYLER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PANHANDLE DIVISION**

Pittsburgh, Pa., February 12, 1951.

GENERAL ORDER NO. 1512

Effective 12.01 A.M., Saturday, February 17, 1951

Applies in All Zones

(a) **TIME-TABLE AUTHORITY**

B stop for No. 763 at Arden, page 20, withdrawn.

Arden changed to non-agency freight station and passenger service abandoned.

Employees must correct page 20, in ink.

(b) **MORROW SECONDARY TRACK
CIRCLEVILLE—MORROW**

Class AS-10, BS-10, ES-10 and ES-12 engines may operate between Circleville and Morrow but must not exceed a speed of 10 miles per hour over Bridge 111.69 east of Jasper; Bridge 114.30 west of Jasper; Bridge 131.59 west of Mile Post 131; and Bridge 135.03 west of Ogden.

Special Instruction 1160-A1, changed.

B. W. TYLER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
PANHANDLE DIVISION**

Pittsburgh, Pa., February 26, 1951.

GENERAL ORDER NO. 1513

Effective 12.01 A.M., Monday, March 5, 1951

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 760 and No. 763, changed.

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

Nos. 760 and 763 over corresponding schedules on page 20.

Applies in Zone F

**(b) POWHATAN SECONDARY TRACK
AMBLER**

Facing hand-operated switch for westward movement in Powhatan Secondary Track, with hand-operated derail, 2500 feet west of Mile Post 47 east of Ambler, leading to Kaiser Frazer Corporation track, in service.

**(c) POWHATAN SECONDARY TRACK
AMBLER**

Class M, N, J, Q, S and T engines prohibited on Kaiser-Frazer Corporation tracks.

Special Instruction 1160-A1, changed.

**(d) POWHATAN SECONDARY TRACK
AMBLER**

Employees are warned of close overhead and side clearance on No. 1 track leading into east end, and close overhead clearance on No. 2 track leading into west end of Kaiser-Frazer Corporation building.

Special Instruction 1163-A3, changed.

B. W. TYLER,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN DIVISION

Pittsburgh, Pa., August 11, 1950.

GENERAL ORDER No. 1509

Effective 12.01 A. M., Tuesday, August 15, 1950

Applies in All Zones

(a) INSTRUCTIONS FOR PREPARATION AND HANDLING OF FREIGHT TRAINS ON GRADES, ETC.:

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

On all mineral freight trains the main reservoir pressure must be adjusted to 140 lbs. and the brake pipe pressure to 95 lbs., between the following points:

Eastbound: East Rochester to Yellow Creek
Retaining valves will be used in descending the following grade as specified:

I Locomotives not equipped with dynamic brake, or dynamic brake inoperative, or trains which do not have 50% of the cars equipped with 4 position retainers, or trains consisting of over 9000 tons:

On such mineral freight trains retaining valves must be turned up in high pressure position on 30% of the number of cars in train. Retainers will be turned up on head portion of train.

II Locomotives having dynamic brake operative on three or more Diesel-electric units, and consisting of 9000 tons or less:

On such mineral freight trains retaining valves must be turned up in slow direct release position on 50% of the number of cars in train commencing at head end of train. When retaining valves are used in slow direct release position (45 degrees above center) they should be set up before leaving the initial terminal, and need not be placed in direct release again until the train arrives at destination.

Between Shale and Clark, engineman must operate the air brakes in such a manner as to maintain a brake pipe pressure of not less than 70 pounds on mineral freight trains.

When descending the grade, engineman will operate the dynamic brake to the limit of its capacity supplemented by the necessary air brake applications to control the speed.

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

Mineral freight trains must not exceed a speed of 20 miles per hour eastbound between Mile Post 42 and Mile Post 36.

Enginemen on eastbound mineral freight trains must know before passing Bayard that the dynamic brake is operating properly. Conductor must know that the retaining valves are in the proper position before passing Shale.

Sheet 2 of 2 Sheets

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

In approaching the top of grade the speed of trains will be reduced sufficiently to permit retaining valve handles to be turned up; also when approaching the foot of the grade speed will be reduced sufficiently to permit retaining valve handles to be turned down. Retainers must not be turned down until engineman gives the whistle signal to release brakes upon reaching the foot of the grade.

If in the judgment of conductor and engineman the weather conditions or character of the lading in the cars is such as to prohibit the turning up of retaining valves with safety while the trains are in motion, trains must be stopped at the top of the grade so that retaining valves can be turned up, and in such instances stops will also be made at the foot of the grade to permit turning retaining valves down.

Special Instructions 1155-A1 and 1157-C15, changed.

Applies in Zone B

(b) MAIN LINE
GARFIELD-BELOIT

Trailing hand-operated crossover, with center lever lock, connecting No. 1 track with No. 2 track, located 800 feet west of Mile Post 76, in service.

Applies in Zone C

(c) MAIN LINE
BURTON CITY

Trailing hand-operated switch, connecting No. 1 track with team track, 3154 feet west of Mile Post 120, out of service.

(d) BAYARD BRANCH
EAST DRY RUN

Facing hand-operated crossover, connecting No. 1 track with No. 2 track, 2800 feet west of Mile Post 14, out of service.

H. D. KRUGGEL,
Superintendent.

**IF YOU HAVE PLANS
FOR TOMORROW,
BE SAFE TODAY**